

## Division 8—Future Urban Zone: Assessment Criteria and Assessment Tables

### 4.8.1 Future Urban Zone

- (1) The provisions in this division relate to the Future Urban Zone as follows—
- (a) overall outcomes (section 4.8.2);
  - (b) specific outcomes and probable solutions as follows—
    - (i) effects of development – general (section 4.8.3);
    - (ii) effects of development within Sub Area 1 – Ripley Valley/Deebing Creek (section 4.8.4);
    - (iii) effects of development within Sub Area 2 – Redbank Plains (section 4.8.5A);
    - (iv) effects of development within Sub Area 3 – Chuwar (section 4.8.5B);
    - (v) effects of development within Sub Area 4 – Walloon/Thagoona (section 4.8.5C);
    - (vi) effects of development within Sub Area 5 – Keidges Road, South (section 4.8.5D); and
    - (vii) consistent and inconsistent uses, use classes and other development (section 4.8.6).
  - (c) assessment tables (Tables 4.8.1 and 4.8.2).

#### Definitions

- (2) For the purposes of this zone the following terms have the meaning as set out below—
- (a) **“Urban Uses”**
    - (i) “Urban Uses” means those uses which form part of an urban settlement pattern.
    - (ii) Such uses include—
      - (A) residential uses, inclusive of cottage, courtyard, hillside, homestead and traditional lots, dual occupancies and multiple residential uses; and
      - (B) non residential uses which service and support residential uses, including commercial and industrial uses, recreation and entertainment uses and community uses.
  - (b) **“Interim Uses”**
    - (i) “Interim Uses” means those uses which occur before the establishment of an urban settlement pattern.
    - (ii) Such uses are generally low intensity and rural in nature.

#### NOTE 4.8.1A

- (1) The Future Urban Zone comprises four (4) large areas which have been identified as having potential for urban development.
- (2) These identified areas are subject to a variety of issues and constraints which will require significant investigation prior to any approval for urban uses or works being given.
- (3) Detailed investigation of these issues and constraints may or may not preclude some parts of the land from future urban uses.
- (4) Should future urban uses be precluded, and in the case of interim uses, the existing low intensity rural nature of the identified areas is to be maintained.

### 4.8.2 Overall Outcomes for the Future Urban Zone

- (1) The overall outcomes are the purpose of the Future Urban Zone.

#### NOTE 4.8.2A

Sub-section (1) provides the link between the overall outcomes sought for the zone and the area code and the IPA code assessment rules which refer to the ‘purpose’ of the code [see IPA s.3.5.13(2)].

- (2) The overall outcomes sought for the Future Urban Zone are the following—
- (a) The Future Urban Zone provides for integrated urban development on large and strategically located parcels of land.
  - (b) The Future Urban Zone caters primarily for low density, sewerered, urban residential uses and works.
  - (c) Development occurs in accordance with comprehensive area planning and detailed site planning which—
    - (i) achieves an orderly, integrated and coordinated settlement pattern; and
    - (ii) resolves any physical land constraints.
  - (d) Non-residential uses are appropriately located and designed and service the day to day needs of the local community, or form part of a designated commercial or business centre.
  - (e) Residential uses within the Future Urban Zone—
    - (i) provide a mix of low to medium density housing types and lot sizes in response to community housing needs; and



- (ii) are concentrated at higher densities around centres, public transport nodes and other community focal points.
- (f) Interim uses and works maintain the current low intensity rural nature and setting.
- (g) Interim uses and works retain the existing large rural lot sizes.
- (h) Subdivision occurs in accordance with comprehensive planning, and detailed site planning and the resolution of any constraints applicable to each Sub Area.
- (i) Interim uses and works do not compromise the future urban land use potential or patterns of development by—
  - (i) contaminating land;
  - (ii) fragmenting land;
  - (iii) continuing to operate after urban uses commence, if they are likely to adversely impact on future residential amenity (e.g. through intensive animal husbandry, or significant industrial activities);
  - (iv) deleteriously impact upon scenic values; or
  - (v) compromising future transport and public utility networks/corridors.
- (j) Urban uses are provided with full urban services, including reticulated water, sewerage, sealed roads, an integrated open space network and other community facilities.
- (k) Sustainable water usage is facilitated, particularly where relating to water sensitive design and the use of recycled water in large greenfield housing estates.
- (l) Uses and works are located and designed to maximise the efficient extension and safe operation of infrastructure.
- (m) Uses and works are located, designed and managed to—
  - (i) maintain residential amenity;
  - (ii) maintain or enhance important aspects of local character and places of cultural significance or streetscape value;
  - (iii) be compatible with other uses and works;
  - (iv) avoid significant adverse effects on the natural environment;
  - (v) avoid residential encroachment on commercial and industrial land uses; and
  - (vi) maintain the safety of people, buildings and works.

**NOTE 4.8.2B**

- (1) The land within the Future Urban Zone is affected by development constraints, including flooding and drainage issues, mining, steep slopes and significant native vegetation.
- (2) Refer to the overlay maps and Part 11 to determine whether a proposal is affected by an overlay.

**4.8.3 Effects of Development – General****NOTE 4.8.3A**

The specific outcomes which are sought to apply generally throughout the Future Urban Zone are set out below.

**Integrated Development and Resolution of Constraints****(1) Specific Outcomes**

Comprehensive planning and detailed site planning are undertaken to provide, within each of the relevant Sub Areas—

- (a) an integrated development outcome, particularly in terms of transport connectivity and infrastructure delivery; and
- (b) the resolution of any physical land constraints.

**Uses and Works – Density and Character****(2) Specific Outcomes**

- (a) Interim uses and works maintain the current low intensity/rural nature of land within the zone.
- (b) Urban uses and works maintain the amenity of the surrounding area, support the desired character outcomes and protect and enhance important view corridors, landmark features and landscape elements having regard to—
  - (i) building height;
  - (ii) dwelling density;
  - (iii) lot sizes and dimensions;
  - (iv) boundary clearances and the provision of space around buildings;
  - (v) access to natural light and ventilation;
  - (vi) privacy;
  - (vii) noise attenuation;
  - (viii) vegetation protection;
  - (ix) landscape treatment;
  - (x) places of cultural significance or streetscape value; and
  - (xi) the form, scale, bulk, style, siting, orientation, roof lines, materials and detailing of buildings.



- (3) **Building Height**  
**Probable Solutions – for sub-section (2)(b)(i) above**  
 Building height complies with the specific outcomes for each of the Sub Areas, as set out in section 4.8.4, 4.8.5A, 4.8.5B, 4.8.5C and 4.8.5D.
- (4) **Non Residential Uses**  
**Specific Outcomes**  
 Each non-residential use—
- (a) fulfils a local community need in the immediate neighbourhood or is situated within a designated business or commercial centre; and
  - (b) is accessible to the population it serves; and
  - (c) where possible, co-locates with other non residential uses but does not contribute to undesirable commercial ribbon development; and
  - (d) does not have a significant detrimental impact on the amenity of nearby residents, including through the generation of—
    - (i) odours;
    - (ii) noise;
    - (iii) waste products;
    - (iv) dust;
    - (v) traffic;
    - (vi) chemical spray drift;
    - (vii) electrical interference; or
    - (viii) lighting; and
  - (e) maintains a scale and appearance in keeping with the residential amenity and character of the locality with adequate buffering or screening to nearby residential uses (both existing and proposed); and
  - (f) supports the identified hierarchy of centres as shown on Map 3 in Schedule 7, or on a relevant Land Use Concept Master Plan or Area Concept Plan.
- (5) **Vegetation and Landscaping**  
**Specific Outcomes**
- (a) Appropriate landscaping, including street trees, is used to—
    - (i) soften building outlines and enhance the overall appearance of the area;
    - (ii) buffer areas of potential impact such as roads and transport corridors; and
    - (iii) provide separation and definition of clearly identified and discrete residential neighbourhoods.
  - (b) All significant trees are retained, where possible, particularly on heavily treed, large lots.
- Operation of Road Network and Access**
- (6) **Specific Outcomes**  
 Uses and works are located and designed to—
- (a) ensure the safe and efficient operation of the road network; and
  - (b) avoid multiple access points along major roads; and
  - (c) avoid significant adverse effects (e.g. by noise or dust generated) from use of the road network.
- Provision of Infrastructure**
- (7) **Specific Outcomes**  
 Infrastructure is—
- (a) provided to meet appropriate standards at the least whole-of-life cost, including avoiding unnecessary duplication; and
  - (b) comprised of components and materials that are readily accessible and available from local sources; and
  - (c) readily integrated with existing systems and facilitates the orderly provision of future systems.
- (8) **Probable Solutions – for sub-section (7)**  
 Infrastructure is provided to the standards stated in Planning Scheme Policy 3—General Works, or as otherwise stated in the specific sub area (refer Section 4.8.4 and 4.8.5A to 4.8.5D).
- Separation Between Conservation Areas and Urban Uses and Works**
- (9) **Specific Outcomes**  
 Uses and works are located and designed to—
- (a) minimise urban edge effects eroding the environmental values of principal conservation areas;
  - (b) minimise bushfire risks; and
  - (c) protect new buildings from being damaged by falling timber.
- (10) **Probable Solutions – for sub-section (9)**  
 Building envelopes are located such that there is at least a 20 metre separation to the boundary of land which is zoned “Conservation” or “Rural Conservation”.
- Operational Airspace – Wildlife Hazards**
- (11) **Specific Outcome**
- (a) Particular attention is given to the covering or containment of food and waste sources so as not to attract wildlife (particularly birds or bats) that are likely to affect the operational airspace within 8km of RAAF Base Amberley.
  - (b) Turf farming and fruit farming are managed within 8km of RAAF Base Amberley to avoid the attraction of wildlife (particularly birds or bats) that is likely to affect the operational airspace of RAAF Base Amberley.
- (12) **Probable Solution – for sub-section (11)(b)**  
 Turf farming and fruit farming are avoided within 3km of RAAF Base Amberley.



**NOTE 4.8.3B**

Refer to—

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

#### 4.8.4 Effects of Development within Sub Area FU1 – Ripley Valley/Deebing Creek

**NOTE 4.8.4A**

- (1) The Future Urban Zone includes five (5) Sub Areas.
- (2) This section (4.8.4) deals with Sub Area 1 – Ripley Valley/Deebing Creek.
- (3) Section 4.8.5A deals with Sub Area 2 – Redbank Plains.
- (4) Section 4.8.5B deals with Sub Area 3 – Chuwar.
- (5) Section 4.8.5C deals with Sub Area 4 – Walloon/Thagoona
- (6) Section 4.8.5D deals with Sub Area 5 – Keidges Road, South.
- (7) The locations of the Sub Areas are—
  - (a) depicted on the Zoning Maps Z6, Z7, Z8, Z12, Z13, Z23, Z24, Z25, Z32, Z33 and Z34. and;
  - (b) described below.

**NOTE 4.8.4B**

- (1) The Ripley Valley and Upper Deebing Creek catchment area has been identified as a major future urban growth area under both the Local Government's Strategic Framework and the Regional Framework for Growth Management.
- (2) The future development of the area is intended to comprise an urban growth corridor catering for a population of 80,000 to 100,000 people.
- (3) The area constitutes one of the largest urban growth opportunities in South East Queensland, and is also a very attractive and environmentally significant area containing a mostly cleared valley situated within a greenspace frame formed by vegetated hillsides and ridgelines.
- (4) The greenspace frame forms part of a regionally significant ecosystem linking Greenbank, Spring Mountain and White Rock with Flinders Peak.

- (5) The area is well located to support the development of the Ipswich City Centre as a Key Centre for South East Queensland while at the same time there is also potential to develop a new town centre at Ripley providing a focus, and 'sense of place' for the emerging community.
- (6) However, unlike other strategic urban growth area land holdings within South East Queensland (e.g. Robina, Forest Lake, Springfield, North Lakes and Kawana Waters), the Ripley Valley/Deebing Creek area consists of a multiplicity of landowners perhaps with different aspirations and priorities and sometimes with competing interests.
- (7) Development of the area is intended to be an 'integrated' residential, business, retail and commercial community over a lengthy time period, estimated as being at least thirty (30) years.
- (8) Development of the Ripley Valley/Deebing Creek area is to be consistent with the Integrated Planning Act and in particular the IDAS process, however it is important to acknowledge that—
  - (a) at this time it is not possible to determine with certainty the final land use form (other than by showing the 'structural' land use components) as the location, proportion and extent of particular uses and the development phasing need to remain flexible to meet landowner, community and market demands and expectations;
  - (b) the necessary infrastructure relating to roads, transport, water supply, sewerage, drainage, open space, recreational facilities and community facilities must be available or capable of being made available as development proceeds;
  - (c) developers, landowners and the Local Government must have a degree of certainty to enable the provision of infrastructure in a timely and economic manner to meet the needs of the area as it is developed in accordance with approved Plans.

#### (1) RIPLEY VALLEY/DEEBING CREEK – PATTERN OF DEVELOPMENT

**NOTE 4.8.4C**

- (1) The Land Use Concept Master Plan (LUCMP) for the development of the Ripley Valley/Deebing Creek Sub Area FU1 is shown on Figure 4.8.1.



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| <p>(2) The LUCMP provides an indicative 'footprint' for future development.</p> <p>(3) It is the fundamental planning guide for development within the Ripley Valley/Deebling Creek Sub Area FU1 and shows indicative land use designations and structural elements.</p> <p>(4) The LUCMP is not intended to prescribe the precise boundary of the indicative land use designations, and it is not intended that the LUCMP prescribe with complete accuracy the final location of uses within the broad conceptual land use designations.</p> <p>(5) The structural elements shown on the LUCMP are the proposed overall framework of transport and open space networks.</p> <p>(6) The proposed structural elements are shown in a conceptual way based on the present level of planning and knowledge of constraints, and for these reasons the locations must not be regarded as final.</p> <p>(7) With further land use planning, engineering and environmental assessments, the final location of the structural elements will be determined to achieve the function and purpose for which they are intended.</p> <p>(8) Also see section 4.8.4(2) and Note 4.8.4L which outlines the benefits associated with the preparation of comprehensive Concept Plans and their use to support a Preliminary Approval under IDAS.</p> <p>(9) Also refer to section 1(28) of Planning Scheme Policy 2 which outlines the information which the Local Government may request to support a proposal for urban uses and works within the Ripley Valley/Deebling Creek Sub Area.</p> | <p>(F) a town centre area.</p> <p>(ii) The uses and works within the Ripley Valley/Deebling Creek Area are located and relate to each other in ways that—</p> <p>(A) create an urban structure which uses land efficiently and provides high levels of accessibility to transport, shopping and commercial facilities, employment opportunities, open space, recreational opportunities and community facilities;</p> <p>(B) provide a comprehensive range of housing types and lots to meet the various housing needs of the community;</p> <p>(C) create a "sense of community" through clear definition of neighbourhoods and districts and relates these to the areas of conservation, visual and landscape character and through identifying community foci with the designation of community centres;</p> <p>(D) develop a Town Centre with a comprehensive range of commercial and community facilities and employment opportunities for local residents whilst at the same time supporting the development of the Ipswich City Centre as one of the Key Centres for South East Queensland;</p> <p>(E) create a 'sense of place' through appropriate landscaping, streetscaping, urban design and building design, particularly within designated centres;</p> <p>(F) provide a high standard of residential amenity with particular regard to environment, safety, privacy, convenience, visual attractiveness and the impact of traffic noise;</p> <p>(G) are sympathetic with the natural land form, taking into account the protection and where possible, enhancement of the natural environment;</p> |
|--|---|
- (a) **Development Concepts—  
Specific Outcomes**
- (i) The Ripley Valley/Deebling Creek area accommodates the following uses and works—
- (A) major transport corridors and inter suburban links;
- (B) neighbourhoods and major access points and relationships to transport networks and nodes;
- (C) neighbourhood centres and major education/community facilities nodes;
- (D) an open space network;
- (E) various densities of residential use; and





- (H) protect important areas of ecological significance and the overall greenspace setting of the Valleys through the protection of native vegetation on the visually prominent hillsides and ridgelines;
- (I) provide the necessary infrastructure, including public utilities and community services which cater for the needs of the community as development proceeds;
- (J) facilitate sustainable water usage, particularly where relating to water sensitive design and the use of recycled water;
- (K) protect places of Indigenous and Non-Indigenous cultural significance;
- (L) provide for the extension of the South West Regional Transport Corridor and improve transport linkages with the Ipswich City Centre; and
- (M) concentrate land use activities along transport corridors and particularly around multi-nodal interchanges.

- uses, including those providing services and facilities to local residents at locations with suitable access.
- (ii) Smaller lots and medium-low density housing clusters are provided around—
  - (A) centres;
  - (B) public transport nodes;
  - (C) major open space areas or features; and
  - (D) community facility nodes.
- (iii) Neighbourhoods are created which have a clearly defined “sense of community” through—
  - (A) highlighting topographical features (e.g. ridgeline and creek systems);
  - (B) the design and placement of the open space system, major roads and centres containing community and commercial facilities and a community focal point; and
  - (C) appropriate landscaping, streetscaping and urban design.
- (iv) Detailed investigations and detailed site planning resolve, or identify—
  - (A) the alignment of the South West Regional Transport Corridor;
  - (B) additional constrained lands (particularly steep land) where larger residential lots constitute the preferred outcome;
  - (C) further opportunities for higher density forms of accommodation; and
  - (D) the capacity of lands affected by past mining to support urban land uses.

**(b) Residential Low Density—**

**NOTE 4.8.4D**

- (1) This Land Use Designation comprises the majority of land within the Sub Area.
- (2) Some of the land within the Residential Low Density Land Use Designation is affected by development constraints, particularly flooding and mining.
- (3) Areas to the north of the existing Ripley Township and at the eastern end of Barrams Road are particularly constrained by past mining activities.
- (4) Refer to the overlay maps and Part 11 to determine whether a proposal is affected by an overlay.
- (5) The Urban Areas – Residential Low Density Zone (refer Part 4, division 5) should be used for comparison purposes to assist with further planning and interpretation.

**Specific Outcomes**

- (i) Urban uses provide a mix of low to medium density housing types, and a range of other compatible land

**(c) Large Lot Residential—**

**NOTE 4.8.4E**

- (1) This Land Use Designation encompasses mostly the steeper land, or land on the periphery of the planned residential areas.
- (2) The Large Lot Residential Zone (refer Part 4, division 4) should be used for comparison purposes to assist with further planning and interpretation.

**Specific Outcomes**

- (i) Larger residential lots are used—



Figure 4-8-1: Ripley Valley/Deebling Creek Land Use Concept Master Plan





- (A) to provide a 'soft edge' to adjacent greenspace areas, particularly along vegetated hillsides and ridgelines;
- (B) on steep land, or other environmentally constrained land where this form of development constitutes a preferred outcome; and
- (C) where increased separation distances are sought in order to protect residential amenity.

**Probable Solutions**

- (ii) Actual densities are determined through the detailed design process and may range from large, sewerred lots (e.g. 1500m<sup>2</sup> - 2000m<sup>2</sup>) to unsewerred lots (e.g. 4000m<sup>2</sup> - 6000m<sup>2</sup>).

**(d) Residential Medium/Mixed Density—**

**NOTE 4.8.4F**

- (1) This land use designation includes areas of concentrated housing densities.
- (2) Determination of the final alignment of the South Transport Corridor and associated public transport linkages to the Ipswich City Centre may identify further opportunities for residential consolidation through this designation.
- (3) The Residential Medium Density Zone (refer Part 4, division 6) should be used for comparison purposes to assist with further planning and interpretation.

**Specific Outcomes**

- (i) Areas of higher density residential uses and works are situated primarily around major transport nodes and designated centres.
- (ii) Non-residential uses and works are appropriately located and designed—
  - (A) to provide services and facilities to local residents, at locations with suitable access; or
  - (B) as part of the range of proximal centres-based land uses.

**Probable Solutions**

- (iii) RM1 provides the greatest concentration of attached dwellings at a medium to high density, with a maximum density of 75 dwellings per hectare.

- (iv) RM2 provides a mixed density approach including a range of low to medium density attached dwellings, with a maximum density of 50 dwellings per hectare.
- (v) Uses and works are generally limited to three (3) storeys in height in the RM1 Sub Area and two (2) storeys in height in the RM2 Sub Area, however taller structures may be appropriate on steeper slopes or adjoining the town centre, and subject to detailed site assessment.

**(e) Neighbourhood Centres—**

**NOTE 4.8.4G**

- (1) Neighbourhood centres provide local employment and services for residential neighbourhoods primarily in the form of clusters of retail and commercial floor space and community facilities.
- (2) The location of the designated neighbourhood centres on the LUCMP is indicative and is in accordance with the identified network of centres.
- (3) Where additional centres, or variations to the location of centres shown on the LUCMP are proposed, such proposal demonstrates that the overall viability of the network of centres is maintained.
- (4) No higher order district centre is designated in the Sub Area, in order to support the development and long term viability of both the Ripley Town Centre and the Ipswich City Centre, and in recognition of the existing retail and commercial floorspace at Yamanto and Booval.
- (5) The Local Retail and Commercial Zone (refer Part 4, division 10) should be used for comparison purposes to assist with further planning and interpretation.

**Specific Outcomes**

- (i) Neighbourhood centres are distributed throughout the residential areas in highly convenient locations, accessible to the local communities which they serve.
- (ii) The centres are major foci for the various local communities and are reinforced with the co-location of other relevant land use activities such as schools, parks and medium density housing.
- (iii) The neighbourhood centres incorporate enhanced landscape treatment, urban design and building design in order to reinforce a 'sense of place' and 'sense of community'.



- (iv) Neighbourhood centres are located and developed in a manner which supports the development of—
  - (A) the Ipswich City Centre as a Key Centre for South East Queensland;
  - (B) a network of Major Centres at Springfield, Goodna, Redbank, Redbank Plains, Booval, Brassall, Walloon, Rosewood, Yamanto and Ripley;
  - (C) a network of neighbourhood centres and local retail and commercial areas as depicted in Map 3 in Schedule 7.

#### Probable Solutions

- (v) Two types of neighbourhood centres are developed generally within the locations depicted on the Ripley Valley/Deebling Creek Land Use Concept Master Plan, Figure 4.8.1—
  - (A) Major Neighbourhood Centres, comprising larger centres serving 5,000 to 15,000 persons with between 2000m<sup>2</sup> to 6000m<sup>2</sup> of floor space; and
  - (B) Local Neighbourhood Centres, comprising smaller centres, with less than 2000m<sup>2</sup> in floor space, serving localised catchments with less than 5,000 persons.

#### (f) Ripley Town Centre—

##### NOTE 4.8.4H

- (1) The Ripley Town Centre is intended to provide local employment opportunities and higher order facilities for local residents of the Ripley Valley/Deebling Creek Sub Area whilst at the same time supporting the development of the Ipswich City Centre as one of the Key Centres for South East Queensland.
- (2) Prior to any urban development occurring with the Town Centre, a cohesive Town Centre Concept Plan should be prepared and approved to guide future development within the Town Centre designations.
- (3) The City Centre (Part 5) zoning provisions, particularly the Primary Retail Zone (division 4), Primary Commercial Zone (division 6) and Secondary Commercial Zone (division 7) should be used for comparison purposes to assist with further planning and interpretation.

- (4) Also see section 4.8.4(2) and Note 4.8.4L which outlines the benefits associated with the preparation of comprehensive Concept Plans and their use to support a Preliminary Approval under IDAS.

#### Specific Outcomes

- (i) Development of the Ripley Town Centre is closely aligned to population growth within its immediate/primary catchment, to ensure that the timing and scale of its growth does not deleteriously impact on the development and viability of the Ipswich City Centre.
- (ii) Uses and works in the Ripley Town Centre at ultimate development include a department store, discount department store, major supermarkets, higher order specialty retail, banking, financial and personal services, medical services (including a private hospital), entertainment and recreational facilities (including cinemas), some civic uses and educational facilities (including a TAFE campus) with detailed planning in the future to consider a needs assessment for a public hospital and a university.
- (iii) The Town Centre Primary Business Area includes a concentrated hub of retail, commercial, entertainment and civic activities and a housing component in order to ensure greater vitality and casual surveillance.
- (iv) The Town Centre Secondary Business Area includes a range of supporting land uses such as inner city housing, visitor accommodation, educational and medical facilities, research and associated technology activities, service trades activities, cultural, entertainment and recreational activities and other community facilities.
- (v) The Town Centre includes a coordinated approach to urban design, building design, landscaped treatment and streetscaping in order to create a highly attractive and distinctive 'sense of place'.

#### (g) Open Space—

##### NOTE 4.8.4I

- (1) The open/green space setting of the Ripley Valley/Deebling Creek Sub Area presents important opportunities to—



- (a) conserve the greenspace frame/setting provided by the vegetated hillsides and ridgelines; and
  - (b) develop an integrated open space network focussed on the riparian corridors within the Deebing and Bundamba Creeks and their tributaries.
- (2) The LUCMP includes two types of open space designations—
- (a) Open Space – Conservation, which includes—
    - (i) highly significant, visually prominent hillsides and ridgelines which provide the overall greenspace setting and visual framework for the development areas;
    - (ii) areas too steep for urban development (greater than 20%) and unable (owing to elevation) to be economically provided with a reticulated water supply; and
    - (iii) regionally significant ecosystems linking Greenbank, Spring Mountain and White Rock with Flinders Peak, Ivory's Rock, Mt Goolman and the Grampians; and
  - (b) Open Space – Recreation, which includes—
    - (i) central open space spines along both Deebing and Bundamba Creeks in locations which are highly accessible to most residents; and
    - (ii) areas providing opportunities for a wide range of recreational opportunities (including 'difficult to locate', waterside and nature based activities) on land occupied by the Sporting Shooter's Association adjoining Daly's Lagoon.
- (3) The Recreation Zone (refer Part 4, division 17) and the Conservation Zone (refer Part 4, division 18) should be used for comparison purposes to assist with further planning and interpretation.

#### Specific Outcomes

- (i) An open space network is created which—

- (A) protects the highly scenic greenspace setting and overall visual framework for the urban areas;
  - (B) provides form and identity, a 'sense of place' and a 'sense of community' for the various residential neighbourhoods;
  - (C) protects regionally significant ecosystems; and
  - (D) provides an integrated network, catering for a wide range of recreation pursuits for residents and visitors.
- (ii) Urban uses and works do not encroach upon the visually prominent vegetated hillsides or ridgelines, or the catchment of Daly's Lagoon and its associated wetlands.

#### (h) Transport—

##### Specific Outcome

- (i) The South West Regional Transport Corridor (including both the road and public transport elements) is extended from Springfield, to link with the Cunningham Highway together with enhanced connectivity to the Ipswich City Centre.

##### Probable Solutions

- (ii) Access and connection to the Ipswich City Centre is enhanced via a range of options including—
  - (A) Ripley Road/Raceview Street;
  - (B) Edwards Street, Briggs Road and Cemetery Road;
  - (C) linking Whitehill Road across the Cunningham Highway;
  - (D) linking Kerners Road and South Deebing Creek Road with Warwick Road, via a new connection across Lot 3 on CC3148 and via the existing road reserve at 'Palm Lane', Yamanto; and
  - (E) a new road link along the southern perimeter of the Cunningham Highway from South Deebing Creek Road to Boonah Road and then via the existing grade separated interchange at Warwick Road.
- (iii) Connectivity is provided to Beaudesert Shire to the south and Boonah Road to the west.



- (iv) A connecting road is provided through Swanbank linking the South West Regional Transport Corridor with Redbank Plains Road and coupled with a further connection to Swanbank Road.
- (v) Ripley Road is diverted around the proposed Town Centre Primary Business Area.
- (vi) A major couplet is established on both sides of Bundamba Creek around the Ripley Valley central open space spine.

**NOTE 4.8.4J**

The precise location and design of the South West Regional Transport Corridor and the associated road and public transport infrastructure is an important determinant for positioning the Town Centre and other land use clusters, and accordingly, the Land Use Concept Master Plan may need to be amended once the precise location, nature and function of this transport corridor is known.

- (i) **Former Deebing Creek Mission and Cemetery—**

**NOTE 4.8.4K**

Consultation should occur with local indigenous groups and affected landowners regarding uses and works on or near the former Deebing Creek Mission and Cemetery.

**Specific Outcomes**

- (i) An appropriate level of protection is provided which recognises the sites' significance as an important place of indigenous cultural significance.
- (ii) Uses and works on nearby lands are compatible with the protection of the Deebing Creek Mission Cemetery.

- (j) **Probable Solutions – for sub-sections (1)(a) to (i)—**

- (i) Uses and works are undertaken generally in accordance with the Ripley Valley/Deebing Creek Land Use Concept Master Plan shown on Figure 4.8.1.
- (ii) The former Deebing Creek Mission Cemetery is protected from inappropriate development as part of the integrated open space network.

**INTEGRATED PLANNING, USES AND WORKS****Specific Outcomes**

- (2) Uses and works with the Ripley Valley/Deebing Creek Sub Area occur within a comprehensive planning framework that—
  - (a) ensures the orderly and progressive development of the Sub Area;

- (b) coordinates and integrates land uses, transport, open space, centres, community facilities and other infrastructure networks;
- (c) provides suitable building sites and methods of construction having particular regard to geotechnical constraints;
- (d) incorporates transport and mobility networks that—
  - (i) are transit oriented;
  - (ii) provide an adequate road network and protect future road corridors;
  - (iii) integrate internal and external access to achieve a safe, convenient, comfortable and attractive environment for public transport patrons, pedestrians and cyclists;
  - (iv) provide vehicle entry, exit and circulation arrangements that minimise adverse impacts on local amenity and promote efficiency of the road and street network;
  - (v) minimise conflict between pedestrians/cyclists and vehicles and between passenger vehicles and freight/delivery/service vehicles; and
  - (vi) integrate vehicle parking and circulation;
- (e) provides for the establishment of an integrated open space network;
- (f) provides appropriate visual treatment, landscaping, buffering and separations for—
  - (i) existing residences;
  - (ii) planned future residential areas;
  - (iii) major external road corridors (in terms of visual amenity and acoustic treatment);
  - (iv) major water courses (in terms of protecting wildlife corridors and water quality); and
  - (v) the conservation of valuable features such as important view corridors, vegetated hillsides, ridgelines, creeklines, mature vegetation and developing a unified theme for particular areas;
- (g) provides for an adequate range and distribution of retail, commercial and community facilities including—
  - (i) retail and commercial centres;
  - (ii) schools;
  - (iii) youth centres;
  - (iv) child care centres;
  - (v) community halls; and
  - (vi) places of worship;
- (h) provides for integration with public utilities infrastructure and streetscape works;



- (i) creates clearly defined residential communities;
- (j) provides diversity in housing opportunities, including medium density housing nodes;
- (k) identifies and protects places of cultural significance and streetscape value;
- (l) where appropriate, integrates with adjoining properties in order to—
  - (i) enhance the development of the Ripley Valley/Deebing Creek Sub Area as a whole; and
  - (ii) provide finished levels that integrate and coordinate access between adjoining sites, uses or works; and
- (m) provides for the comprehensive, orderly, integrated and coordinated development of a Town Centre as outlined in sub-section (1)(f), inclusive of—
  - (i) building designs which achieve a unified theme for the town centre, addressing building height, form, materials and design;
  - (ii) streetscape designs which provide for linkages, views and vistas, and a unified street tree planting theme;
  - (iii) a detailed, cohesive land use pattern, including provision for—
    - (A) a town centre primary business area, with a concentrated hub of retail, commercial, entertainment and civic uses, preferably including a housing component; and
    - (B) secondary business areas which may include attached housing, visitor accommodation, educational and medical facilities, research and associated technology uses, service trades uses, cultural, entertainment and recreational activities and other community facilities; and
  - (iv) a network of roads, public transport interchanges and routes, pedestrian/cycleways and a system of open spaces that will offer appropriate linkages between all activities or precincts within the Town Centre and between the Town Centre and the surrounding residential neighbourhoods; and
  - (v) appropriate interface between land use activities/precincts.
- (n) **Probable Solutions – for sub-sections (2)(a) to (m)—**
  - (i) Uses and works are undertaken generally in accordance with the Ripley Valley/Deebing Creek Land Use Concept Master Plan shown on Figure 4.8.1.
  - (ii) An integrated open space network is established generally in accordance with the network outlined in sub-section (1)(g) and shown on the Ripley Valley/Deebing Creek Land Use Concept Master Plan, Figure 4.8.1 and Map 1 in Schedule 7.

**NOTE 4.8.4L**

- (1) It is intended that comprehensive Concept Plans be prepared to provide for the integrated development of land within the Ripley Valley/Deebing Creek Sub Area in an orderly and coordinated manner.
- (2) Such plans will assist in the clarification of development issues for the proponent/developer, landowners, the local community, the local government and relevant state agencies (if any).
- (3) The LUCMP nominates several Master Planning Units which are established around the creation of discrete communities based on identifiable catchments and physical limitations such as major roads and water courses.
- (4) These master planning units provide an important basis to achieve integrated planning throughout the Ripley Valley/Deebing Creek Sub Area.
- (5) Each developer should demonstrate how a proposed development will facilitate integrated development within a master planning unit and, where necessary, between adjoining master planning units.
- (6) Section 1(28) of Planning Scheme Policy 2 outlines the information that the Local Government may request to support a proposal for urban uses and works within the Ripley Valley/Deebing Creek Sub Area.
- (7) Ideally, the first developer within each Master Planning Unit should prepare an Area Concept Plan for that Master Planning Unit.
- (8) This Area Concept Plan should be submitted with the first development application for urban uses and works within that Master Planning Unit and should be publicly notified (impact assessment) as part of the approval process for the respective development application.





- (9) Area Concept Plans may be prepared by landowners, groupings of landowners, developers (with the permission of landowners), or by the Local Government.
- (10) In preparing or amending an Area Concept Plan, proponents should consult with other landowners in the Master Planning Unit.
- (11) The Local Government should be provided with evidence of the consultation which occurred.
- (12) Area Concept Plans should—
- (a) provide a more detailed interpretation of the LUCMP for the master planning unit which enables more specific land use outcomes to be determined;
  - (b) determine the infrastructure needed to service the master planning unit; and
  - (c) address all relevant criteria outlined in the LUCMP and sub-sections 4.8.4(1) and (2) above.
- (13) Area Concept Plans should be consistent with any adopted public utility master plans or design standards adopted by the local government or other relevant agencies, with particular regard to adopted transport networks/alignments, sewerage masterplans, water masterplans and drainage masterplans.
- (14) It is anticipated that the provision of key infrastructure will be governed by infrastructure agreements which will be entered into between landowners, groupings of landowners, developers with the permission of landowners, the Local Government or the State Government probably in association with a preliminary approval for development.
- (15) If the Infrastructure Agreement makes provision for State Government Infrastructure, documentary evidence should be provided to the Local Government that the relevant State Government agency(s) have approved that infrastructure.
- (16) Infrastructure planning for each Master Planning Unit or development proposal should—
- (a) take into account the land use mix and densities as derived from the Land Use Concept Master Plan, and any subsequently approved Area Concept Plan; and
  - (b) assigns to any area or development proposal its allocated equivalent population (EP).

- (17) The Local Government may reject a nominated EP where the local government is of the opinion that the nominated EP does not properly reflect the likely level and nature of development of the Master Planning Unit or the actual development proposal.
- (18) In such circumstances, the Local Government will notify a substituted, allocated EP.
- (19) Concept Plans may be dealt with under the IDAS process as a preliminary approval under Section 3.1.5 of IPA.
- (20) In accordance with the requirements of Section 3.1.6 of IPA, a Preliminary Approval—
- (a) must be publicly notified; and
  - (b) may determine the assessment process (e.g. code assessment or self assessment) to be followed for subsequent development.
- (21) If it is proposed to establish assessment tables or assessment categories or codes under a preliminary approval, then it is suggested that regard be had to the following—
- (a) residential uses and works are generally consistent with the provisions of—
    - (i) the Large Lot Residential Zone Code (Part 4, division 4); or
    - (ii) the Residential Low Density Zone Code (Part 4, division 5); or
    - (iii) the Residential Medium Density Zone Code (Part 4, division 6); and
    - (iv) the Residential Code (Part 12, division 6); and
    - (v) the Reconfiguring a Lot Code (Part 12, division 5);
  - (b) commercial uses and works are generally consistent with the provisions of—
    - (i) the Local Retail and Commercial Zone Code (Part 4, division 10); and
    - (ii) the Commercial and Industrial Code (Part 12, division 7);
  - (c) the Ripley Town Centre uses and works are generally consistent with the provisions of—
    - (i) the City Centre Code (Part 5, divisions 3 to 10); and
    - (ii) the Commercial and Industrial Code (Part 12, division 7);



- (d) Open Space and Recreation uses and works are generally consistent with the provisions of—
  - (i) the Recreation Zone (Part 4, division 17); or
  - (ii) the Conservation Zone (Part 4, division 18); and
  - (iii) the Recreation and Entertainment Code (Part 12, division 11).

(3) **INFRASTRUCTURE**

(a) **General**

**Specific Outcomes**

- (i) Infrastructure is provided in a timely, orderly, integrated and coordinated manner to support urban uses and works.

**NOTE 4.8.4M**

- (1) The appropriate and timely provision of infrastructure for roads and transport, water supply, sewerage, open space and recreation facilities, community facilities, stormwater drainage, electricity and telecommunications is an essential element of the planning process for the Ripley Valley/Deebing Creek Sub Area.
- (2) In most cases it is envisaged that Infrastructure Agreements will be entered into, with the Local Government and other relevant infrastructure providers, in order to ensure the provision of infrastructure in an integrated and timely manner.
- (3) Such agreements are likely to address the provision of a comprehensive range of infrastructure items, including—
  - (a) roads and transport;
  - (b) water supply and sewerage;
  - (c) open space and recreation facilities;
  - (d) community facilities;
  - (e) stormwater drainage; and
  - (f) electricity and telecommunications.

(b) **Roads and Transport**

**NOTE 4.8.4N**

- (1) Access to and within the Ripley Valley/Deebing Creek Sub Area is from a road network under the control of the Local Government and the State Government, as outlined in the Land Use Concept Master Plan.
- (2) Payment of roadworks contributions and any developer credit for construction of trunk roadworks infrastructure is outlined in Planning Scheme Policy 5—Infrastructure.

- (3) All developers are to satisfy the Department of Main Roads requirements in regard to the State controlled road network.
- (4) All developers are to cause written notification to be given by the State to the Local Government that the satisfaction of the Department’s requirements will be full satisfaction under the Transport Infrastructure Act.
- (5) All developers are to satisfy the Department of Transport’s requirements in regard to the provision of public transport.

**Specific Outcomes**

- (i) A road and transport network is developed which—
  - (A) meets the criteria outlined in sub-sections (1)(h) and (2)(d) above; and
  - (B) provides adequate access to individual uses and works.

**Probable Solutions**

- (ii) All developers design and construct streets (including bus routes), pedestrian and cyclist pathways and facilities in accordance with the Reconfiguring a Lot Code and Planning Scheme Policy 3—General Works.
- (iii) Any road or street crossing the alignment of the South-West Regional Transport Corridor is constructed to be grade separated from this corridor.
- (iv) At the time any land is developed, the street network in that part of the land is designed and constructed to meet the reasonably anticipated level, nature and intensity of uses and works within the catchment in which that part of the land is situated even though the uses and works approved does not require street works to that extent.
- (v) All parts of the land required for the road or street network are dedicated at the time of signing of plans of subdivision for the reconfiguration of that part of the land adjoining the road or street network.

(c) **Water Supply and Sewerage**

**NOTE 4.8.4O**

Payment of water supply and sewerage contributions and any developer credit for construction of trunk water supply and sewerage infrastructure is outlined in Planning Scheme Policy 5—Infrastructure.





**Specific Outcomes**

- (i) Water supply and sewerage networks are provided—
  - (A) in an integrated manner to meet the anticipated needs of the relevant catchments; and
  - (B) to meet the needs (including for fire fighting purposes) of individual uses and works; and
  - (C) in a manner which facilitates sustainable water usage, particularly where relating to water sensitive design and the use of recycled water.

**Probable Solutions**

- (ii) All developers design and construct 'works internal' and 'works external' to the nominated connection point in accordance with the Reconfiguring a Lot Code and Planning Scheme Policy 3—General Works.
- (iii) At the time any land is developed, the water and sewerage reticulation system in that part of the land is designed and constructed to meet the reasonably anticipated level, nature and intensity of uses and works within the water zone or sewerage catchment in which that part of the land is situated, even though the development approved does not require water or sewerage works to that extent.
- (iv) Where water or sewerage works are to be constructed on any part of land which is not either a road or otherwise owned or under the control of the local government, the relevant part of the land is dedicated or an easement granted to the Local Government free of cost to the Local Government.
- (v) All water and sewerage works are designed and constructed so that they do not adversely affect the design and construction of the road and public transport links of the South-West Regional Transport Corridor.

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

**NOTE 4.8.4P**

(1) It is intended that the Area Concept Plan (ACP) for each master planning unit defines the extent, type and location of all open space and recreation facilities required within that master planning unit.

(2) Any lakeside land which is proposed to be included as parkland should be identified on an approved Area Concept Plan.

(3) Payment of open space contributions and any developer credit for dedicating and embellishing open space infrastructure is outlined in Planning Scheme Policy 5—Infrastructure.

**Specific Outcomes**

- (i) An integrated open space and recreation network is developed which meets the criteria outlined in sub-sections (1)(g) and (2)(e) above.
- (ii) Where lakes are proposed within the open space classification, the design and location of the lakes is in keeping with the intent of the open space network for the Sub Area.

**Probable Solutions**

- (iii) All parts of the land required for the open space system are dedicated at the time of signing of plans of subdivision for any part of the land adjoining the open space or park system, except that the Town Centre Park and District Parks are to be dedicated by a date to be agreed between the Local Government and the developer as stated in an Infrastructure Agreement.
- (iv) The calculation of open space (both in area and monetary terms) for lakes is limited to that within the waterside park classification and does not include any works or areas below Q10 or required for water quality purposes (such as wetlands), non-freewater areas and any area where the water level exceeds the waterside park classification.
- (v) The following land is not accepted as part of the parkland contributions—
  - (A) land below the post development Q10 ARI flood/stormwater event unless those areas are useable and stable;
  - (B) the area of any school playing field or any playing field being relied upon to provide a school's requirements for active recreation;
  - (C) land required for the attenuation of transportation noise;
  - (D) land required for stormwater drainage purposes;



- (E) land which contains an easement for power lines, stormwater drainage purposes or any other purpose which may impact on the suitability of the land for use as park and open space.

(e) **Community Facilities**

**NOTE 4.8.4Q**

- (1) The Local Community Facilities Infrastructure Contributions (as outlined in Planning Scheme Policy 5—Infrastructure) is based on the premise that there is a basic range of community facilities and services that are required to meet not only the local needs of residents but also higher order services required for the residents of broader, district based catchments.
- (2) These services (predominantly local) may be needed relatively early in the development process and could be provided by both public, and in certain local government approved instances, community based entities.
- (3) The extent of community facilities and the level of monetary contributions required to ensure that facilities and services will be provided to meet the needs of a new population are generally outlined in the Local Community Facilities Infrastructure Contributions (as outlined in Planning Scheme Policy 5—Infrastructure).
- (4) Payment of community facilities contributions and any developer credit for community facilities infrastructure is outlined in Planning Scheme Policy 5—Infrastructure of this planning scheme.

(f) **Stormwater Drainage**

**NOTE 4.8.4R**

- (1) Urban development of the Ripley Valley/Deebling Creek Sub Area has the potential for adverse impact on both the quality and quantity of stormwater in Bundamba and Deebling Creeks.
- (2) With appropriate controls, the development of the area can be undertaken in a manner which ensures that these impacts are reduced to acceptable levels as outlined in the Environmental Protection Policy (Water), any relevant Catchment Management Plans and the following basic criteria.

**Specific Outcomes**

- (i) The provision of stormwater drainage infrastructure for the area maintains or enhances the existing environmental values of major and minor creek waterways.

- (ii) Stormwater drainage works ensure the conveyance through the site of stormwater runoff for rainfall events up to and including the adopted flood level event in a manner which minimises flood nuisance and the potential for erosion, taking into account local discharges.
- (iii) The stormwater drainage system is integrated with the Open Space System, provided always that the incorporation of stormwater management systems remain subservient to the open space system.

**Probable Solutions**

- (iv) The stormwater system is constructed sequentially to ensure that post-development peak discharges along Bundamba and Deebling Creeks and other waterways across the area are similar to pre-development peak discharges.
- (v) The stormwater management strategy, ensures that for the average recurrence intervals of two (2) years, five (5) years, ten (10) years, twenty (20) years, fifty (50) years and one hundred (100) years the maximum rate of stormwater discharge from the area does not exceed pre-development maximum rates of discharge.
- (vi) The stormwater system is constructed sequentially to ensure that stormwater discharged from the area meets the quality standards specified in the local government's Urban Stormwater Management Strategy and Drainage Master Plan.
- (vii) Stormwater management strategies utilise best management practice principles to ensure, as far as practical, that there is no worsening in stream water quality over pre-development conditions, accepting that development will see the introduction of new pollutant types which will need to comply with recognised guidelines and standards.
- (viii) The stormwater drainage infrastructure is designed and constructed to service the Sub Area in accordance with the local government's Urban Stormwater Management Strategy and Drainage Master Plan.



- (ix) At the time any land is developed, the stormwater system in that part of the land is designed and constructed to meet the reasonably anticipated level, nature and intensity of development within the catchment in which that part of the land is situated, even though the development approved does not require stormwater system works to that extent.
- (x) Where any part of the stormwater system is constructed on land not owned or under the control of the Local Government the relevant part of the land is dedicated or an easement granted to the Local Government, as the Local Government elects, free of cost to the Local Government.

**(g) Electricity and Telecommunications**  
**Specific Outcome**

- (i) All uses and works within the Sub Area are provided with electricity and telecommunication services in an efficient and cost effective manner.

**Probable Solution**

- (ii) Electricity and telecommunications infrastructure are supplied underground to each lot in accordance with the service standards specified by the Local Government and the relevant servicing authority.

**(h) Infrastructure Master Plans**

**NOTE 4.8.4S**

- (1) The Local Government may prepare infrastructure master plans to provide detailed planning of one or more structural elements of the area in order to provide a more detailed framework for specific land use planning.
- (2) A Master Plan may include such elements as—
  - (a) open space;
  - (b) drainage;
  - (c) bikeways;
  - (d) pathways;
  - (e) road network; and
  - (f) indicative phasing.
- (3) Any Area Concept Plan submitted to the Local Government for approval should demonstrate consistency with any approved Infrastructure Master Plan.

- (4) The sequence of approval of uses and works within the Ripley Valley/Deebing Creek Sub Area should be in accordance with the phasing or staging outlined in any approved Indicative Phasing Master Plan.
- (5) However, the Local Government may permit development in a different sequence provided the costs to the Local Government and other relevant servicing authorities of construction, maintenance and operation of infrastructure are not increased as a result of the altered phasing.

**(4) INTERIM USES AND WORKS**

**Specific Outcomes**

- (a) Interim uses and works maintain—
  - (i) the current low intensity rural nature and setting of the area; and
  - (ii) the existing, large rural lot sizes.
- (b) Interim uses and works do not compromise the future urban land use potential or patterns of development by—
  - (i) contaminating land;
  - (ii) fragmenting land;
  - (iii) continuing to operate after urban uses commence, if they are likely to impact adversely on future residential amenity (e.g. through intensive animal husbandry, or significant industrial activities);

**NOTE 4.8.4T**

Interim uses and works may be limited to a time period which provides for the uses and works to be discontinued and the site rehabilitated prior to urban development occurring.

- (iv) establishing visually inappropriate land uses having a deleterious impact upon the area's scenic values;
- (v) creating large lot residential reconfigurations in areas designated in the Land Use Concept Master Plan (i.e. Figure 4.8.1) for higher density forms of residential development; and
- (vi) compromising future transport and public utility networks/corridors.

**Probable Solution**

- (c) Lot sizes and reconfigurations in the interim period comply with the provisions of the Reconfiguring a Lot Code relating to reconfiguration of rural land (Refer Part 12, division 5, section 12.5.5).



**NOTE 4.8.4U**

The assessment categories for the Ripley Valley/Deebing Creek Sub Area of the Future Urban Zone, as detailed in Table 4.8.1 and 4.8.2, constitute the assessment categories for uses and works where no Area Concept Plan has been prepared or a Preliminary Approval obtained.

#### 4.8.5A Effects of Development within Sub Area FU2—South Redbank Plains

**NOTE 4.8.AA**

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

**NOTE 4.8.5AB**

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

- (6) Development of the area is to be consistent with the Integrated Planning Act (1997) and in particular the IDAS process, however it is important to note that—
  - (a) the necessary infrastructure relating to roads, water supply, sewerage, recycled water, drainage, recreation facilities, open space and community facilities must be available or capable of being made available as the development proceeds;
  - (b) developers, landowners and the Local Government must have a degree of certainty to enable the provision of infrastructure in a timely and economic manner to meet the needs of the area as it is developed in accordance with approved plans; and
  - (c) preliminary approvals for any major development will be required in order to ascertain the appropriateness of that particular development to the area.

#### (1) Overall Outcomes for the South Redbank Plains Area

- (a) Overall vision:
  - (i) The South Redbank Plains area is recognised throughout South East Queensland as a vibrant, sustainable and attractive place to live.
  - (ii) Residents enjoy the benefits of a vibrant community with a clear sense of identity, character and community spirit.
  - (iii) Greenspace corridors are prominent and accessible to all residents and visitors and together form an integrated, multi-use movement and activity system which protects, manages and enhances the area's ecological values.
  - (iv) Views to local mountain ranges and the natural environs form an integral part of the scenic landscape for the South Redbank Plains area.
  - (v) Koalas, kangaroos and other native animals are regularly spotted in the greenspace corridors and in other nearby bushland areas.
  - (vi) There is a diversity of housing choices to meet residents' life cycle needs.



- (vii) Residents also enjoy a range of community services and facilities appropriate to their needs and feel a strong sense of community identity, safety and security.
- (viii) An efficient transport network enables residents to travel safely and conveniently within south Redbank Plains and to surrounding areas.
- (ix) Electric commuter trains connect to Springfield, Ripley and beyond.
- (x) Public transport, pedestrian and cycle paths are focussed on the railway stations and associated centres as transport hubs.
- (xi) Infrastructure is planned and supplied in an efficient, equitable and environmentally sensitive manner, in pace with growth and the community's needs.
- (xii) There is a vibrant and successful local economy and employment network.
- (xiii) The 'Main Street' precinct along School Road is the key focus for local shopping, commercial activities and community interaction.
- (xiv) The 'Main Street' has its own unique character and identity, achieved through attractive streetscaping, with floral displays, street furniture and artwork.

(2) **South Redbank Plains—Preferred Pattern of Development**

**NOTE 4.8.5AC**

- (1) The Land Use Concept Master Plan (LUCMP) for the development of the South Redbank Plains area (including Sub Area FU2) is shown on Figure 4.8.2A.
- (2) The LUCMP provides an indicative 'footprint' for future development.
- (3) The LUCMP is the fundamental planning guide for development within the Redbank Plains south (FU2) and shows indicative land use designations and structural elements.
- (4) The LUCMP is not intended to prescribe the precise boundary of the indicative land use designations, and it is not intended that the LUCMP prescribe with complete accuracy the final location of uses within the broad conceptual land use designations.

- (5) The structural elements shown on the LUCMP incorporate the proposed overall framework of transport and open space networks.
- (6) The proposed structural elements are shown in a conceptual way based on the present level of planning and knowledge of constraints, and for these reasons the locations must not be regarded as final.
- (7) With further detailed flooding, drainage and mining (geotechnical) assessments, final locations of structural elements and land use patterns will be determined.

(a) **Development Concepts—Specific Outcomes**

- (i) The South Redbank Plains area accommodates the following uses and works—
  - (A) major transport corridors and inter urban links;
  - (B) major access points and relationships to transport networks and nodes;
  - (C) neighbourhood centres and community facilities nodes;
  - (D) an integrated open space network;
  - (E) various densities of residential use;
  - (F) a 'Main Street' retail and local commercial centre at School Road that supports the designated major suburban centre at Redbank Plains Road and the Springfield town centre and future Ripley town centre; and
  - (G) a small local neighbourhood centre at Keidges Road.
- (ii) The uses and works within the South Redbank Plains area are located and relate to each other in ways that—
  - (A) create an urban structure which uses land efficiently and provides high levels of accessibility to transport, shopping and commercial facilities, employment opportunities, open space, recreational opportunities and community facilities;



Figure 4-8-2A: Land Use Concept Master Plan





- (B) provide a comprehensive range of housing types and lots to meet the various housing needs of the community with a focus on higher densities adjoining the School Road 'Main Street' area and planned railway stations at Keidges Road and School Road;
- (C) create a "sense of community" through clear definition of neighbourhoods that relate to the areas of conservation, visual amenity and landscape character;
- (D) develop a comprehensive 'Main Street' precinct along School Road that is the key focus for local shopping, commercial activities and community interaction whilst also creating local employment opportunities;
- (E) create a distinctive 'sense of place' through appropriate landscaping, streetscaping, urban design, building design and the provision of useable public spaces;
- (F) provide a high level of residential amenity with particular regard to environment, safety, privacy, convenience, visual attractiveness and the impact of traffic noise;
- (G) are sympathetic with the natural landform, taking into account the protection and where possible, enhancement of the natural environment;
- (H) protect the important areas of ecological significance and the overall greenspace setting of the Six Mile Creek and Woogaroo Creek corridors and their associated connectivity to regional core conservation areas and through the protection of native vegetation on the visually prominent Mount Juilleratt and within identified pockets throughout the area;
- (I) provide the necessary infrastructure, including public utilities, in an efficient, equitable and environmentally sensitive manner, in pace with growth and the community's needs;
- (J) protect places of historic and cultural significance; and
- (K) concentrate land use along transport corridors and particularly around the planned railway stations.

**(b) Residential Low Density**

**NOTE 4.8.5AD**

- (1) This Land Use Designation includes land constrained by past mining activities, flooding and drainage and land that adjoins designated wildlife corridors.
- (2) This Land Use Designation encompasses five (5) low density residential sub areas that are affected by varying degrees of topographical constraint.
- (3) Refer to the overlay maps and Part 11 to determine whether a proposal is affected by an overlay.
- (4) The Residential Low Density Zone (refer Part 4, division 5) should be used for comparison purposes to assist with further planning and interpretation.

**Specific Outcomes**

- (i) Cottage / Courtyard Lots – (RL1)**
- (A) have lot sizes that are less than 450m<sup>2</sup> ;
- (B) are on flat land comprising sites with no greater than five (5) percent slope;
- (C) have a dwelling with a typical building height of one storey;
- (D) where less than 300m<sup>2</sup> in area, are developed as a house and land package; and
- (E) where 300m<sup>2</sup> or more in area, are developed generally in accordance with a Building Envelope Plan.



**(ii) Cottage / Courtyard / Traditional Lots – (RL2)**

- (A) are developed as a mix of lot sizes from 300m<sup>2</sup> to 1000m<sup>2</sup>;
- (B) where on lots less than 450m<sup>2</sup> in area, are developed as per section (2) (b) (i) above; and
- (C) are on sites constrained by no greater than ten (10) percent slope.

**(iii) Traditional Lots – (RL3)**

- (A) are developed as a mix of lot sizes from 450m<sup>2</sup> to 1000m<sup>2</sup>; and
- (B) are on sites constrained by no greater than ten (10) percent slope.

**(iv) Hillside Lots – (RL4)**

- (A) are created on land with slopes in excess of 10%;
- (B) have lot sizes ranging from 800m<sup>2</sup> to 2000m<sup>2</sup>, dependent on the correlation between lot area, frontage and slope;
- (C) are capable of containing a rectangle suitable for building purposes beyond the standard (ie. 6m) front boundary setback, measuring 10m by 15m on a ground slope not exceeding 20%, although the balance of the lot may be steeper;
- (D) are supported by a geotechnical assessment where involving land steeper than 20%;
- (E) are capable of providing for on-site parking (which should be beyond the standard 6m front boundary setback) without involving future purchasers in major earthworks or engineering structures (eg. bridges or major retaining walls); and
- (F) avoid extensive slab on ground construction techniques (eg. utilise post supported or split level structures).

**(v) Bushland Sensitive Hillside Lots (RL5)**

- (A) are developed as per section (2) (b) (iv) above;
- (B) include environmentally sensitive, climatically responsive buildings; and
- (C) include careful placement and design of buildings, roadways and infrastructure in order to maintain existing vegetation and to protect slope stability whilst also allowing for adequate separation and access for fire fighting vehicles and escape purposes (eg. via perimeter roads) in the event of a bushfire.

**NOTE 4.8.5AE**

- (1) There is a strong preference for development comprising bushland sensitive hillside lots to encompass community titles, private driveways (in lieu of public roads) and extensive common areas containing significant vegetation or difficult topography.

**(vi) All Lots**

- (A) Residential low density areas provide for low density housing types, and a range of other compatible land uses, including those providing services and facilities to local residents at locations with suitable access.
- (B) Views towards Spring Mountain and White Rock are retained wherever possible.
- (C) Development utilises the natural landform, wherever possible and 'benching' of development sites is minimised.
- (D) The land situated along the western boundary of the South Redbank Plains urban footprint (ie. adjoining the Swanbank New Chum Business and Industry area vegetated buffer) is developed in a manner which is cognisant of bushfire hazards and in particular includes:-



- (I) a perimeter access road (which also acts as a fire trail) with entry / escape routes at least every 200 metres; and
  - (II) a cleared fire protection buffer area at least 20 metres wide.
- (E) Lots adjoining or within bushland (eg. around Mount Juilleratt or to the east of Keidges Road) are to include adequate separation and access for fire fighting vehicles and escape purposes (eg. via perimeter roads) in the event of a bushfire.
- (A) locate communal open space areas adjoining the wildlife corridors;
  - (B) retain existing native vegetation, particularly large 'habitat' trees on land adjoining the wildlife corridor; and
  - (C) 'develop' the communal open space areas within a 'natural setting', including the use of local native trees.
- (iv) Multiple unit residential developments which adjoin bushland are to include adequate separation and access for fire fighting vehicles and escape purposes (eg. via perimeter roads) in the event of a bush fire.

**NOTE 4.8.5AF**

- (1) Regard should also be had to the Bushfire Risk provisions contained in Part II, division 4, section 11.4.4.

**(c) Residential Medium Density****NOTE 4.8.5AG**

- (1) This Land Use Designation includes land constrained by past mining activities, flooding and drainage and land that adjoins designated wildlife corridors.
- (2) This Land Use Designation includes areas of concentrated housing densities.
- (3) The Residential Medium Density Zone (refer Part 4, division 6) should be used for comparison purposes to assist with further planning and interpretation.

**Specific Outcomes**

- (i) Areas of higher density residential uses and works are situated primarily around major transport nodes and designated centres.
- (ii) Non residential uses are appropriately located and designed—
  - (A) to provide services and facilities to local residents, at locations with suitable access; or
  - (B) as part of the range of centres-based land uses.
- (iii) Where possible, multiple unit residential developments which adjoin designated wildlife corridors should—

**Probable Solutions**

- (v) Residential Medium Density (RM1) provides for medium density attached housing at two to three storeys in height, with a density range up to 75 dwellings per hectare, on land within 500 metres of a railway station.
- (vi) Residential Mixed Density (RM2) provides for a mix of detached and attached housing up to two storeys in height, with a density range up to 50 dwelling per hectare, on land within 500 to 800 metres of a railway station.
- (vii) Uses and works are generally limited to three (3) storeys in height in the RM1 Sub Area and two (2) storeys in height in the RM2 Sub Area.

**(d) Neighbourhood Centres****NOTE 4.8.5AH**

- (1) Neighbourhood centres provide local employment and services for residential neighbourhoods primarily in the form of clusters of retail and commercial floor space and community facilities.
- (2) The proposed network of neighbourhood centres is intended to support the designated major suburban centre at Redbank Plains Road, the Springfield town centre and the future Ripley Town Centre by concentrating on convenience retailing serving the nearby residents.
- (3) The local Retail and Commercial Zone (refer Part 4, division 10) should be used for comparison purposes to assist with planning and interpretation.



## Specific Outcomes

## (i) General

- (A) Neighbourhood centres are distributed in highly convenient locations, accessible to the local communities which they are intended to serve;
- (B) The centres are a major focus for the immediately surrounding local areas and are reinforced with the co-location of other relevant land use activities such as community facilities, parks and medium density housing; and
- (C) The neighbourhood centres incorporate enhanced landscape treatment, urban design and building design in order to reinforce a distinctive 'sense of place' and 'sense of community'.

(ii) South Redbank Plains Major Neighbourhood Centre (MN)  
Specific Outcomes

- (A) Development of the South Redbank Plains major neighbourhood centre is closely aligned to population growth within the immediate/primary catchment.
- (B) Uses and works in the South Redbank Plains major neighbourhood centre at ultimate development include a major supermarket, limited speciality retail, financial services, personal services, medical services and possible recreational / community services and facilities.
- (C) The South Redbank Plains major neighbourhood centre primary business area is focused on the area along School Road between the future East West Distributor Road and the planned railway station to the south, and is intended to be developed—
- (I) as a 'Main Street' with active shop frontages and on-street dining

along both sides of School Road in buildings from 2 to 3 storeys in height;

- (II) with a preference for distinctive, contemporary, sub tropical design to enhance the character of the area;
- (III) with efficient, safe and attractive pedestrian linkages from the surrounding areas and to areas linking the 'main street' and the planned railway station; and
- (IV) inclusive of a residential component (which may include shop top housing) in order to ensure greater vitality and casual surveillance.
- (D) The South Redbank Plains major neighbourhood centre secondary business area:-
- (I) supports the 'Main Street' primary business area; and
- (II) includes a mix of medium density residential, live / work units and commercial / retail / community uses.
- (E) The South Redbank Plains major neighbourhood centre is to include a co-ordinated approach to urban design, building design, landscape treatment, signage and streetscaping in order to create a highly attractive and distinctive 'sense of place'.
- (F) Within the South Redbank Plains major neighbourhood centre:-
- (I) buildings are positioned along the street alignment to create an active, articulated "Main Street" environment;



- (II) service vehicles and carpark access occurs behind the Main Street frontage;
- (III) direct vehicle access to School Road is avoided, where possible; and
- (IV) buildings are generally limited to three stories in height and where possible comprise 'mixed use' buildings with residential units/offices over shops at ground floor.

(iii) **South Redbank Plains Local Neighbourhood Centres (LN1 and LN2) and Other Local, Convenience Shopping.**

**Specific Outcomes**

- (A) The local neighbourhood centre (LN1) indicated on the LUCMP adjacent to Keidges Road is to consist of a small group of shops including a possible small supermarket, newsagency, bakery etc.
- (B) The local neighbourhood centre indicated on the LUCMP adjacent to the East West Distributor Road (LN2) could include possible highway oriented commercial uses and local convenience shops.
- (C) There are a number of other opportunities in the area for local convenience shopping ranging from general stores / cafes to small groups of shops.

(e) **Open Space / Recreation**

**NOTE 4.8.5AI**

- (1) The open space setting of the South Redbank Plains Area presents important opportunities to—
  - (a) conserve the greenspace frame/setting provided by the vegetated hilltops, creeks and gullies; and

- (b) develop an integrated open space network focussed on the main drainage corridors and creeks (comprising Woogaroo Creek and Six Mile Creek) and key wildlife habitats (comprising Mount Juilleratt and the Keidges Road ridgeline).
- (2) The recreation / open space designations include—
  - (a) a mix of active and passive recreational activities and facilities;
  - (b) linear parkland and open space movement and drainage corridors;
  - (c) a mix of formal, informal and natural settings;
  - (d) mostly publicly owned land, but may include privately owned and operated recreational facilities and other community facilities,
  - (e) key wildlife corridor linkages;
  - (f) areas of significant native vegetation within the South Redbank Plains Urban Footprint, extending along Six Mile Creek and Woogaroo Creek; and
  - (g) a large, intact forested area on Mount Juilleratt.
- (3) It is intended that these areas will be protected and enhanced for their environmental values, particularly as wildlife habitats and important linkages.
- (4) Figure 4.8.2B sets out a Greenspace Plan for the South Redbank Plains area, inclusive of:-
  - (a) important conservation areas and key wildlife corridor links;
  - (b) linear open space and main drainage paths; and
  - (c) indicative park locations.
- (5) The Greenspace Plan offers 'candidate' sites for more than the minimum number of higher order parks (refer Table 4.8.5AA).
- (6) This will provide greater flexibility for Council in relation to actual park provision – i.e. Council may respond to offers from developers who are proceeding rather than waiting for other areas to develop, but may also necessitate further detailed investigation regarding 'competing' sites.
- (7) The Recreation Zone (refer Part 4, Division 17) and the Conservation Zone (refer Part 4, Division 18) should be used for comparison purposes to assist with further planning and interpretation.



## Specific Outcomes

- (i) An open space network is created in accordance with Figure 4.8.2B which—
  - (A) protects the greenspace setting and overall visual framework for the urban areas;
  - (B) provides form and identity, a 'sense of place' and a 'sense of community' for the residential communities; and
  - (C) protects significant eco-systems; and provides an integrated network, catering for a wide range of recreation pursuits for residents and visitors.
- (ii) The integrated network is based on the following designations—
  - (A) Rec 1 – Level 3 Suburban Sporting / Training Grounds, comprising two (2) candidate sites (only one required to be constructed) to the west of School Road and two (2) candidate sites (including SA1 – only one to be constructed) to the east of Keidges Road;
  - (B) Rec 2 –Level 3, Local play and Picnic Parks;
  - (C) Rec 3 – Lookout Areas;
  - (D) Rec 4 – Multiple Values – Recreation / Drainage / Wildlife Corridor / Linear Open Space;
  - (E) Con 1 - Key Wildlife Corridor / Linear Open Space;
  - (F) Con 2 – Key Wildlife Corridor, including land –
    - (I) within and adjoining the powerline easement, which should be rehabilitated and replanted to enhance wildlife protection; and
    - (II) which will provide an acoustic and visual buffer to possible business and industry lands to the south west.
  - (G) Con 3 – Proposed Mount Juilleratt Bushland Reserve.

## Probable Solutions

- (iii) Corridor linkages (including major drainage paths and creek side open space) should be –
  - (A) an average of 100 metres in width;
  - (B) a minimum of 60 metres in width; and
  - (C) with allowances for increased width (ie. beyond 100 metres) to incorporate flood plain areas (below 1 in 100 average recurrence interval) or stands of significant vegetation, including old growth trees with hollows.
- (iv) Where possible, all parkland should include minimum 50 % (preferably 100%) road frontage in order to increase both casual surveillance and physical public access.
- (v) Development within and adjoining sensitive areas should incorporate habitat protection measures such as building envelopes, exclusion fencing and tree/habitat protection on individual lots and speed limits and road designs that facilitate fauna protection.
- (vi) Greater than 90% of all residents should live within 500 metres of a Level 3 – Local Play and Picnic Park (REC 2).



**Figure 4-8-2B: Greenspace Plan**





Table 4.8.5AA: Key Benchmarks and Recommended Standards for Provision of Open Space

Type	Population Benchmark	Required Area	Proposed Facilities for South Redbank Plains
Sports – Suburban Sporting/ Training Grounds – Level 3	1:9000	Minimum area 4ha.	3 possible sites. Expected provision of 2 facilities.
Play and Picnic Parks – Level 2	1:10,250	Minimum area 4ha.	Contained within bushland reserve on Mount Juilleratt.
Play and Picnic Parks – Level 3	1:700 Urban; 1:950 LLR	Minimum area 0.5ha.	12 identified sites.
Linear Parkland	No set requirements.	No set requirements.	Extensive areas provided along proposed open space corridors.
Lookout Areas	No set requirements.	<p>Minimum area 500m<sup>2</sup>, with a minimum street frontage of 20 metres (sufficient to accommodate 3 parallel parking spaces). Where possible these sites should form part of a larger park facility, or otherwise form part of an extended road reserve. Should also include:-</p> <ul style="list-style-type: none"> <li>• shaded seating [either natural shade (trees) or constructed shelter (eg. gazebo)];</li> <li>• outlook area / deck / paved area;</li> <li>• appropriate boundary treatments (eg. fencing / planting) and orientation of viewing areas to minimise neighbour impacts (eg. overlooking of private recreation areas); and</li> <li>• interpretive / orientation signage, where appropriate.</li> </ul>	7 identified sites.



**(f) Special Opportunity Areas****NOTE 4.8.5AJ**

- (1) This designation comprises land—
- (a) which offers multiple opportunities for future development;
  - (b) which would benefit from a more flexible approach to future land use; or
  - (c) where the future use cannot be definitively determined at this time, owing to the significant development constraints.
- (2) There are six (6) sub areas which fall within the Special Opportunity Area designation.

**Specific Outcomes****Special Opportunity Area 1**

- (i) This designation allows for either a Level 3 Sports and Courts Complex (REC 1), plus a Level 3 Play and Picnic Park (REC 2) or Residential Low Density land use.

**Special Opportunity Area 2**

- (ii) This area is significantly affected by previous mining and extraction activity.
- (iii) Future uses may include—
  - (A) possible community / recreation uses; and
  - (B) possible residential uses such as hillside housing (subject to appropriate geotechnical investigation and site rehabilitation).

**Special Opportunity Area 3**

- (iv) This land offers special opportunities owing to its proximity to the future Keidges Road railway station.
- (v) Future uses may include—
  - (A) Park and Ride facility;
  - (B) possible community uses;
  - (C) possible recreation / parkland uses; or
  - (D) medium density housing.

**Special Opportunity Area 4**

- (vi) Future uses may include-
  - (A) residential uses such as medium density housing or low density housing;

- (B) an education facility;
- (C) place of worship;
- (D) aged care facility;
- (E) or other associated community, medical or recreational facilities.

**Special Opportunity Area 5**

- (vii) This designation allows for either a Level 3 Sports and Courts Complex (REC 1) or possible residential low density land uses if it is determined that a Level 3 Sports and Courts Complex (REC 1) is not required in this location.
- (viii) Future residential land uses would need to include provision for noise attenuation for lots and dwellings located adjacent to the highway.

**Special Opportunity Area 6**

- (ix) This area is affected by previous mining and extractive activities, is located outside key infrastructure catchment area boundaries and provides a visual and physical buffer between current business and industry uses to the south and west.
- (x) Future uses may include possible low density residential land uses subject to a detailed mining assessment, an economic feasibility study in regards to the water and sewer servicing issues and a detailed analysis on the current and future amenity impacts from the current and future Business and Industry uses to the south and west of the area.
- (xi) The timing of residential development in this area is subject to being able to make a final determination on the amenity impacts associated with nearby existing and future business and industry activities.
- (xii) This may result in the development of this land being held back until existing high impact industrial activities on nearby land are discontinued and such nearby land being redeveloped for low impact business and industry activities (eg. a business park) which will have no adverse amenity impacts on land designated SOA6.



- (xiii) Should it be determined that the land within the SOA6 designation is either uneconomic to develop or service or will continue to be adversely affected by nearby business and industry activity, it is envisaged that the land will remain undeveloped as openspace and be subject to supplementary planting to form part of the adjacent conversation (CON 1) area.

**(g) Transport**

**NOTE 4.8.5AK**

- (1) There are two (2) strategic transport plans for the South Redbank Plains area:-
  - (a) a Strategic Road and Rail Network Plan (refer Figure 4.8.2C); and
  - (b) a Strategic Pedestrian / Cycleway Network Plan (refer Figure 4.8.2D).
- (2) These plans, along with the LUCMP (Figure 4.8.2A), are intended to—
  - (a) provide a focus on transport efficiency and safety;
  - (b) encourage use of public transport and non motorised forms of transport; and
  - (c) promote high levels of convenience, accessibility and connectivity, particularly to railway stations and designated centres.
- (3) The Strategic Road and Rail Network is focussed on:-
  - (a) two major regional roads comprising-
    - (i) the Centenary Highway extension (South West Transport Corridor from Springfield to Ripley); and
    - (ii) the Swanbank Business and Industry area arterial road link;
  - (b) major inter suburban link roads comprising-
    - (i) School Road;
    - (ii) Keidges Road; and
    - (iii) an East West Distributor road link from Augusta Parkway to the Swanbank / Redbank Plains Interchange on the South West Transport Corridor; and
  - (c) a supporting network of collector roads.
- (4) The key public transport infrastructure is based on the positioning of a passenger rail corridor link from Springfield to Ripley on an alignment to the north of Mount Juilleratt with the key passenger station locations:-

- (a) adjoining the School Road, major neighbourhood centre 'main street'; and
- (b) the Keidges Road local neighbourhood centre.

- (5) The Keidges Road station also presents an opportunity for a 'park and ride' facility to serve additional areas at Redbank Plains and Bellbird Park to the north.
- (6) The possibility of a future interchange at Keidges Road, Bellbird Park may be revisited if Council's Priority Infrastructure Plan identifies the need for an additional interchange.

**Specific Outcomes**

- (i) The strategic road network provides logical connections between the collector road network and the higher order roads (refer to Figure 4.8.2C).
- (ii) The strategic road network incorporates appropriate landscape treatments in order to—
  - (A) enhance the value of the strategic roads as key urban design elements;
  - (B) provide a safe, convenient, legible and pleasant movement network environment;
  - (C) provide for native fauna crossings which ensure the sustainable movement of wildlife at key locations (refer to figures 4.8.2B and 4.8.2C);
  - (D) provide appropriate street trees on all collector and distributor roads to-
    - (I) contribute to pedestrian safety (by providing shade);
    - (II) accommodate fauna;
    - (III) enhance streetscape and urban amenity;
    - (IV) assist with traffic management; and
    - (V) create an overall pleasant walking environment.
  - (E) encourage buildings to front arterial and, distributor roads and collector streets, rather than turn their back on them, (in all but exceptional circumstances) to –



- (I) create interest for pedestrians and passers by;
  - (II) provide for pedestrian access to create walkable frontage;
  - (III) promote casual surveillance;
  - (IV) reduce the visual amenity, environmental and community safety issues associated with rear lot fencing fronting streets and roads major;
  - (V) increase property safety and security; and
  - (VI) contribute to streetscape quality and urban amenity.
- (F) maintain operating efficiency and safety by providing alternative rear or side road access and visitor parking for lots adjoining higher order roads, (particularly distributor and arterial roads), and avoiding direct frontage access by vehicles to these roads.
- (iii) The Pedestrian and Cycleway Network (refer to Figure 4.8.2D)—
- (A) makes extensive use of the open space network as well as key elements of the proposed strategic road network;
  - (B) has a key focus on providing access to designated centres, the railway stations and both local and district parks;
  - (C) promotes permeability, circulation and walkability, thereby reducing the demand for private motor vehicles and the associated road network;
  - (D) caters for a variety of users needs, including both 'commuters' and recreational cyclists; and
  - (E) End of trip facilities, such as secure cycle storage, lockers and shower/change facilities are provided in larger development sites, eg. centres, large work places, railway stations and major recreational/ community facilities in order to support the Strategic Pedestrian and Cycleway Network (refer to Figure 4.8.2D).
- (h) Visual and Landscape Character**
- Specific Outcomes**
- (i) Urban uses and works do not encroach upon the visually prominent, vegetated ridgelines and hilltops, especially the hilltop located at Mount Juilleratt.
  - (ii) Greenspace areas are used in association with targeted landscape treatments along main approach routes and circulation roads to—
    - (A) reduce the overall 'bulk' of the urban footprint;
    - (B) define small local areas; and
    - (C) create a distinctive 'sense of place'.
  - (iii) The main approach and circulation routes are developed as distinctive tree planted boulevards rather than simply as transport conduits.
  - (iv) Special landscape / urban design treatments occur at key gateway locations in order to enhance the 'sense of arrival' and special character and 'sense of place' of the area.
  - (v) The Main Street area along School Road is a key focus for this activity.
  - (vi) Figure 4.8.2E highlights prominent landscape features which warrant further detailed attention in order to take advantage of views.



Figure 4-8-2C: Strategic Road/Rail Network





Figure 4-8-2D: Strategic Pedestrian/Cycleway Network



Figure 4-8-2E: Visual Character and Landscape Plan



- (vii) Scenic values to be retained include native vegetation along prominent ridgelines, hillsides and water courses.
- (viii) Where appropriate, local native plant species are used for landscaping purposes.

**(i) Integrated Planning, Uses and Works**

**Specific Outcomes**

- (i) Uses and works with the South Redbank Plains Sub Area occur within a comprehensive planning framework that—
  - (A) ensures the orderly and progressive development of the Sub Area;
  - (B) coordinates and integrates land uses, transport, open space, centres, community facilities and other infrastructure networks;
  - (C) provides suitable building sites and methods of construction having particular regard to geotechnical and drainage constraints;
  - (D) incorporates transport and mobility networks that—
    - (I) are transit oriented; and
    - (II) provide an adequate road network and protect future road corridors;
  - (E) provides for the establishment of an integrated open space network;
  - (F) provides appropriate visual treatment landscaping, buffering and separations for—
    - (I) existing residences;
    - (II) planned future residential areas;
    - (III) major external road corridors (in terms of visual amenity and acoustic treatment);
- (IV) major water courses (in terms of protecting wildlife corridors and water quality); and
- (V) the conservation of valuable features such as important view corridors, vegetated hillsides, ridgelines, creeklines, mature vegetation and developing a unified theme for particular areas;
- (G) provides for an adequate range and distribution of retail, commercial and community facilities including—
  - (I) retail and commercial centres; and
  - (II) community facilities.
- (H) provides for integration with public utilities infrastructure and streetscape works;
- (I) creates clearly defined residential communities;
- (J) provides diversity in housing opportunities;
- (K) identifies and protects places of cultural significance and streetscape value; and
- (L) where appropriate, integrates with adjoining properties in order to—
  - (I) enhance the development of the South Redbank Plains Sub Area as a whole;
  - (II) provide finished levels that integrate and coordinate access between adjoining sites, uses or works; and



- (III) provides for the comprehensive, orderly, integrated and coordinated development of the School Road 'Main Street' area as outlined in sub section (2) (d) above, inclusive of building designs which achieve a unified theme for the School Road 'Main Street' area addressing building height, form, materials and design.

#### Probable Solutions

- (ii) Uses and works are undertaken generally in accordance with the South Redbank Plains Land Use Concept Master Plan shown on Figure 4.8.2A.
- (iii) An integrated open space network is established in accordance with the network outlined in sub-section (2)(e) and shown on the Redbank Plains Land Use Concept Master Plan, Figure 4.8.2A and Greenspace Plan Figure 4.8.2B.

#### NOTE 4.8.5AL

- (1) It is intended that Preliminary Approvals be obtained to provide for the integrated development of land within the South Redbank Plains Sub Area in an orderly and coordinated manner.
- (2) Such plans will assist in the clarification of development issues for the proponent/developer, landowners, the local community, the local government and relevant state agencies (if any).
- (3) Preliminary Approvals should be consistent with any public utility master plans or design standards adopted by the local government or other relevant agencies, with particular regard to adopted transport networks, water masterplans and drainage masterplans.
- (4) It is anticipated that the provision of key infrastructure will be governed by infrastructure agreements which will be entered into between landowners, groupings of landowners, developers with the permission of landowners, the Local Government or the State Government.
- (5) If the Infrastructure Agreement makes provision for State Government Infrastructure, documentary evidence should be provided to the Local Government that the relevant State Government agency(s) have approved that infrastructure.

- (6) Preliminary Approvals and development proposals may be dealt with under the IDAS process under Section 3.1.6 of the IPA.
- (7) In accordance with the requirements of Section 3.1.6, a Preliminary Approval may determine the assessment process (eg. code assessment or self assessment) to be followed for subsequent development; and must be publicly notified in accordance with Section 3.4.2.
- (8) If it is proposed to establish assessment tables or assessment categories or codes under a preliminary approval, then it is suggested that regard be had to the following—
- (a) residential uses and works are generally consistent with the provisions of—
- (i) the Residential Low Density Code (Part 4, Division 5); or
  - (ii) the Residential Medium Zone Code (Part 4, Division 6); or
  - (iii) the Residential Code (Part 12, Division 6); and
  - (iv) the Reconfiguring a Lot Code (Part 12, Division 5);
- (b) neighbourhood centres and associated commercial uses and works are generally consistent with the provisions of—
- (i) the Local Retail and Commercial Zone Code (Part 4, Division 10); and
  - (ii) the Commercial and Industrial Code (Part 12, Division 7); and
- (c) open space and recreation uses are generally consistent with the provisions of—
- (i) the Recreation Zone (Part 4, Division 17); or
  - (ii) the Recreation and Entertainment Code (Part 12, Division 11).

#### (3) Infrastructure

##### (a) General

##### Specific Outcomes

- (i) Infrastructure is provided in a timely, orderly, integrated and coordinated manner to support urban uses and works.



**NOTE 4.8.5AM**

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

**(b) Roads and Transport****Specific Outcomes**

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

**Probable Solutions**

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

- (iv) All parts of the land required for the road or street network are dedicated at the time of signing of plans of subdivision for the reconfiguration of that part of the land adjoining the road or street network.

**(c) Water Supply, Sewerage and Recycled Water****NOTE 4.8.5AN**

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

**Specific Outcomes**

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

**Probable Solutions**

- (iii) Water supply and sewerage infrastructure is provided in accordance with the strategic network depicted on Figure 4.8.2F and Figure 4.8.2G.





- (iv) Where necessary, developments are to accommodate the location of the Southern Regional Water Pipeline, including adequate setback from the actual pipeline to facility construction, maintenance and safety.
  - (v) All developers design and construct 'works internal' and 'works external' to the nominated connection point in accordance with the Reconfiguring a Lot Code and Planning Scheme Policy 3 – General Works.
  - (vi) At the time the land is developed, the water and sewerage reticulation system in that part of the land is designed to meet the reasonably anticipated level, nature and intensity of uses and works within the water zone or sewerage catchment in which that part of the land is situated, even though the development approved does not require water or sewerage works to that extent.
  - (vii) Where water reticulation works are to be constructed on any part of land which is not either a road or otherwise owned or under the control of the Local Government, the relevant part of those works is dedicated or an easement granted to the Local Government free of cost to the Local Government.
  - (viii) Gravity sewers are designed and constructed using best practice, that is, incorporating new technology and construction practices to reduce the amount of infiltration to the system from groundwater and stormwater. (Commonly, these sewers are referred to as 'smart sewers').
- (A) the Greenspace Plan (refer to Figure 4.8.2B); and
  - (B) the criteria outlined in sub-section (2)(e) above.
- (ii) Designated recreation areas encompass a mix of –
    - (A) active and passive recreational activities and associated facilities;
    - (B) linear parkland, open space movement and drainage corridors; and
    - (C) formal, informal and natural settings.

#### Probable Solutions

- (iii) All parts of the land required for the open space system are dedicated at the time of signing of plans of subdivision for any part of the land adjoining the open space network.
- (iv) The following land is not accepted as part of the parkland contributions—
  - (A) land below the post Q10 ARI flood/stormwater event unless those areas are useable and stable;
  - (B) the area of any school playing field or any playing field being relied upon to provide a school's requirements for active recreation;
  - (C) land required for the attenuation of transportation noise;
  - (D) land required for stormwater drainage purposes; and
  - (E) land which contains an easement for power lines, stormwater drainage or any other purpose which may impact on the suitability of the use of the land for park purposes.

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

##### NOTE 4.8.5AO

Payment of open space contributions and any developer credit for dedicating and embellishing open space infrastructure is outlined in Planning Scheme Policy 5 – Infrastructure.

#### Specific Outcomes

- (i) An integrated open space and recreation network is developed in accordance with:-



Figure 4-8-2F: Key Trunk Water Supply Infrastructure



Figure 4-8-2G: Key Trunk Sewerage Infrastructure



## (e) Community Facilities

**NOTE 4.8.5AP**

- (1) The Local Community Facilities Infrastructure Contributions (as outlined in Planning Scheme Policy 5 – Infrastructure) is based on the premise that there is a basic range of community facilities and services that are required to meet the local needs of residents.
- (2) The extent of community facilities and the level of monetary contributions required to ensure that facilities and services will be provided to meet the needs of a new population are generally outlined in the Local Community Facilities Infrastructure Contributions (as outlined in Planning Scheme Policy 5 – Infrastructure).
- (3) Payment of community facilities contributions and any developer credit for community facilities infrastructure is outlined in Planning Scheme Policy 5 – Infrastructure of this planning scheme.

**Specific Outcomes**

- (i) CPTED (Crime Prevention Through Environmental Design) Principles are incorporated throughout the urban design and development processes, with a particular focus on maximising opportunities for casual surveillance.
- (ii) Local community facilities are co-located as part of accessible centres clusters, and to encourage multi-use and sharing of 'ancillary elements' such as parking areas.
- (iii) Local centres and associated clusters of community facilities are located and distributed to maximise community accessibility.
- (iv) Key candidate sites are—
  - (A) adjoining School Road and extending through to the planned railway station at School Road;
  - (B) along Keidges Road near the planned railway station; and
  - (C) along the proposed East West Distributor Road towards the Swanbank interchange within the South West Transport Corridor.

## (f) Stormwater Management

**NOTE 4.8.5AQ**

- (1) Urban development of the South Redbank Plains Sub Area has the potential for adverse impact on both the quality and quantity of stormwater in the Woogaroo and Six Mile Creek catchments.
- (2) With appropriate controls, the development of the area can be undertaken in a manner which ensures that these impacts are reduced to acceptable levels as outlined in the Environmental Protection Policy (Water), any relevant Catchment Management Plans and the following basic criteria.

**Specific Outcomes**

- (i) The provision and location of stormwater drainage infrastructure for the area maintains or enhances the existing environmental values of major and minor waterways.
- (ii) Stormwater drainage works ensure the conveyance through the site of stormwater runoff for rainfall events up to and including the adopted flood level event in a manner which minimises flood nuisance and the potential for erosion, taking into account local discharges.
- (iii) The stormwater drainage system is integrated with the Open Space System, provided always that the incorporation of stormwater management systems is in addition to the Open Space Network.
- (iv) Stormwater management strategies utilise best management practice to ensure, as far as practical, that there is no worsening in water quality over pre-development conditions, accepting that development will see the introduction of new pollutant types which will need to comply with recognised guidelines and standards.

**Probable Solutions**

- (v) The stormwater system is constructed sequentially to ensure that post-development peak discharges to catchment waterways discharging to the Brisbane River are similar to pre-development peak discharges.



- (vi) The stormwater management strategy ensures that for the average recurrence intervals of two (2) years, five (5) years, ten (10) years, twenty (20) years, fifty (50) years and one hundred (100) years, the maximum rate of stormwater discharge from the area does not exceed pre-development maximum rates of discharge.
- (vii) The stormwater system is constructed sequentially to ensure that stormwater discharged from development sites meets the quality standards specified in the local government's specified Urban Stormwater Management Strategy and Drainage Master Plan.
- (viii) The stormwater drainage infrastructure is designed and constructed to service the Sub Area in accordance with the local government's Urban Stormwater Management Strategy and Drainage Master Plan.
- (ix) At the time any land is developed, the stormwater system is designed and constructed to meet the reasonably anticipated level, nature and intensity of development within the catchment in which that part of the land is situated, even though the development approved does not require stormwater system works to that extent.
- (x) Where any part of the stormwater system is constructed on land not owned or under the control of the Local Government the relevant part of the land is dedicated or an easement granted to the Local Government, as the Local Government elects, free of cost to the Local Government.

**(g) Electricity and Telecommunications**

**Specific Outcomes**

- (i) All uses and works within the Sub Area are provided with electricity and telecommunication services in an efficient and cost effective manner.

**Probable Solutions**

- (ii) Electricity and telecommunications infrastructure are supplied underground to each lot in accordance with the service standards specified by the Local Government and the relevant servicing authority.
- (iii) Any future electricity sub stations are to be located and constructed in association with a future local neighbourhood centre, greenspace area or local business and industry area.

**(4) Interim Uses and Works**

**Specific Outcomes**

- (i) Interim uses and works maintain—
  - (A) the current low intensity rural nature and setting of the area; and
  - (B) the existing, large, rural lots sizes.
- (ii) Interim uses and works do not compromise the future urban land use potential or patterns of development by—
  - (A) contaminating land;
  - (B) fragmenting land; and
  - (C) continuing to operate after urban uses commence, if they are likely to impact adversely on future residential amenity (e.g. through intensive animal husbandry, or significant industrial activities).

**NOTE 4.8.5AR**

Interim uses and works may be limited to a time period which provides for the uses and works to be discontinued and the site rehabilitated prior to urban development occurring.

**Probable Solutions**

- (iii) Lot sizes and reconfigurations comply with the provisions of the Reconfiguring a Lot Code relating to reconfiguration of rural land (Refer Part 12, division 5, section 12.5.5).

**NOTE 4.8.5AS**

The assessment categories for the South Redbank Plains Sub Area of the Future Urban Zone, as detailed in Table 4.8.1 and 4.8.2, constitute the assessment categories for uses and works where no Preliminary Approval has been obtained.





#### 4.8.5B Effects of Development within Sub Area FU3 – Chuwar

##### NOTE 4.8.5BA

- (1) The Future Urban Zone includes five (5) Sub Areas.
- (2) This section (4.8.5B) deals with Sub Area 3 – Chuwar.
- (3) The location of this Sub Area is -
  - (a) depicted on the Zoning Maps Z7 and Z8. and;
  - (b) described below.

##### NOTE 4.8.5BB

- (1) Land use investigations have shown that land within this Sub Area would generally be suitable for Large Lot Residential uses and works, were it not affected by the Kholo Hard Rock Resource Haul Route, and the impacts of the Tivoli Raceway.
- (2) No additional lots or intensification of residential uses are intended to be approved in the Sub Area, owing to the potential to prejudice the haul route options or the existing raceway use.
- (3) Use of the land for Large Lot Residential purposes is intended to occur only after cessation of the Tivoli Raceway and upon finalisation of the Kholo Hard Rock Resource Haul Route.
- (4) The ultimate transition of the land to Large Lot Residential will also be subject to detailed investigation of the provision of water infrastructure, to ensure that uses and works occur in a sequential and rational progression.
- (5) The layout for future residential lots in the Sub Area is to include buffering of the Warrego Highway, and the Kholo Creek Hard Rock Resource Haul Route.
- (6) Non-residential uses and works are generally inappropriate, however some 'corner store' type premises or veterinary practices may be appropriate, where serving the specific needs of the immediate neighbourhood, and where compatible with the ultimate large lot residential character of the area.

- (7) Proposals for retail/commercial uses and works will be required to establish an identified need prior to any approval and should not detract from the viability of the identified hierarchy of centres.
- (8) The future road network is developed as part of a road network masterplan.

#### (1) Specific Outcomes

- (a) Interim uses maintain the existing non-urban/rural nature of the area.
- (b) Uses and works for Large Lot Residential purposes await the cessation of the Tivoli Raceway, and finalisation of the Kholo Creek Hard Rock Resource Haul Route.
- (c) Residential uses and works are buffered from the Kholo Creek Hard Rock Resource Haul Route and from the Warrego Highway in order to retain residential amenity while having regard to likely visual, noise, odour and dust impacts.
- (d) Residential uses and works are located on land which can be adequately drained.
- (e) Residential uses and lots are provided with a reticulated water supply network of sufficient pressure and capacity for both domestic and fire fighting purposes.
- (f) Residential uses and lots are able to be provided with on-site effluent treatment and disposal.<sup>45</sup>

#### (2) Probable Solutions

- (a) The overall dwelling density is not greater than 2.5 dwellings per hectare.
- (b) The minimum lot size is 4000m<sup>2</sup>.
- (c) Buildings are limited to two (2) storeys in height.
- (d) An additional storey is not provided unless appropriate with—
  - (i) the scale of adjoining uses and works; and
  - (ii) the character and amenity of the area and the overall townscape.

<sup>45</sup> For further information about requirements for on site effluent treatment and disposal, refer to Standard Sewerage Law and On Site Sewerage Code



- (e) A landscaped buffer of fifty (50) metres in width is provided to the Warrego Highway, as part of any proposed reconfiguration of allotments or proposed uses and works on existing or proposed allotments.
- (f) Dwellings are sited beyond 50 metres from the Warrego Highway.
- (g) A landscaped buffer of one hundred (100) metres in width either side of the sealed pavement of the Kholo Creek Hard Rock Resource Haul Route, or such other distance as determined through the findings of any Environmental Impact Assessment, is provided at the time of approval of the haul route, and is incorporated as part of the haul route corridor.

#### 4.8.5C Effects of Development within Sub Area FU4 – Walloon/Thagoona

##### NOTE 4.8.5CA

- (1) The Future Urban Zone includes five (5) Sub Areas.
- (2) This section (4.8.5C) deals with Sub Area 4 – Walloon/Thagoona.
- (3) The locations of this Sub Area are depicted on Zoning Maps Z6, Z12 and Z13.

##### NOTE 4.8.5CB

- (1) The Walloon Thagoona area is recognised as an urban growth area in the SEQ Regional Plan.
- (2) The land in this Sub Area includes the emerging Walloon Thagoona urban community and surrounding lands and is centred on the Walloon Township and the Thagoona railway station.
- (3) The future development of the area is intended to comprise an urban growth corridor catering for a population of approximately 42,000 people.
- (4) The area is intended to develop as an integrated urban community incorporating residential, local business and industry, retail, commercial and community uses designed to cater to a variety of users whilst creating a distinctive 'sense of place' and identity for the area.
- (5) The Land Use Concept Master Plan (LUCMP) (Figure 4.8.2) establishes the outer limits of the future urban development "footprint" having regard to -
  - (a) the SEQ Regional Plan urban footprint;
  - (b) the positioning of the future Western Ipswich Bypass;
  - (c) noise exposure from the Amberley Air Base;

- (d) the rail corridor;
  - (e) steep lands and ridgelines to the north;
  - (f) areas affected by flooding; and
  - (g) water supply and sewerage catchments.
- (6) Development of the area is to be consistent with the Integrated Planning Act (1997) and in particular the IDAS process, however it is important to note that –
- (a) the necessary infrastructure relating to roads, water supply, sewerage, recycled water, drainage, recreation facilities, open space and community facilities must be available or capable of being made available as the development proceeds;
  - (b) developers, landowners and the Local Government must have a degree of certainty to enable the provision of infrastructure in a timely and economic manner to meet the needs of the area as it is developed in accordance with approved plans; and
  - (c) preliminary approvals for any major development will be required in order to ascertain the appropriateness of that particular development to the area.

#### (1) Overall Outcomes for the Walloon Thagoona Area

##### (a) Overall Vision:

- (i) The Walloon Thagoona area is recognised throughout South East Queensland as a vibrant and attractive place to live.
- (ii) Residents enjoy the benefits of a self contained community with a clear sense of identity, character, community spirit and an enviable lifestyle.
- (iii) Greenspace corridors are prominent and accessible to all residents and visitors and together form an integrated, multi-use movement and activity system.
- (iv) The attractive rural setting and natural environs form an integral part of the scenic landscape for the Walloon Thagoona area.
- (v) Koalas and other native animals are regularly spotted in the greenspace corridors and in other nearby bushland areas.



- (vi) There is a diversity of housing choices to meet residents' life cycle needs.
  - (vii) Residents also enjoy a range of community services and facilities appropriate to their needs and feel a strong sense of community identity, safety and security.
  - (viii) An efficient transport network enables residents to travel safely and conveniently within Walloon Thagoona and to surrounding areas.
  - (ix) Electric commuter trains connect to Rosewood, Ipswich and beyond.
  - (x) Public transport, pedestrian and cycle paths are focussed on the railway stations as transport hubs.
  - (xi) Infrastructure is planned and supplied in an efficient, equitable and environmentally sensitive manner, in pace with growth and the community's needs.
  - (xii) There is a vibrant and successful local economy and employment network.
  - (xiii) The Walloon 'Main Street' precinct along Queen Street is the key focus for local shopping, commercial activities and community interaction.
  - (xiv) The 'Main Street' has its own unique character and identity, achieved through attractive streetscaping, with floral displays, street furniture and artwork, which reflect elements of the area's rich mining and rural heritage.
- (b) **Community, Character and Lifestyle**
- (i) The Walloon Thagoona area is recognised throughout SEQ as a vibrant and attractive place to live.
  - (ii) Residents enjoy the benefits of a self contained community with a clear sense of identity, character, community spirit and an enviable lifestyle.
  - (iii) The land use pattern and the associated built environment effectively manage growth, achieve good urban design outcomes and incorporate a sustainable network of centres, residential areas, greenspace areas, employment areas and transport links.
  - (iv) Greenspace is prominent and accessible to all residents and visitors and forms an integrated, multi-use movement and activity system incorporating trails, open space areas and recreational opportunities linking residential areas, centres, community facilities and places of employment.
- (v) Residents enjoy a range of lifestyle opportunities including good access to cycleways and walkways.
  - (vi) Residential areas are designed to create both a functional and pleasant living environment.
  - (vii) There is a diversity of housing choices to meet residents' life cycle needs with a focus on higher densities adjoining the main street and railway stations with lower densities at Thagoona and towards the edge of the Walloon urban area.
  - (viii) Important landscape and townscape character is retained and reinforced through particular attention to –
    - (A) main gateway/departure points along Queen Street and other main approach routes;
    - (B) the Walloon 'Main Street' area along Queen Street;
    - (C) site character analysis and site responsive design of major development sites;
    - (D) protection of important stands of vegetation and places of cultural heritage significance and streetscape value;
    - (E) taking advantage of the area's scenic landscape setting including the overall rural outlook, long distance/panoramic views to Flinders Peak, Mt Walker, the Little Liverpool Range and the Great Dividing Range and short distance views to prominent ridgelines including Perrys Knob; and
    - (F) effective screening and rehabilitation of nearby mining lands.
- (c) **The Natural Environment**
- (i) The natural environment setting and environmental values of the Walloon Thagoona area are protected, maintained and enhanced by an extensive connected system of greenspace including areas of bushland, parkland, waterways (such as the Bremer River corridor, Guilfoyles Gully, Campbells Gully and O'Sheas Gully), wildlife corridors and ridgeline linkages.



- (ii) The environmental sensitivity and health of waterways is enhanced by sustainable water management practices, appropriate riparian corridors and water sensitive design.
  - (iii) Important wildlife habitats and corridor linkages are protected and enhanced.
  - (iv) Appropriate design measures and land management practices are used to maintain and enhance the biodiversity and health of local native flora and fauna species.
  - (v) Inspired by the natural surrounds, the built form is specifically designed to be sensitive to the area's natural features and provide residents with a unique living environment.
  - (vi) The sense of the natural environment dominates the urban landscape through retention and planting of vegetation along waterways, ridgelines, parkland corridors and road reserves.
- (d) An Efficient and Effective Transport and Movement System**
- (i) An effective and efficient transport network is provided enabling residents to travel safely and conveniently within Walloon Thagoona and to surrounding areas.
  - (ii) The road network facilitates safe and convenient movement between residential areas, centres and employment areas.
  - (iii) The transport and movement system incorporates pedestrian paths and cycleways through an integrated network of trails and movement corridors connecting schools, centres, recreation and public transport nodes.
  - (iv) Public transport is adequate, accessible and focussed on the railway stations as transport hubs.
- (e) A Safe, Equitable and Supportive Community**
- (i) Residents and visitors to the Walloon Thagoona area experience a strong and positive sense of community character, identity and spirit.
  - (ii) A network of vibrant centres provide a series of focal points for the community, business activity and for community facilities, activity and interaction.
  - (iii) Residents enjoy a range of community services and facilities appropriate to their needs, located in a network of centres.
- (iv) Residents and visitors feel a strong sense of safety and security achieved through good urban design and the creation of a strong sense of community.
- (f) Quality Essential Services**
- (i) Infrastructure such as water supply, sewerage treatment, stormwater management, telecommunications, energy, waste disposal, parks, and social and community services are planned and supplied in an efficient, equitable and environmentally sensitive manner in pace with growth and the community's needs.
  - (ii) Energy and water efficient design are important characteristics of development in the Walloon Thagoona area.
- (g) Business, Employment and Economic Development**
- (i) There is a vibrant and successful local economy and employment network attracting investment to the Walloon Thagoona area, promoting local businesses and providing opportunities for residents to meet daily shopping and service needs close by.
  - (ii) A range of local employment opportunities in the form of a network of distinct centres, each with their own identity, and a local business and industry/service trades area are available to residents providing an alternative to employment outside of the Walloon Thagoona area.
  - (iii) The Walloon 'Main Street' precinct along Queen Street is the key focus for local shopping and commercial activities and community interaction.
  - (iv) Other designated centres perform a supporting role to the Walloon 'Main Street' and the Rosewood Town Centre.
  - (v) A local business and industry/service trades area is well designed and buffered and does not adversely affect nearby residential areas.
  - (vi) The opportunities associated with the proximity of Walloon and Thagoona to major external employment clusters at Amberley Air Base, Wulkuraka/Karrabin and Ebenezer/Willowbank are maximised.



## (2) Walloon Thagoona—Preferred Pattern of Development

**NOTE 4.8.5CC**

- (1) The Land Use Concept Master Plan (LUCMP) for the development of the Walloon Thagoona area (including Sub Area FU4) is shown on Figure 4.8.2.
- (2) The LUCMP provides an indicative 'footprint' for the future development.
- (3) The LUCMP is the fundamental planning guide for development within the Walloon Thagoona Sub Area (FU4) and shows indicative land use designations and structural elements.
- (4) The LUCMP is not intended to prescribe the precise boundary of the indicative land use designations, and it is not intended that the LUCMP prescribe with complete accuracy the final location of uses within the broad conceptual land use designations.
- (5) The structural elements shown on the LUCMP incorporate the proposed overall framework of transport and open space networks.
- (6) The proposed structural elements are shown in a conceptual way based on the present level of planning and knowledge of constraints, and for these reasons the locations must not be regarded as final.
- (7) With further detailed flooding, sheet flow and mining (geotechnical) assessments, final locations of structural elements and land use patterns will be determined.

## (a) Development Concepts—Specific Outcomes

- (i) The Walloon Thagoona area accommodates the following uses and works—
  - (A) major transport corridors and inter urban links;
  - (B) major access points and relationships to transport networks and nodes;
  - (C) neighbourhood centres, education and community facilities nodes;
  - (D) an integrated open space network;
  - (E) various densities of residential use; and
  - (F) a 'main street' retail and local commercial centre at Walloon that supports the existing town centre at Rosewood.
- (ii) The uses and works within the Walloon Thagoona area are located and relate to each other in ways that—
  - (A) create an urban structure which uses land efficiently and provides high levels of accessibility to transport, shopping and commercial facilities, employment opportunities, open space, recreational opportunities and community facilities;
  - (B) provide a comprehensive range of housing types and lots to meet the various housing needs of the community with a focus on higher densities adjoining the Walloon 'Main Street' and railway stations;
  - (C) create a "sense of community" through clear definition of neighbourhoods that relate to the areas of conservation, visual amenity and landscape character;
  - (D) develop a comprehensive 'Main Street' precinct along Queen Street that is the key focus for local shopping, commercial activities and community interaction whilst creating local employment opportunities;
  - (E) create a distinctive 'sense of place' through appropriate landscaping, streetscaping, urban design, building design and the provision of useable public spaces;
  - (F) provide a high level of residential amenity with particular regard to environment, safety, privacy, convenience, visual attractiveness and the impact of traffic noise;
  - (G) are sympathetic with the natural landform, taking into account the protection and where possible, enhancement of the natural environment;





- (H) protect the important areas of ecological significance and the overall greenspace setting of the Bremer River corridor and through the protection of native vegetation on the visually prominent ridgelines, along creek lines and within identified pockets throughout the area;
- (I) provide the necessary infrastructure, including public utilities, in an efficient, equitable and environmentally sensitive manner, in pace with growth and the community's needs;
- (J) protect places of historic and cultural significance; and
- (K) concentrate land use along transport corridors and particularly around multi-nodal interchanges.

**(b) Residential Low Density**

**NOTE 4.8.5CD**

- (1) This Land Use Designation comprises the majority of the land within the Sub Area.
- (2) Some of the land within the Residential Low Density Land Use Designation is affected by development constraints and is subject to further detailed flooding, drainage and mining investigation.
- (3) Areas along Guilfoyles Gully in Walloon and areas in Thagoona are particularly constrained by past mining activities (refer Land Use Master Concept Plan Figure 4.8.2).
- (4) Building styles and densities in these areas are subject to further detailed mining assessment which may result in density limitations and specific construction requirements.
- (5) Refer to the overlay maps and Part 11 to determine whether a proposal is affected by an overlay.

**Specific Outcomes**

- (i) Urban uses provide for low density housing types, and a range of other compatible land uses, including those providing services and facilities to local residents at locations with suitable access.
- (ii) Residential development at the northern edge of the Walloon urban area is carefully designed to ensure all buildings and other structures are kept below the ridgeline and that

existing vegetation is maintained to protect the views from the Warrego Highway to the north and towards the ridgeline from the south.

- (iii) Views from residential areas towards the Mount Morrow quarry should be screened wherever possible.
- (iv) Development utilises the natural landform.
- (v) 'Benching' of development sites is minimised.

**(c) Residential Medium Density**

**NOTE 4.8.5CE**

- (1) This Land Use Designation includes land constrained by past mining activities, Australian Noise Exposure Forecast (ANEF) overlays, flooding and drainage and land that adjoins designated wildlife corridors.
- (2) This Land Use Designation includes areas of concentrated housing densities.
- (3) The Residential Medium Density Zone (refer Part 4, division 6) should be used for comparison purposes to assist with further planning and interpretation.

**Specific Outcomes**

- (i) Areas of higher density residential uses and works are situated primarily around major transport nodes and designated centres.
- (ii) Non residential uses are appropriately located and designed—
  - (A) to provide services and facilities to local residents, at locations with suitable access; or
  - (B) as part of the range of centres-based land uses.
- (iii) Where possible, multiple unit residential developments which adjoin designated wildlife corridors should—
  - (A) locate communal open space areas adjoining the wildlife corridors;
  - (B) retain existing native vegetation, particularly large 'habitat' trees on land adjoining the wildlife corridor; and
  - (C) 'develop' the communal open space areas within a 'natural setting', including the use of local native trees.



Figure 4-8-2: Walloon Thagoona Land Use Concept Master Plan





**Probable Solutions**

- (iv) Residential Medium Density (RM1) provides for medium density attached housing at two to three storeys in height, with a density range of 50 to 75 dwellings per hectare, on land within 500 metres of a railway station.
- (v) Residential Mixed Density (RM2) provides for a mix of detached and attached housing up to two storeys in height, with a density range of 25 to 50 dwelling per hectare, on land within 500 to 800 metres of a railway station.
- (vi) Uses and works are generally limited to three (3) storeys in height in the RM1 Sub Area and two (2) storeys in height in the RM2 Sub Area.

**(d) Neighbourhood Centres****NOTE 4.8.5CF**

- (1) Neighbourhood centres provide local employment and services for residential neighbourhoods primarily in the form of clusters of retail and commercial floor space and community facilities.
- (2) The location of the designated neighbourhood centres on the LUCMP is indicative only.
- (3) The proposed network of neighbourhood centres is intended to support both the Rosewood Town Centre and the Walloon Business Area by concentrating on convenience retailing serving the nearby residents.
- (4) The Local Retail and Commercial Zone (refer Part 4, division 10) should be used for comparison purposes to assist with further planning and interpretation.

**Specific Outcomes**

- (i) Neighbourhood centres are distributed in highly convenient locations, accessible to the local communities which they are intended to serve.
- (ii) The centres are a major focus for the immediately surrounding local areas and are reinforced with the co-location of other relevant land use activities such as schools, parks and medium density housing.
- (iii) The neighbourhood centres incorporate enhanced landscape treatment, urban design and building design in order to reinforce a distinctive 'sense of place' and 'sense of community'.

**Probable Solutions**

- (iv) Two types of neighbourhood centres are developed generally within the locations depicted on the Walloon Thagoona Land Use Concept Master Plan, Figure 4.8.2—
  - (A) Major Neighbourhood Centres, comprising larger centres serving 5,000 to 15,000 persons with between 2000m<sup>2</sup> to 6000m<sup>2</sup> of floor space; and
  - (B) Local Neighbourhood Centres, comprising smaller centres, with less than 2000m<sup>2</sup> in floor space, serving localised catchments with less than 5,000 persons.

**(e) Walloon Primary and Secondary Business Areas****NOTE 4.8.5CG**

- (1) The Walloon Primary and Secondary Business Areas are intended to provide local employment opportunities and higher order facilities for local residents of the Walloon Thagoona Sub Area whilst at the same time supporting the development of the Rosewood Town Centre as the main administrative/community centre for the developing areas to the west of Ipswich.
- (2) Some of the land within both the Walloon Primary and Secondary Business Areas will require further detailed investigation to determine the precise extent and likely impact of past mining activities and may include rehabilitation works, including filling of former mining voids.
- (3) The Major Centres Zone (Division 9) should be used for comparison purposes to assist with further planning and interpretation.

**Specific Outcomes**

- (i) Development of the Walloon Primary and Secondary Business Areas is closely aligned to population growth within the immediate/primary catchment.
- (ii) Uses and works in the Walloon Primary and Secondary Business Areas at ultimate development include a major supermarket, possible discount department store, higher order speciality retail, financial services, personal services, medical services and possible recreational facilities.



- (iii) The Walloon Primary Business Area is focused on the area adjacent to Queen Street and the Walloon railway station and is intended to be developed—
- (A) as a 'Main Street' with active shop frontages and on-street dining along both sides of Queen Street and the eastern side of Haigslea Amberley Road with large format or 'bulky' goods retailers and car parking areas 'sleaved in' behind the active shop fronts;
  - (B) with continuous post supported or cantilever awnings along Queen Street;
  - (C) with a preference for distinctive 'country style' architecture to reflect the rural setting and character of the area;
  - (D) with a 'town square' area adjoining Queen Street as a major focus for outdoor dining, community interaction and community events;
  - (E) with efficient, safe and attractive pedestrian linkages from the surrounding areas and to areas linking the 'main street' and the Walloon railway station; and
  - (F) inclusive of a residential component (which may include shop top housing) in order to ensure greater vitality and casual surveillance.
- (iv) The Walloon Secondary Business Area is intended to provide for—
- (A) large format retailers, bulky good sales and local community uses; and
  - (B) mixed use and medium density residential development designed to mitigate any adverse effects from nearby commercial uses (e.g. loading dock noise).
- (v) The Walloon Thagoona Primary and Secondary Business Areas include a co-ordinated approach to urban design, building design, landscape treatment, signage and streetscaping in order to create a highly attractive and distinctive 'sense of place'.

#### Probable Solutions

- (vi) Within the Primary Business Area:-
- (A) buildings are positioned along the street alignment to create an active, articulated "Main Street" environment;
  - (B) large format (big box) or 'bulky' goods retailers are 'sleaved in' behind the active shop fronts;
  - (C) service vehicles and carpark access occurs behind the Main Street areas;
  - (D) direct vehicle access to Queen Street is avoided, where possible; and
  - (E) buildings are generally limited to three stories in height and where possible comprise 'mixed use' buildings with residential units/offices over shops at ground floor.
- (vii) Within the Secondary Business Area buildings are one to two storeys in height.



Table 4.8.0: Key Benchmarks and Recommended Standards for Provision of Parks (LUCMP)

Type	Population Benchmark	Required Area	Proposed Facilities for Walloon	Proposed Facilities for Thagoona
Sports – Suburban Sporting/ Training Grounds – Level 3	1:9000	Minimum area 4ha	5 possible sites. Expected provision of 2.	Possible sites 2 x S3; 2 x P2 and 1 xF2. May be co-located to provide a mix of facilities.
Formal Parks and Gardens – Level 2	1:10,250	Minimum area 4ha	3 possible sites. Expected provision of 2.	Possible sites 2 x S3; 2 x P2 and 1 xF2. May be co-located to provide a mix of facilities.
Play and Picnic Parks – Level 2	1:10,250	Minimum area 4ha	3 possible sites. Expected provision of 2.	Possible sites 2 x S3; 2 x P2 and 1 xF2. May be co-located to provide a mix of facilities.
Play and Picnic Parks – Level 3	1:700 Urban; 1:950 LLR	Minimum area 0.5ha	14 possible sites with 500 to 800 metre access provided to all residential areas.	9 possible sites with 500 to 800 metre access provided to all residential areas.
Waterside Parkland	10-20 min drive	2-10ha	3 possible sites. Walloon is considered the best location. Provision of one (1) expected.	One (1) possible location (existing park – Armstrong Park). Walloon is considered the best location for this setting.
Linear Parkland	No set requirements	No set requirements	Extensive areas provided along proposed open space corridors.	Extensive areas provided along proposed open space corridors.



## (f) Open Space

**NOTE 4.8.5CH**

- (1) The open space setting of the Walloon Thagoona Sub Area presents important opportunities to—
  - (a) conserve the greenspace frame/setting provided by the vegetated ridgelines and gullies; and
  - (b) develop an integrated open space network focussed on the main drainage corridors (comprising O'Sheas, Campbells and Guilfoyles Gullies), key wildlife habitats and the Bremer River.
- (2) The LUCMP comprises two types of open space designations—
  - (a) Open Space-Recreation and Drainage which includes—
    - (i) a mix of active and passive recreational activities and facilities;
    - (ii) linear parkland and open space movement and drainage corridors;
    - (iii) a mix of formal, informal and natural settings; and
    - (iv) mostly publicly owned land, but may include privately owned and operated recreational facilities and other community facilities.
  - (b) Linear Open Space / Key Wildlife Corridor Linkages (refer to 4.18.4(1)) which includes—
    - (i) key wildlife corridor linkages;
    - (ii) areas of significant native vegetation within the Walloon Urban Footprint, extending along the Bremer River and Guilfoyles Gully; and
    - (iii) a large, intact forested area extending to the north along Guilfoyles Gully.
- (3) It is intended that these areas will be protected and enhanced for their environmental values, particularly as wildlife habitats and important linkages.
- (4) Some private owners within the Linear Open Space/Key Wildlife Corridor Linkages designation may wish to retain land within this designation and take advantage of the conservation incentives available through the Voluntary Conservation Agreements with Council.
- (5) Figure 4.8.3 sets out a Greenspace Plan for the Walloon Thagoona area, inclusive of:-

- (a) important conservation areas and key wildlife corridor links;
- (b) linear open space and main drainage paths; and
- (c) indicative park locations.
- (6) The Greenspace Plan offers 'candidate' sites for more than the minimum number of higher order parks (refer Table 4.8.0).
- (7) This will provide greater flexibility for Council in relation to actual park provision – i.e. Council may respond to offers from developers who are proceeding rather than waiting for other areas to develop, but may also necessitate further detailed investigation regarding 'competing' sites.
- (8) The Recreation Zone (refer Part 4, Division 17) and the Conservation Zone (refer Part 4, Division 18) should be used for comparison purposes to assist with further planning and interpretation.

**Specific Outcomes**

- (i) An open space network is created in accordance with Figure 4.8.3 which—
  - (A) protects the greenspace setting and overall visual framework for the urban areas;
  - (B) provides form and identity, a 'sense of place' and a 'sense of community' for the residential communities;
  - (C) protects regionally significant eco-systems; and
  - (D) provides an integrated network, catering for a wide range of recreation pursuits for residents and visitors.

**Probable Solutions**

- (ii) Corridor linkages (including major drainage paths) should be a minimum of 100 metres in width.
- (iii) Where possible, all parkland should include minimum 50% road frontage in order to increase both casual surveillance and physical public access.
- (iv) Development within and adjoining sensitive areas incorporate habitat protection measures such as building envelopes, exclusion fencing and tree/habitat protection on individual lots and speed limits and road designs that facilitate fauna protection.
- (v) Greater than 90% of all residents live within 500 metres of a Level 3 – Local Play and Picnic Park.



Figure 4-8-3: Walloon Thagoona Greenspace Plan



(g) Transport

**NOTE 4.8.5CI**

(1) There are two (2) strategic transport plans for the Walloon Thagoona area—

- (a) a Strategic Road and Rail Network (refer Figure 4.8.4); and
- (b) a Strategic Pedestrian/Cycleway Network (refer Figure 4.8.5);

(2) These plans, along with the LUCMP, are intended to—

- (a) provide a focus on transport efficiency and safety;
- (b) encourage use of public transport and non motorised forms of transport; and
- (c) promote high levels of convenience, accessibility and connectivity, particularly to railway stations and designated centres.

(3) The Strategic Road Network draws on the existing State Controlled road network and the proposed Western Ipswich Bypass between the Cunningham and Warrego Highways.

(4) Karrabin Rosewood Road and Haigslea Amberley Road function as arterial roads that are central to the proposed development areas and provide direct linkages to the above mentioned Highway Network.

**Specific Outcomes**

- (i) A strategic road network provides logical connections between the collector road network and the higher order roads (refer to Figure 4.8.4).
- (ii) The Strategic Road Network incorporates appropriate landscape treatments in order to—
  - (A) enhance the value of the strategic roads as key urban design elements (refer to figures 4.8.6 and 4.8.7); and
  - (B) provide for native fauna crossings at key locations (refer to figures 4.8.3 and 4.8.4).
- (iii) The Pedestrian and Cycleway Network (refer to Figure 4.8.5)—
  - (A) makes extensive use of the open space network as well as key elements of the proposed strategic road network;
  - (B) has a key focus on providing access to designated centres, the railway stations

and both local and district parks;

- (C) promotes permeability, circulation and walkability, thereby reducing the demand for private motor vehicles and the associated road network; and
  - (D) caters for a variety of users needs, including both 'commuters' and recreational cyclists.
- (iv) End of trip facilities, such as secure cycle storage, lockers and shower/change facilities are provided in larger development sites, eg. centres, large work places, railway stations and major recreational/ community facilities in order to support the Strategic Pedestrian and Cycleway Network (refer to Figure 4.8.5).

(h) Special Opportunity Areas

**NOTE 4.8.5CJ**

(1) This designation comprises land—

- (a) which offers multiple opportunities for future development;
- (b) which would benefit from a more flexible approach to future land use; or
- (c) where the future use cannot be definitively determined at this time, owing to the significant development constraints.

(2) There are five (5) sub areas which fall within the Special Opportunity Area designation.

**Special Opportunity Area 1**

- (i) This area is significantly affected by potential overland flow paths, stormwater drainage problems, noise from the railway corridor and the proposed Western Ipswich Bypass.

**Specific Outcomes**

- (ii) Future uses may include—
  - (A) continuation of low intensity rural uses e.g. agriculture and grazing;
  - (B) recreational uses;
  - (C) community uses including a possible school site; or
  - (D) possible residential uses on land outside of drainage problem areas (subject to detailed assessment of flooding and drainage impacts).





**Special Opportunity Area 2**

- (iii) This land is significantly affected by flooding and drainage issues, the proposed Western Ipswich Bypass and the railway corridor.

**Specific Outcomes**

- (iv) Future uses may include—
  - (A) continuation of educational uses and the possible expansion into nearby land;
  - (B) other community/educational uses;
  - (C) recreational uses that must address drainage/flooding problems and highway/rail noise; and
  - (D) possible residential uses on the elevated land to the west, subject to resolution of amenity issues associated with the proposed Western Ipswich Bypass and the railway corridor.

**Special Opportunity Area 3**

- (v) This land has both significant opportunities (e.g. commercial exposure) and constraints (e.g. noise) as a result of its proximity to the Western Ipswich Bypass.

**Specific Outcomes**

- (vi) Future uses may include—
  - (A) highway orientated uses including a hotel/motel, service station or fast food outlet that takes advantage of the site's exposure to the Western Ipswich Bypass;
  - (B) low key business/commercial uses that do not detract from the designated neighbourhood centres or the Walloon Main Street/District Centre or compete with the function of the Walloon Primary/Secondary Business areas; or
  - (C) low impact service trade activities.
- (vii) Permanent residential uses are avoided owing to the highway noise impacts.

**Special Opportunity Area 4**

- (viii) This land offers special opportunities owing to its proximity to the Thagoona Railway Station.

**Specific Outcomes**

- (ix) Future uses may include-
  - (A) cluster/medium density housing; and
  - (B) convenience retailing, which may range from a small group of shops to a general store/restaurant or a compact 'mini Main Street' configuration leading directly to the Thagoona Railway Station.

**Special Opportunity Area 5**

- (x) This area is affected by drainage, steep topography and water supply issues.

**Specific Outcomes**

- (xi) Future uses may include-
  - (A) openspace/recreation;
  - (B) conservation lands; or
  - (C) a limited number of very large lots which may require on-site water supply outside the reticulated network.

**(i) Visual and Landscape Character****Specific Outcomes**

- (i) Urban uses and works do not encroach upon the visually prominent, vegetated ridgelines, especially the ridgeline located north of Guilfoyles Gully.
- (ii) Greenspace areas are used in association with targeted landscape treatments along main approach routes and circulation roads to—
  - (A) reduce the overall 'bulk' of the urban footprint;
  - (B) define small local areas; and
  - (C) create a distinctive 'sense of place'.
- (iii) The main approach and circulation routes are developed as distinctive tree planted boulevards rather than simply as transport conduits (see Figure 4.8.7).
- (iv) Special landscape treatments occur at key gateway locations in order to enhance the 'sense of arrival' and special character and 'sense of place' of the area.
- (v) The Main Street area along Queen Street is a key focus for this activity.
- (vi) Figure 4.8.6 highlights prominent landscape features which warrant further detailed attention in order to take advantage of, or screen views.
- (vii) Scenic values to be retained include—



Figure 4-8-4: Walloon Thagoona Strategic Road/Rail Network



Figure 4-8-5: Walloon Thagoona Strategic Pedestrian/Cycleway Network



**Figure 4-8-6: Walloon Thagoona Visual Character and Landscape Plan**



Figure 4-8-7: Walloon Thagoona Landscaped Boulevards





- (A) Native vegetation along prominent ridgelines, hillsides and water courses;
  - (B) Established vegetation (e.g. the large 'Albizzia Lebbeck' tree outside the Walloon Saloon) which makes a positive contribution to the streetscape;
  - (C) Views from Thagoona and Walloon railway stations to Flinders Peak and Liverpool Ranges in the South and South-West;
  - (D) Views of attractive scenery and vistas along the Warrego Highway and the Northern ridgeline, ensuring urban development does not extend beyond the ridgeline; and
  - (E) Vegetated knolls with impressive local views to the north and north-east.
- (viii) Where appropriate, local native plant species are used for landscaping purposes.
- (j) Integrated Planning, Uses and Works**
- Specific Outcomes**
- (i) Uses and works with the Walloon Thagoona Sub Area occur within a comprehensive planning framework that—
    - (A) ensures the orderly and progressive development of the Sub Area;
    - (B) coordinates and integrates land uses, transport, open space, centres, community facilities and other infrastructure networks;
    - (C) provides suitable building sites and methods of construction having particular regard to geotechnical and drainage constraints;
    - (D) incorporates transport and mobility networks that—
      - (I) are transit oriented; and
      - (II) provide an adequate road network and protect future road corridors;
  - (ii) provides for the establishment of an integrated open space network;
  - (iii) provides appropriate visual treatment, landscaping, buffering and separations for—
    - (A) existing residences;
    - (B) planned future residential areas;
    - (C) major external road corridors (in terms of visual amenity and acoustic treatment);
    - (D) major water courses (in terms of protecting wildlife corridors and water quality); and
    - (E) the conservation of valuable features such as important view corridors, vegetated hillsides, ridgelines, creeklines, mature vegetation and developing a unified theme for particular areas.
  - (iv) provides for an adequate range and distribution of retail, commercial and community facilities including—
    - (A) retail and commercial centres;
    - (B) schools;
    - (C) youth centres;
    - (D) child care centres;
    - (E) community halls; and
    - (F) places of worship;
  - (v) provides for integration with public utilities infrastructure and streetscape works;
  - (vi) creates clearly defined residential communities;
  - (vii) provides diversity in housing opportunities;
  - (viii) identifies and protects places of cultural significance and streetscape value; and
  - (ix) where appropriate, integrates with adjoining properties in order to—
    - (A) enhance the development of the Walloon Thagoona Sub Area as a whole;
    - (B) provide finished levels that integrate and coordinate access between adjoining sites, uses or works; and
    - (C) provides for the comprehensive, orderly, integrated and coordinated development of the Walloon 'Main Street' primary business area as outlined in sub section (2) (e) above, inclusive of—



- (I) building designs which achieve a unified theme for the Walloon 'Main Street' primary business area addressing building height, form, materials and design;
- (II) streetscape designs which provide for linkages, views and vistas, and a unified street tree planting theme;
- (III) a network of roads, public transport interchanges and routes, pedestrian/ cycleways and a system of open spaces that will offer linkages between all activities or precincts and the surrounding residential neighbourhoods; and
- (IV) appropriate interface between land use activities/precincts

#### Probable Solutions

- (x) Uses and works are undertaken generally in accordance with the Walloon Thagoona Land Use Concept Master Plan shown on Figure 4.8.2.
- (xi) An integrated open space network is established in accordance with the network outlined in sub-section (2)(f) and shown on the Walloon Thagoona Land Use Concept Master Plan, Figure 4.8.2 and Greenspace Plan Figure 4.8.3.

#### NOTE 4.8.5CK

- (1) It is intended that Preliminary Approvals be obtained to provide for the integrated development of land within the Walloon Thagoona Sub Area in an orderly and coordinated manner.
- (2) Such plans will assist in the clarification of development issues for the proponent/developer, landowners, the local community, the local government and relevant state agencies (if any).

- (3) Preliminary Approvals should be consistent with any adopted public utility master plans or design standards adopted by the local government or other relevant agencies, with particular regard to adopted transport networks, water masterplans and drainage masterplans.
- (4) It is anticipated that the provision of key infrastructure will be governed by infrastructure agreements which will be entered into between landowners, groupings of landowners, developers with the permission of landowners, the Local Government or the State Government.
- (5) If the Infrastructure Agreement makes provision for State Government Infrastructure, documentary evidence should be provided to the Local Government that the relevant State Government agency(s) have approved that infrastructure.
- (6) Preliminary Approvals and development proposals may be dealt with under the IDAS process under Section 3.1.5 of the IPA.
- (7) In accordance with the requirements of Section 3.1.6, a Preliminary Approval may determine the assessment process (eg. code assessment or self assessment) to be followed for subsequent development; and must be publicly notified in accordance with Section 3.4.2;
- (8) If it is proposed to establish assessment tables or assessment categories or codes under a preliminary approval, then it is suggested that regard be had to the following—
  - (a) residential uses and works are generally consistent with the provisions of—
    - (i) the Residential Low Density Code (Part 4, Division 5); or
    - (ii) the Residential Medium Zone Code (Part 4, Division 6); or
    - (iii) the Residential Code (Part 12, Division 6); and
    - (iv) the Reconfiguring a Lot Code (Part 12, Division 5)
  - (b) neighbourhood centres and associated commercial uses and works are generally consistent with the provisions of—
    - (i) the Local Retail and Commercial Zone Code (Part 4, Division 10); and
    - (ii) the Commercial and Industrial Code (Part 12, Division 7);



- (c) the Walloon “Main Street” primary and secondary business areas uses and works are generally consistent with the provisions of—
  - (i) the Major Centres Zone (Part 4 Division 9); and
  - (ii) the Commercial and Industrial Code (Part 12, Division 7);
- (d) open space and recreation uses are generally consistent with the provisions of—
  - (i) the Recreation Zone (Part 4, Division 17); or
  - (ii) the Recreational and Entertainment Code (Part 12, Division 11).

(3) Infrastructure

(a) General

Specific Outcomes

- (i) Infrastructure is provided in a timely, orderly, integrated and coordinated manner to support urban uses and works.

**NOTE 4.8.5CL**

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

(b) Roads and Transport

Specific Outcomes

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

**Probable Solutions**

- (ii) All developers design and construct roads, streets, pedestrian and cyclists pathways and facilities in accordance with the Strategic Road and Rail Network Plan (refer to Figure 4.8.5), the Strategic Pedestrian/Cycleway Network Plan (refer to Figure 4-8-5), the Reconfiguring a Lot Code and Planning Scheme Policy 3- General Works.
- (iii) Any road or street crossing the Western Ipswich Bypass Corridor is constructed to be grade separated from this corridor.
- (iv) At the time any land is developed, the road and street network in that part of the land is designed to meet the reasonable anticipated level, nature and intensity of uses and works within the catchment in which that part of the land is situated even though the uses and works do not require works to that extent.
- (v) All parts of the land required for the road or street network are dedicated at the time of signing of plans of subdivision for the reconfiguration of that part of the land adjoining the road or street network.

(c) Water Supply, Sewerage and Recycled Water

**NOTE 4.8.5CM**

Payment of water supply and sewerage contributions and any developer credit for construction of trunk water supply and sewerage infrastructure is outlined in Planning Scheme Policy 5 – Infrastructure.

**Specific Outcomes**

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



- (iii) A comprehensive recycled water network is provided where possible to all uses to reduce the overall demand for potable water and to facilitate the re-use of treated effluent.
- (D) 10,000 L for each detached dwelling situated on a lot greater than 2000m<sup>2</sup> in area.

#### Probable Solutions

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

#### NOTE 4.8.5CN

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

- (viii) All uses are connected to a Council approved recycled water network or alternatively where the provision of, or connection to, such a network is not prudent or feasible, rainwater tanks are provided to meet at least the minimum capacities outlined below:-
- (A) 3,000 L for each dual occupancy dwelling or attached dwelling;
- (B) 3,000 L for each detached dwelling situated on a lot less than 450 m<sup>2</sup> in area;
- (C) 5,000 L for each detached dwelling situated on a lot

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

##### NOTE 4.8.5CO

Payment of open space contributions and any developer credit for dedicating and embellishing open space infrastructure is outlined in Planning Scheme Policy 5 – Infrastructure.

#### Specific Outcomes

- (i) An integrated open space and recreation network is developed in accordance with:-
- (A) the Greenspace Plan (refer to Figure 4.8.3); and
- (B) the criteria outlined in subsection (2)(f) above.
- (ii) Designated recreation areas encompass a mix of –
- (A) active and passive recreational activities and associated facilities;
- (B) linear parkland, open space movement and drainage corridors; and
- (C) formal, informal and natural settings.

#### Probable Solutions

- (iii) All parts of the land required for the open space system are dedicated at the time of signing of plans of subdivision for any part of the land adjoining the open space network.
- (iv) The following land is not accepted as part of the parkland contributions—
- (A) land below the post Q10 ARI flood/stormwater event unless those areas are useable and stable;
- (B) the area of any school playing field or any playing field being relied upon to provide a school's requirements for active recreation;
- (C) land required for the attenuation of transportation noise;
- (D) land required for stormwater drainage purposes; and



- (E) land which contains an easement for power lines, stormwater drainage or any other purpose which may impact on the suitability of the use of the land for park purposes.

(e) **Community Facilities**

**NOTE 4.8.5CP**

- (1) The Local Community Facilities Infrastructure Contributions (as outlined in Planning Scheme Policy 5 – Infrastructure) is based on the premise that there is a basic range of community facilities and services that are required to meet the local needs of residents.
- (2) Higher order community facilities for the Walloon Thagoona urban areas are to be located within the Rosewood Town Centre as it provides higher order community facilities for the entire Western Ipswich growth corridor and the surrounding rural areas.
- (3) The extent of community facilities and the level of monetary contributions required to ensure that facilities and services will be provided to meet the needs of a new population are generally outlined in the Local Community Facilities Infrastructure Contributions (as outlined in Planning Scheme Policy 5 – Infrastructure).
- (4) Payment of community facilities contributions and any developer credit for community facilities infrastructure is outlined in Planning Scheme Policy 5 – Infrastructure of this planning scheme.

**Specific Outcomes**

- (i) CPTED (Crime Prevention Through Environmental Design) Principles are incorporated throughout the urban design and development processes, with a particular focus on maximising opportunities for casual surveillance.
- (ii) Local community facilities are co-located as part of accessible centres clusters, and to encourage multi-use and sharing of ‘ancillary elements’ such as parking areas.
- (iii) Local centres and associated clusters of community facilities are located and distributed to maximise community accessibility.
- (iv) Key candidate sites are—
  - (A) adjoining Queen Street and extending through to the railway station at Walloon;
  - (B) along Taylors Road;

- (C) along the northern end of Haigslea Amberley Road;
- (D) near the intersection of Karrabin Rosewood Road and Thagoona Haigslea Road;
- (E) near the Thagoona railway station; and
- (F) within a proposed local business and industry area near the intersection of Karrabin Rosewood Road and Seidels Road.

- (v) Higher order community facilities and administrative activities are located within the Rosewood Town Centre, to support its role as the main administrative/community centre for the Western Ipswich growth corridor.

(f) **Stormwater Management**

**NOTE 4.8.5CQ**

- (1) Urban development of the Walloon Thagoona Sub Area has the potential for adverse impact on both the quality and quantity of stormwater in the Bremer River and its catchment.
- (2) With appropriate controls, the development of the area can be undertaken in a manner which ensures that these impacts are reduced to acceptable levels as outlined in the Environmental Protection Policy (Water), any relevant Catchment Management Plans and the following basic criteria.

**Specific Outcomes**

- (i) The provision and location of stormwater drainage infrastructure for the area maintains or enhances the existing environmental values of major and minor waterways.
- (ii) Stormwater drainage works ensure the conveyance through the site of stormwater runoff for rainfall events up to and including the adopted flood level event in a manner which minimises flood nuisance and the potential for erosion, taking into account local discharges.
- (iii) The stormwater drainage system is integrated with the Open Space System, provided always that the incorporation of stormwater management systems is in addition to the Open Space Network.





- (iv) Stormwater management strategies utilise best management practice to ensure, as far as practical, that there is no worsening in water quality over pre-development conditions, accepting that development will see the introduction of new pollutant types which will need to comply with recognised guidelines and standards.

#### Probable Solutions

- (v) The stormwater system is constructed sequentially to ensure that post-development peak discharges to catchment waterways discharging to the Bremer River are similar to pre-development peak discharges.
- (vi) The stormwater management strategy, ensure that for the average recurrence intervals of two (2) years, five (5) years, ten (10) years, twenty (20) years, fifty (50) years and one hundred (100) years, the maximum rate of stormwater discharge from the area does not exceed pre-development maximum rates of discharge.
- (vii) The stormwater system is constructed sequentially to ensure that stormwater discharged from development sites meets the quality standards specified in the local government's specified Urban Stormwater Management Strategy and Drainage Master Plan.
- (viii) The stormwater drainage infrastructure is designed and constructed to service the Sub Area in accordance with the local government's Urban Stormwater Management Strategy and Drainage Master Plan.
- (ix) At the time any land is developed, the stormwater system is designed and constructed to meet the reasonably anticipated level, nature and intensity of development within the catchment in which that part of the land is situated, even though the development approved does not require stormwater system works to that extent.
- (x) Where any part of the stormwater system is constructed on land not owned or under the control of the Local Government the relevant part of the land is dedicated or an easement granted to the Local Government, as the Local

Government elects, free of cost to the Local Government.

#### (g) Electricity and Telecommunications

##### Specific Outcomes

- (i) All uses and works within the Sub Area are provided with electricity and telecommunication services in an efficient and cost effective manner.

##### Probable Solutions

- (ii) Electricity and telecommunications infrastructure are supplied underground where possible to each lot in accordance with the service standards specified by the Local Government and the relevant servicing authority.
- (iii) Any future electricity sub stations are to be located and constructed in association with a future local neighbourhood centre, greenspace area or local business and industry area.

#### (4) Interim Uses and Works

##### Specific Outcomes

- (a) Interim uses and works maintain—
- (i) the current low intensity rural nature and setting of the area; and
- (ii) the existing, large, rural lots sizes.
- (b) Interim uses and works do not compromise the future urban land use potential or patterns of development by—
- (i) contaminating land;
- (ii) fragmenting land;
- (iii) continuing to operate after urban uses commence, if they are likely to impact adversely on future residential amenity (e.g. through intensive animal husbandry, or significant industrial activities);

#### NOTE 4.8.5CR

Interim uses and works may be limited to a time period which provides for the uses and works to be discontinued and the site rehabilitated prior to urban development occurring.

##### Probable Solutions

- (c) Lot sizes and reconfigurations comply with the provisions of the Reconfiguring a Lot Code relating to reconfiguration of rural land (Refer Part 12, division 5, section 12.5.5).

#### NOTE 4.8.5CS

The assessment categories for the Walloon Thagoona Sub Area of the Future Urban Zone, as detailed in Table 4.8.1 and 4.8.2, constitute the assessment categories for uses and works where no Preliminary Approval has been obtained.



## 4.8.5D Sub Area FU5 – Keidges Road, South

**NOTE 4.8.5DA**

- (1) The Future Urban Zone includes five (5) Sub Areas.
- (2) This section (4.8.5D) deals with Sub Area 5 – Keidges Road, South.
- (3) The location of this Sub Areas is—
  - (a) depicted on Zoning Map Z25; and
  - (b) described below.

**NOTE 4.8.5DB**

- (1) This area comprises an urban development opportunity adjoining the South West Regional Transport Corridor, on land which has been subjected to resource extraction and clearing activities.
- (2) Future urban development in the Sub Area is subject to the resolution of a number of key issues, including—
  - (a) the final design and location of the South West Regional Transport Corridor;
  - (b) a detailed slope analysis;
  - (c) a bushfire risk assessment; and
  - (d) additional matters as outlined in the Specific Outcomes below.

**Specific Outcomes**

- (a) Urban uses and works are designed and located to—
  - (i) conserve creekside areas, upland areas, areas with steep topography and areas with significant vegetation;
  - (ii) provide a wildlife corridor linkage along the southern boundary of Lot 8;
  - (iii) concentrate development in areas of water and sewerage command;
  - (iv) provide a comprehensive and integrated ultimate design layout for the Sub Area which includes—
    - (A) road connectivity with the Redbank Plains area to the north and the Springfield Estate to the east;
    - (B) grade separation between the South West Regional Transport Corridor and the local road network; and
    - (C) integrated infrastructure provision, including an integrated open space network;
  - (v) avoid the creation or exacerbation of bushfire hazards; and

(vi) ameliorate noise impacts from the South West Regional Transport Corridor.

- (b) A mix of housing types and lot sizes is provided.
- (c) Opportunities for transit oriented development in association with the final layout for the South West Regional Transport Corridor are pursued.

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

**Specific Outcomes**

- (1) The following are consistent uses, use classes and other development categories in the Future Urban Zone—
  - (a) agriculture, on lots 1 or more hectares in area, unless fruit farming or turf farming within 8km of RAAF Base Amberley;
  - (b) animal husbandry;
  - (c) caretaker residential;
  - (d) carrying out building work not associated with a material change of use, if an existing building on site and complying with the Planning Scheme Building Matters Code;
  - (e) clearing of vegetation which involves the clearing of 0.5 hectares or less of native vegetation in any one year and which complies with the Vegetation Management Code;
  - (f) earthworks not associated with a material change of use and which complies with the Earthworks Code;
  - (g) home based activity which complies with the Home Based Activities Code;
  - (h) minor building work;
  - (i) minor utility;
  - (j) park, if not involving illuminated sporting activities;
  - (k) placing an advertising device on premises which complies with the Advertising Devices Code;
  - (l) plant nursery (wholesale), if the lot is 1ha or more in area;
  - (m) single residential.
- (2) The following uses and use classes and other development categories are consistent with the outcomes sought for the Future Urban Zone if of a type and scale appropriate for the prevailing nature of the area and the particular circumstances of the site and its surrounds—
  - (a) agriculture, on lots less than 1 hectare in area, or fruit farming or turf farming within 8km of RAAF Base Amberley;
  - (b) aviation use, if a helipad;





- (c) business use, if—
  - (i) the use forms part of a designated centre, shown on Map 3 in Schedule 7; or
  - (ii) a garden centre or veterinary clinic;
- (d) car park;
- (e) carrying out work for reconfiguring a lot;
- (f) community use, unless a cemetery or crematorium;
- (g) display housing;
- (h) dual occupancy;
- (i) entertainment use, where the use forms part of a designated centre, as shown on Map 3 in Schedule 7;
- (j) forestry, where situated in Sub Area FU1 (Ripley Valley);
- (k) general store, if operating between the hours of 6.00 a.m. to 9.00 p.m.;
- (l) intensive animal husbandry, unless feedlot, piggery or poultry feedlot;
- (m) major utility;
- (n) multiple residential, unless situated in Sub Area FU3 (Chuwar);
- (o) night court;
- (p) park, if involving illuminated sporting activities;
- (q) plant nursery (wholesale), if the lot is less than 1ha in area;
- (r) reconfiguring a lot;
- (s) recreation use, unless motorsports;
- (t) service trades use, where the use forms part of a designated centre, as shown on Map 3 in Schedule 7;
- (u) shopping centre, where the use forms part of a designated centre, as shown on Map 3 in Schedule 7;
- (v) temporary accommodation, unless situated in Sub Area FU3 (Chuwar);
- (w) temporary sales office;
- (x) temporary use;
- (y) tourist facility;
- (z) wine making.

(3) The following uses, use classes and other development categories are inconsistent with the outcomes sought and are not located within the Future Urban Zone; and constitute undesirable development which is unlikely to be approved—

- (a) aviation use, unless a helipad;
- (b) business use, unless—
  - (i) the use forms part of a designated centre, as shown on Map 3 in Schedule 7; or
  - (ii) a garden centre or veterinary clinic;

- (c) community use, if a cemetery or crematorium;
- (d) correctional centre;
- (e) entertainment use, unless the use forms part of a designated centre, as shown on Map 3 in Schedule 7;
- (f) extractive industry;
- (g) forestry, unless situated in Sub Area FU1 (Ripley Valley);
- (h) general industry;
- (i) general store, if operating between the hours of 9.00 p.m. to 6.00 a.m.;
- (j) institutional residential;
- (k) intensive animal husbandry, if a feedlot, piggery or poultry feedlot;
- (l) multiple residential, where situated in Sub Area FU3 (Chuwar);
- (m) nuclear industry;
- (n) recreation use, if motorsports;
- (o) service trades use, unless the use forms part of a designated centre, as shown on Map 3 in Schedule 7;
- (p) shopping centre, unless the use forms part of a designated centre, as shown on Map 3 in Schedule 7;
- (q) special industry;
- (r) temporary accommodation, if situated within Sub Area FU3 (Chuwar).



**Table 4.8.1: Assessment Categories and Relevant Assessment Criteria for Future Urban Zone—Making a Material Change of Use**

Column 1 Defined use or use class <sup>46</sup>	Column 2 Assessment category <sup>47</sup>	Column 3 Relevant assessment criteria <sup>48</sup> —applicable code if development is self-assessable or requires code assessment
<b>RESIDENTIAL</b>		
Caretaker Residential	Code Assessable	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8) Residential Code (Part 12, division 6)
Display Housing	Code Assessable if involving only one dwelling. Impact Assessable otherwise.	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8) Residential Code (Part 12, division 6) Parking Code (Part 12, division 9)
Dual Occupancy	Code Assessable	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8) Residential Code (Part 12, division 6) Parking Code (Part 12, division 9)
Home Based Activity	Impact Assessable if Home Industry. Self Assessable, unless Home Industry, if the applicable code for Self Assessable development is complied with. Code Assessable otherwise.	If Self Assessable—acceptable solutions in the Home Based Activities Code. If Code Assessable— (a) Home Based Activities Code (Part 12, division 2); (b) Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8).
Institutional Residential—inconsistent use [refer s 4.8.6(3)]	Impact Assessable	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8) Residential Code (Part 12, division 6) Parking Code (Part 12, division 9)
Multiple Residential—inconsistent use, if situated in Sub Area FU3 (Chuwar) [refer s 4.8.6(3)]	Impact Assessable <sup>49</sup>	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8) Residential Code (Part 12, division 6) Parking Code (Part 12, division 9)
Single Residential	Self Assessable if— (a) the lot is 450m <sup>2</sup> or more in area; and (b) if in FU4, the use is connected to a Council approved recycled water system. Code Assessable if— (a) the lot is less than 450m <sup>2</sup> in area; or (b) the applicable code for Self Assessable development is not complied with.	If Self Assessable—acceptable solutions for Single Residential in section 12.6.5 (8) – Table 12.6.1, in the Residential Code (Part 12, division 6). If Code Assessable— Residential Code (Part 12, division 6); Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8).
Temporary Accommodation—inconsistent use class, if situated in Sub Area FU3 (Chuwar) [refer s 4.8.6(3)]	Impact Assessable <sup>49</sup>	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8) Residential Code (Part 12, division 6) Parking Code (Part 12, division 9)

<sup>46</sup> See Schedule 1 (dictionary), division 1 (defined uses and use classes).

<sup>47</sup> Assessment categories may also be affected by overlays. See overlay maps to determine whether the land is affected.

<sup>48</sup> For impact assessable development, 'relevant assessment criteria' are provided to assist the preparation of an application and in no way affect the regard given to the planning scheme as a whole in accordance with Section 3.5.5 of the IPA.

<sup>49</sup> A preliminary approval under Section 3.1.6 of IPA may determine the assessment category (e.g. code assessment) to be followed for subsequent development. Also refer to Note 4.8.4L which deals with Concept Plans.



Column 1 Defined use or use class <sup>46</sup>	Column 2 Assessment category <sup>47</sup>	Column 3 Relevant assessment criteria <sup>48</sup> —applicable code if development is self-assessable or requires code assessment
<b>COMMERCIAL / INDUSTRIAL</b>		
Business Use—inconsistent use class unless— (a) the use forms part of a designated centre shown on Map 3 in Schedule 7; or (b) a garden centre or veterinary clinic. [refer s 4.8.6(3)]	Impact Assessable <sup>49</sup>	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9)
Extractive Industry—inconsistent use [refer s 4.8.6(3)]	Impact Assessable	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8)
General Industry—inconsistent use class [refer s 4.8.6(3)]	Impact Assessable	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9)
General Store—inconsistent use if operating between the hours of 9.00 p.m. to 6.00 a.m. [refer s 4.8.6(3)]	Impact Assessable	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9)
Nuclear Industry—inconsistent use [refer s 4.8.6(3)]	Impact Assessable	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9)
Plant Nursery (Wholesale)	Exempt, if the lot is 1ha or more in area. Code Assessable otherwise.	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9)
Service Trades Use—inconsistent use class, unless the use forms part of a designated centre shown on Map 3 in Schedule 7 [refer s 4.8.6(3)]	Impact Assessable <sup>49</sup>	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9)
Shopping Centre—inconsistent use, unless the use forms part of a designated centre as shown on Map 3 in Schedule 7 [refer s 4.8.6(3)]	Impact Assessable <sup>49</sup>	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9)
Special Industry—inconsistent use class [refer s 4.8.6(3)]	Impact Assessable	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9)
Temporary Sales Office	Code Assessable	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9)



Column 1 Defined use or use class <sup>46</sup>	Column 2 Assessment category <sup>47</sup>	Column 3 Relevant assessment criteria <sup>48</sup> —applicable code if development is self-assessable or requires code assessment
<b>RECREATION / ENTERTAINMENT</b>		
Entertainment Use—inconsistent use class, unless the use forms part of a designated centre as shown on Map 3 in Schedule 7 [refer s 4.8.6(3)]	Impact Assessable <sup>49</sup>	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8) Recreation and Entertainment Code (Part 12, division 11) Parking Code (Part 12, division 9)
Night Court	Code Assessable, if the use is— (a) located on a site which is greater than 1ha in area; and (b) situated not less than 20 metres from the property boundary. Impact Assessable otherwise.	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8)
Park	Exempt unless involving illuminated sporting activities. Code Assessable otherwise.	If Code Assessable— (a) Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8); (b) Recreation and Entertainment Code (Part 12, division 11); (c) Parking Code (Part 12, division 9)
Recreation Use—inconsistent use class, if motorsports [refer s 4.8.6(3)]	Impact Assessable <sup>49</sup>	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8) Recreation and Entertainment Code (Part 12, division 11) Parking Code (Part 12, division 9)
<b>RURAL</b>		
Agriculture	Exempt, if the lot is one hectare or more in area, unless fruit farming or turf farming within 8km of RAAF Base Amberley. Code Assessable otherwise.	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8)
Animal Husbandry	Exempt, if the lot is 1ha or more in area. Code Assessable otherwise.	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8)
Forestry—inconsistent use class, unless situated in Sub Area FU1 (Ripley Valley) [refer s 4.8.6(3)]	Impact Assessable	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8)
Intensive Animal Husbandry—inconsistent use class, if a feedlot, poultry feedlot or piggery [refer s 4.8.6(3)]	Code Assessable, if— (a) aquaculture or dairy and if the lot is 5ha or more in area; (b) stable and if the lot is 1ha or more in area. Impact Assessable otherwise.	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8) Intensive Animal Husbandry Code (Part 12, division 8) Parking Code (Part 12, division 9)
Wine Making	Impact Assessable	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8) Parking Code (Part 12, division 9)



Column 1 Defined use or use class <sup>46</sup>	Column 2 Assessment category <sup>47</sup>	Column 3 Relevant assessment criteria <sup>48</sup> —applicable code if development is self-assessable or requires code assessment
<b>OTHER</b>		
Aviation Use—inconsistent use class, unless a helipad [refer s 4.8.6(3)]	Impact Assessable	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8)
Carpark	Code Assessable	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8) Parking Code (Part 12, division 9)
Community Use—inconsistent use, if a cemetery or crematorium [refer s 4.8.6(3)]	Impact Assessable <sup>49</sup>	Community Use Code (Part 12, division 12) Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8) Parking Code (Part 12, division 9)
Correctional Centre—inconsistent use [refer s 4.8.6(3)]	Impact Assessable	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8) Parking Code (Part 12, division 9)
Major Utility	Impact Assessable, if involving treatment or disposal of putrescible waste. Code Assessable otherwise.	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8)
Minor Utility	Exempt	
Temporary Use	Code Assessable	Temporary Use Code (Part 12, division 13) Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8)
Tourist Facility	Impact Assessable	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8) Residential Code (Part 12, division 6) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9) Recreation and Entertainment Code (Part 12, division 11)
<b>Other (not defined)</b>	<b>Assessment Category</b>	<b>Relevant assessment criteria<sup>50</sup>—applicable code if development is self-assessable or requires code assessment</b>
All except use for a road <sup>51</sup>	Impact Assessable (refer s 2.2)	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8)

<sup>50</sup> For impact assessable development, 'relevant assessment criteria' are provided to assist the preparation of an application and in no way affect the regard given to the planning scheme as a whole in accordance with Section 3.5.5 of the IPA.

<sup>51</sup> All roads are included in a zone but use for a road is not defined. The table indicates that use for a road remains exempt under a planning scheme.



**Table 4.8.2: Assessment Categories and Relevant Assessment Criteria for Future Urban Zone—Other Development**

Column 1 Type of development	Column 2 Assessment category <sup>52</sup>	Column 3 Relevant assessment criteria <sup>53</sup> —applicable code if development is self-assessable or requires code assessment
Carrying out building work not associated with a material change of use <sup>54</sup>	Self Assessable <sup>55</sup> , if an existing building on site. Code Assessable if— (a) the Planning Scheme Building Matters Code is not complied with; or (b) no existing building on the site.	If Self Assessable—Planning Scheme Building Matters Code (Part 12, division 16). If Code Assessable—Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8).
Clearing of Vegetation—not associated with a material change of use	Self Assessable if— (a) involving the clearing of 0.5 hectare or less of native vegetation in any one year; and (b) the acceptable solutions of the applicable code for self assessable development are complied with. Code Assessable if— (a) involving the clearing of more than 0.5 hectare of native vegetation in any one year; or (b) the applicable code for self assessable development is not complied with.	If Self Assessable—acceptable solutions applicable to clauses (1) to (4) in Column 2 of Table 12.3 in the Vegetation Management Code (Part 12, division 4). If Code Assessable— (a) Vegetation Management Code (Part 12, division 4); (b) Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8).
Earthworks—not associated with a material change of use	Exempt if earthworks which meet the criteria set out in Schedule 8. Code Assessable if the criteria for exempt do not apply.	Earthworks Code (Part 12, division 15) Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8)
Minor Building Work	Exempt, if— (a) the Planning Scheme Building Matters Code is complied with; and (b) the requisite number of parking spaces are provided for the use in accordance with Table 12.9.1 of the Parking Code (Part 12, division 9). Code Assessable otherwise.	If Code Assessable— (a) Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8); (b) Planning Scheme Building Matters Code (Part 12, division 16); (c) Parking Code (Part 12 division 9).
Placing an advertising device on premises	Exempt if an advertising device which meets the criteria set out in Schedule 9, Part 1. Impact Assessable if a billboard with a signface area of more than 6.0m <sup>2</sup> . Code Assessable otherwise.	Advertising Devices Code (Part 12, division 14) Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8)
Reconfiguring a lot <sup>56</sup>	Code Assessable, if – (a) within sub area FU2; or (b) other than within sub area FU2 and involving a reconfiguration which does not create more than one (1) additional lot. Impact Assessable otherwise. <sup>57</sup>	Reconfiguring a Lot Code (Part 12, division 5) Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Future Urban Zone (division 8)
Carrying out work for reconfiguring a lot <sup>56</sup>	Code Assessable if the reconfiguring is assessable development.	Reconfiguring a Lot Code (Part 12, division 5)
Other	Exempt	

<sup>52</sup> Assessment categories may also be affected by overlays. See overlay maps to determine whether the land is affected.

<sup>53</sup> For impact assessable development, 'relevant assessment criteria' are provided to assist the preparation of an application and in no way affect the regard given to the planning scheme as a whole in accordance with section 3.5.5 of the IPA.

<sup>54</sup> See Ipswich Planning Scheme Users Guide 2 for examples that explain the type of development involved in different proposals.

<sup>55</sup> This does not include building work that under IPA Schedule 8, is exempt and cannot be made self-assessable or assessable by a planning scheme.

<sup>56</sup> Under IPA, Schedule 9, the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.

<sup>57</sup> A preliminary approval under Section 3.1.6 of IPA may determine the assessment category (e.g. code assessment) to be followed for subsequent development. Also refer to Note 4.8.4L which deals with Concept Plans.

