

## 3.7 Local Area Frameworks

### 3.7.1 Preliminary

- (1) The Ipswich Local Government Area has been divided into thirty local area strategic planning units based on geographically identifiable communities of interest (areas with identifiable boundaries and within which there are broad land use and planning commonalities) to which individual Local Area Frameworks apply.
- (2) The thirty Local Area Frameworks provide a more detailed spatial expression of the policies included in the Whole of City Strategic Framework (refer to sections 3.1 to 3.6) for each of the local area strategic planning units by:
  - (a) including a description of the geographic extent of the strategic planning unit to which the Local Area Framework applies;
  - (b) identifying the Valuable Features in the area that are of significance and are to be protected;
  - (c) identifying the most significant Development Constraints that impact on development in the area and that need to be considered and addressed in allocating precincts and for development assessment;
  - (d) setting out the Growth Management outcomes that are to be delivered in the area;
  - (e) identifying the key Infrastructure that needs to be delivered to support growth and development in the area;
  - (f) showing the preferred use of land in the area by including each property in a land use precinct designation; and
  - (g) where there are different development options (including for example building heights, lot sizes, dwelling densities or different land uses) for an area or individual property, setting out those different options.
- (3) The Local Area Frameworks:
  - (a) create a 'line of sight' by aligning the Whole of City Strategic Framework with the policies and strategies applied at the strategic planning unit level and the future drafting of the more detailed planning provisions (for example Zones, Zone Codes and Assessment Tables, Overlay Codes and Use and Development Codes); and
  - (b) express the likely development and zoning (including options) scenarios on which the community's and other stakeholder's feedback is being sought.

### 3.7.2 Local Framework - Area 1 Goodna Gales

#### 3.7.2.1 Context

- (1) Introduction
  - (a) Area 1 comprises the suburbs of Goodna, Gales and part of Camira.

#### 3.7.2.2 Valuable features

- (1) Key valuable features in the Area include:
  - (a) significant areas of native vegetation and wildlife habitat along Goodna Creek, Woogaroo Creek (including Ric Natrass Environmental Park) and the southern bank of the Brisbane River; and
  - (b) places of cultural heritage significance comprising:
    - (i) areas of 'timber and tin' character houses at the intersection of Church and Alice Streets and between Smith Road, Albert and Scott Streets;
    - (ii) the remaining historical core of the original Goodna settlement in the vicinity of the intersection of Brisbane Terrace and Lowe Street; and
    - (iii) Depression relief plantings (Jacaranda trees) along Brisbane Terrace.

#### 3.7.2.3 Development constraints

- (1) The following constraints are likely to have a significant impact on development in the Area:
  - (a) flooding, is the most significant development constraint in the Area, including:
    - (i) nearly all of the area located north of the Ipswich Motorway; and
    - (ii) the area south and east of the Goodna major centre on land adjoining the lower reaches of Woogaroo Creek, Goodna Creek and along the drainage depression located between Mill and Alice Streets;
  - (b) mining constraints to the north western corner of Goodna generally bounded by Lower Cross Street, Brisbane Terrace, Lower Stuart Street, McCarthy Crescent, Andrews Court and Holmes Court;
  - (c) major transport infrastructure corridors including the Ipswich Motorway, the western commencement of the Logan Motorway and the Ipswich to Brisbane railway line;
  - (d) the Goodna wastewater treatment plant located near the confluence of Goodna Creek and the Brisbane River in the north western corner of the Area;
  - (e) high voltage electricity transmission lines; and
  - (f) difficult topography, predominately in the vicinity of Bertha Street.

#### 3.7.2.4 Growth management

- (1) Goodna is intended to develop as a Major Regional Activity Centre for South East Queensland and it is proposed to expand the Activity Centre footprint on the higher flood free land to the south.
- (2) The Goodna major centre (town centre) forms part of the South West Industrial Corridor Regional Economic Cluster (REC) as identified in the *ShapingSEQ*.
- (3) The preferred pattern of land uses is shown on [Local Framework Map 1](#).
- (4) The areas where significant development will occur are in the existing urban (consolidation) areas south of the Ipswich Motorway, including:
  - (a) the Goodna major centre will develop as a major regional activity centre with a core and frame;
  - (b) the Goodna major centre core will:
    - (i) be re-invigorated to bring a greater intensity and range of economic and employment opportunities including a strong mix of convenience and comparison retail including supermarkets and discount department stores / variety stores, supported with a wide range of specialty shops, community, commercial, entertainment, recreational and higher density residential uses;
    - (ii) be reorientated to Little Street to:
      - (A) create a flood resilient attractive, thriving and sustainable Main Street connecting Queen Street and William Street;

- (B) a new urban square that will provide an attractive civic and meeting place for residents, workers and visitors to the centre;
  - (C) a small urban park to the north of the Little Street that will become an important public space linking Little Street and the St Ives Centre; and
  - (D) provide active, attractive and shaded streets and pedestrian pathways (including awnings and trees) connecting the Main Street and other core areas to the wider centre, bus services and the Goodna railway station;
- (iii) accommodate a range of commercial, residential and mixed use buildings with heights of between five and ten storeys to promote:
  - (A) an appropriate development form relative to the topography;
  - (B) desired skyline and building massing; and
  - (C) the retention of views (particularly to the north and east) by ensuring there is sufficient spacing between or over adjacent buildings; and
  - (D) building setbacks that create continuous business or retail land uses that open directly to the footpath providing active, people oriented street frontages;
- (c) the Goodna major centre frame is bound to the north by the Ipswich Motorway and located to the north, north east and north-west of the Goodna major centre core, the major centre frame may be subject to flooding from the Brisbane River, however, owing to its close proximity to the Goodna major centre core, development in the frame area:
  - (i) has buildings and infrastructure that are designed to be resilient to flooding;
  - (ii) accommodates a range uses in buildings one to two storeys high including:
    - (A) service trade, showroom, warehouse and automotive uses;
    - (B) highway oriented developments;
    - (C) allied commercial uses;
  - (iii) that may be constructed on top of undercrofts;
  - (iv) support but do not compete with the functioning of the centre core, where such uses serve the district or local catchment;
  - (v) facilitates the creation of a public plaza adjacent to the northern area of the core and accessed from Smiths Road, including safe, efficient and integrated connections to the north and south and that connects the Goodna railway station with the activities of the Goodna centre and surrounding area;
  - (vi) makes provision for a well located and well-designed bus interchange that services the Goodna railway station and Goodna major centre core;
  - (vii) avoids residential uses and uses attracting vulnerable persons in the event of flooding; and
  - (viii) provides for the construction of undercroft structures to improve flood resilience that:
    - (A) may range in height from two to six metres responding to the flood immunity sought;
    - (B) at grade, street frontages may be utilised for activities that are resilient to flooding or can be easily relocated in the event of flooding, for example local service trades and indoor recreation opportunities;
    - (C) where they adjoin, have generally consistent storey heights providing a continuous visual streetscape; and
    - (D) where possible provide integrated pedestrian accessibility and vehicle parking;
- (d) neighbourhood centres:
  - (i) are located at the intersection of:
    - (A) Queen Street and Albert Street; and
    - (B) Old Logan Road and Julieanne Street;
  - (ii) other centres may be considered in response to further consolidated residential development in the Area, for example in the vicinity of the Smiths Road and Bellevue Road intersection or in association with medium density residential developments;
- (e) there is significant capacity to accommodate a mix of housing types and density south of the Ipswich Motorway and railway line where located above the adopted flood regulation line, these opportunities include:
  - (i) high density residential (100-150 dwellings per hectare) development that is up to ten storeys high, including mixed use buildings in the Goodna major centre core area;

- (ii) medium density residential (50-100 dwellings per hectare) development that is two to five storeys high consisting of terraces, townhouses and low to mid rise apartments on land generally bounded by William Street Smiths Road, Albert Street and Alice Street; and
- (iii) medium density residential (30-50 dwellings per hectare) development that is one to two storeys consisting of terraces, townhouses and low-rise apartments in support of the major centre, on land:
  - (A) generally bounded by Mill, Bertha and Alice Streets;
  - (B) fronting Albert and Queen Streets; and
  - (C) fronting Old Logan Road north of Baker Street;
- (f) the further development of established suburban neighbourhoods through well-designed subdivision for dwelling houses with lot sizes ranging between 600 and 700m<sup>2</sup> and a minimum lot size of 600m<sup>2</sup> with more intensive development such as terraces, townhouses and concentrations of duplexes generally to be avoided and subdivision limited to lots for dwelling houses to ensure that the existing character and pattern of development is maintained;

**Option 3.7.2A, B, C, D:**

Alternatively, given the proximity to the Goodna major centre core it is proposed that:

- (A) on land fronting Queen Street, between Alice Street and Marie Street, high density residential (100-150 dwellings per hectare) development, consisting of mid-rise up to ten storeys apartment buildings;
- (B) medium density residential (50-100 dwellings per hectare) development that is two to five storey buildings generally consisting of terraces, townhouses and low rise apartments are constructed, on land fronting:
  - (i) the south side of Alice Street east of Pringle Place;
  - (ii) both sides of Martha Street; and
  - (iii) the east side of Queen Street north of the Goodna Special School; and
- (C) medium density residential (50-75 dwellings per hectare) development that is two to three storeys consisting of terraces, townhouses and low rise apartments are constructed on land fronting Marie Street; and
- (D) medium density residential (30-50 dwellings per hectare) development that is two storeys consisting of duplexes, terraces, townhouses and low rise apartments are constructed, on land fronting:
  - (i) both sides of Fitchett Street and Bailee Street generally east of Grieve Street; and
  - (ii) the south side of Stanley street and both sides of Smith Street generally between Albert Street and James Street.

- (g) the further development of larger lots:
  - (i) in established suburban neighbourhoods is achieved through well-designed subdivision for dwelling houses with lot sizes generally ranging between 600 and 700m<sup>2</sup> and a minimum lot size of 600m<sup>2</sup> (8-12 dwellings per hectare); and
  - (ii) north and south of Eric Street, and generally south of Castle Street, between Church and Bertha Streets can be developed for lot sizes generally between 2,000 and 3,000m<sup>2</sup> and a minimum lot size of 2,000m<sup>2</sup> (3-4 dwellings per hectare); and

**Option 3.7.2E:**

Alternatively, development avoids the clearing of bushland adjacent to riparian corridors and on land with steep slopes and the balance land is developed for well-designed subdivision for dwelling houses with lot sizes ranging between 600m<sup>2</sup> and 700m<sup>2</sup> and a minimum lot size of 600m<sup>2</sup>, on land:

- (i) fronting the west side of Newman Street; and
- (ii) between Bertha Street and Church Street.

- (h) subject to the resolution of development constraints and the retention of riparian vegetation:
  - (i) the land between Ascot Street and Redbank Plains Road may be developed for new suburban densities with lot sizes generally ranging between 450m<sup>2</sup> and 2,000m<sup>2</sup> (3-15 dwellings per hectare); and

- (ii) the two larger lots north of the high pressure gas and high voltage transmissions easements and generally south of Eric Street between Church and Bertha Streets may be developed for lot sizes generally between 4,000 and 6,000m<sup>2</sup> and a minimum lot size of 4,000m<sup>2</sup> (1-2.5 dwellings per hectare);
- (i) land bounded by Newman Street, north and south of the Alice Street extension and Old Logan Road is reserved for environmental management purposes;

**Option 3.7.2F:**

Alternatively, subject to the resolution of development constraints and the retention of riparian vegetation, the land bounded by Newman Street, north and south of the Alice Street extension and Old Logan Road may be developed for new suburban densities with lot sizes generally ranging between 450m<sup>2</sup> and 2,000m<sup>2</sup> (3-15 dwellings per hectare).

- (j) where infill, medium density or non-residential development is proposed in a character area or on a character place, new development is designed to conserve the heritage values including through the sympathetic adaptive reuse of heritage buildings and by locating new development to the rear of heritage buildings.
- (5) In the existing urban (consolidation) areas north of the Ipswich Motorway:
  - (a) in response to flood hazard and risk, the further intensification of residential uses is generally avoided and new uses are encouraged to transition to low impact non-residential activities; and
  - (b) land south of Brisbane Terrace, north of the railway line and west of Lower Stuart Street is developed at low density residential development consisting predominately of dwelling houses ranging between 12-22 dwellings per hectare with lots sizes generally ranging between 450 to 550m<sup>2</sup> or duplex lots with lot sizes generally greater than 800m<sup>2</sup>.
- (6) In the special opportunity areas at:
  - (a) Stuart, Eric and Albert Streets, Goodna (SA33) provides for a mix of uses that retains significant vegetation and may include:
    - (i) educational / community uses;
    - (ii) recreational uses; and
    - (iii) low to medium density residential (20-40 dwellings per hectare) development consisting of dwelling houses, duplexes and one to two storey terraces and townhouses;
  - (b) The land bounded by the Ipswich to Brisbane railway line and Railway Terrace to the north of the Ipswich Motorway (SA34) provides for highway related uses (e.g. motel, fast food, etc.) or low impact industry, taking advantage of the site's exposure to the motorway and its proximity to an existing highway service node; and
  - (c) The land north of the railway line (SA45):
    - (i) the historic main street fronting Brisbane Terrace, despite being severely impacted by flooding, functions as a mixed use centre servicing the local community and passing trade; and
    - (ii) any further intensification of residential uses or uses attracting vulnerable persons (e.g. nursing homes) are avoided.

### 3.7.2.5 Infrastructure

- (1) The key strategic transport network elements are shown on the Strategic Framework Map 5A - Strategic Transport Network and include:
  - (a) the Ipswich to Brisbane railway line, with a station at Goodna;
  - (b) the Ipswich Motorway;
  - (c) an arterial and sub-arterial road network including:
    - (i) Brisbane Terrace;
    - (ii) Bertha Street, Church Street, Queen Street and Redbank Plains Road;
    - (iii) Parts of Woogaroo Street, Layard Street and Old Logan Road (south of the junction with Formation Street)
    - (iv) Alice Street; and
    - (v) Smiths Road;
  - (d) public transport networks including the following routes:
    - (i) the Ipswich to Brisbane railway line that is accessed from Goodna railway station;

- (ii) the Goodna station and Goodna major centre bus interchange; and
  - (iii) strategic bus links including Goodna to Redbank Plains via Queen Street and Redbank Plains Road, with connection to the Ipswich City Centre to Springfield strategic bus collector (strategic bus corridor and commuter feeder bus services); and
- (e) a strategic principal cycle network incorporating high quality, connected and safe cycle facilities on:
  - (i) Ipswich Motorway (providing a regional east-west connection between the Ipswich City Centre and Brisbane and linked north-south via Old Logan Road and the Albert Street overpass and the Church Street underpass);
  - (ii) Old Logan Road;
  - (iii) Alice Street
  - (iv) Stuart Street (from Alice Street to Smiths Road);
  - (v) Smiths Street (from Stuart Street to Collingwood Drive; and
  - (vi) Church Street / Jones Road.
- (2) The Area will be serviced by existing and future parks and recreation facilities including:
  - (a) citywide linear parks along the Brisbane River;
  - (b) citywide sports grounds and district waterside park located at Richardson Park;
  - (c) two district recreation parks at Evan Marginson Park and Bertha Street Bushland Reserve;
  - (d) Ric Natrass Environmental Park; and
  - (e) a network of local sports grounds and local recreation parks.
- (3) The Area also includes a system of environmental corridors containing stormwater networks, environmental connectivity, with opportunities for recreation, walking and cycling trails particularly along Goodna Creek, Woogaroo Creek and the southern bank of the Brisbane River.
- (4) The key elements of the social infrastructure and community facilities network include:
  - (a) St Francis Xavier Catholic Primary School;
  - (b) Goodna State Primary and Special Schools;
  - (c) Westside Christian Collage;
  - (d) West Moreton Hospital and Health Service facilities - Goodna Community Health Centre;
  - (e) existing community halls and churches;
  - (f) Goodna Cemetery; and
  - (g) a district community facility in the vicinity of the Goodna major centre.

### 3.7.3 Local Framework - Area 2 Carole Park

#### 3.7.3.1 Context

- (1) Introduction
  - (a) Area 2 comprises the suburb of Carole Park and includes the Carole Park and Synergy Park Industrial Estates.

#### 3.7.3.2 Valuable features

- (1) Key valuable features in the Area include:
  - (a) significant areas of native vegetation, remnant habitat and linkages occur along Sandy Creek and Bullock Head Creek.

#### 3.7.3.3 Development constraints

- (1) The following constraints are likely to have a significant impact on development in the Area:
  - (a) flooding of Sandy Creek and Bullock Head Creek;
  - (b) bushfire risk areas;
  - (c) high pressure gas pipeline; and
  - (d) high voltage electricity transmission lines.

#### 3.7.3.4 Growth management

- (1) The preferred pattern of land uses is shown on [Local Framework Map 2](#) promoting a land use pattern that provides a transition from lower impact business and industry uses on the edge to medium impact activities towards the centre, with environmental management areas on the periphery to mitigate residential amenity and environmental impacts which may affect adjacent sensitive land uses.
- (2) The Area is:
  - (a) part of the South West Industrial Corridor Regional Economic Cluster (REC) as identified in the *ShapingSEQ* which extends from Brisbane's western suburbs into Ipswich;
  - (b) continues to develop as a significant employer, providing a diversity of industrial and allied employment opportunities; and
  - (c) largely developed for low and medium impact, high value industrial uses and associated employment opportunities.
- (3) There is a significant opportunity for the infill of vacant industrial lots and redevelopment of older and underutilised sites to make efficient use of, consolidate and allow for expansion of industrial activities without compromising the amenity of nearby residential areas.
- (4) The Area is serviced by a neighbourhood centre at the intersection of Mica Street and Ron Boyle Crescent.
- (5) An opportunity exists for the development of a small neighbourhood centre in the south west of the Area in the vicinity of Addison Road and Cobalt Street, that will service the convenience shopping needs of visitors and employees in the Area.
- (6) Residential development is avoided in the Area, owing to its predominate industrial focus.
- (7) Land bounded by Addison Road, Sandy Creek and the Queensland Electricity Transmission Corporation power line is reserved for conservation purposes.

#### 3.7.3.5 Infrastructure

- (1) The key strategic transport elements are shown on the Strategic Framework Map 5A - Strategic Transport Network and include:
  - (a) the Logan Motorway;
  - (b) the Centenary Highway;
  - (c) an arterial and sub-arterial road network including:
    - (i) Old Logan Road (south of Formation Street);
    - (ii) Formation Street;
    - (iii) Johnson Road; and
  - (d) a strategic principal cycle network incorporating high quality, connected and safe cycle facilities on:

- (i) Centenary Highway;
  - (ii) Old Logan Road (connecting Carole Park, Camira, Goodna and the Springfield principal centre); and
  - (iii) within the Queensland Electricity Transmission Corporation power line between Old Logan Road and the Centenary Highway.
- (2) The Area will be serviced by existing and future parks and recreation facilities including:
  - (a) Pat McMonagle Reserve; and
  - (b) Andre Ripoll Park (featuring a Remote Control Vehicle Off-Road facility).
- (3) The Area also includes a system of environmental corridors containing stormwater networks, environmental connectivity, with opportunities for recreation, walking and cycling trails particularly along Sandy Creek and Bullock Head Creek.
- (4) The key elements of the social infrastructure and community facilities network include:
  - (a) Camira State School; and
  - (b) Queensland Fire and Rescue, Camira Station.



### 3.7.4 Local Framework - Area 3 Camira

#### 3.7.4.1 Context

- (1) Introduction
  - (a) Area 3 comprises the majority of the suburb of Camira.

#### 3.7.4.2 Valuable features

- (1) Key valuable features within the Area include:
  - (a) significant natural areas of native vegetation, wildlife habitat and environmental linkages particularly along Woogaroo Creek, Sandy Creek and O'Dwyers Gully and the Department of Defence's Greenbank Training Area remnant;
  - (b) Aboriginal Bora rings at the eastern end of Kertes Road, Camira;
  - (c) areas of high scenic and visual amenity associated with:
    - (i) tree retention on acreage lots;
    - (ii) the undulating nature of the Area;
    - (iii) the views that are contained by ridgeline vegetation and bushland associated with Woogaroo Creek, Sandy Creek and O'Dwyers Gully; and
    - (iv) the vegetated land associated with Department of Defence's Greenbank Training Area remnant, which forms the east and south east boundary of the Area.

#### 3.7.4.3 Development constraints

- (1) The following constraints are likely to have a significant impact on development in the Area:
  - (a) flooding along Woogaroo and Sandy Creeks;
  - (b) major transport infrastructure corridors including the Centenary Highway and Darra to Springfield railway corridor;
  - (c) high pressure pipelines including gas pipelines and the former high pressure oil pipeline;
  - (d) high voltage electricity transmission lines;
  - (e) bushfire risk predominantly in the bushland east and south east of the Area associated with the Department of Defence's Greenbank Training Area remnant; and
  - (f) difficult topography particularly land in the north-west of the Area.

#### 3.7.4.4 Growth management

- (1) The preferred pattern of land uses is shown on [Local Framework Map 3](#).
- (2) The existing suburban areas are characterised by larger lot sizes giving the Area a distinctive leafy suburban character, with this character to be conserved.
- (3) Development is to be generally of an established suburban neighbourhood form with more intensive development such as terraces, townhouses and concentrations of duplexes to be generally avoided and subdivision limited to lots for dwelling houses to ensure that the existing character and pattern of development is maintained.
- (4) The areas where development will occur are:
  - (a) in the existing urban (consolidation) areas east of Old Logan Road, generally bounded by Rawle Street, Siesta Street, Cochrane Street, Garden Avenue, Mikkelsen Road, Tudor Street and Bruce Lane, where the further development of larger lots in established suburban neighbourhoods is achieved through well-designed subdivisions for dwelling houses with lot sizes generally ranging between 600 and 700m<sup>2</sup> and a minimum lot size of 600m<sup>2</sup> (8-12 dwellings per hectare); and

##### **Option 3.7.4A:**

Alternatively, given the proximity to the Camira neighbourhood centre provide low to medium density residential (20-40 dwellings per hectare) development that is one to two storeys consisting of terraces, townhouses and low-rise apartments adjacent to the centre, on land:

- (A) to the east of Old Logan Road adjacent to the centre on larger lots generally south of Addison Road and Tudor Street, west of Ray Street and north of Dale Road; and
- (B) to the west of Old Logan Road on larger lots generally south of Cairns Road and north of Scott Street, subject to the provision of sewer infrastructure.

- (b) the Camira Shopping Centre and Camira Shopping Village (located either side of the Langley Road-Old Logan Road intersection) has some potential for enhancement and growth as a larger neighbourhood centre.
- (5) On the western side of Old Logan Road where water, sewerage and road infrastructure is more constrained, opportunities for infill development and subdivision is limited and should generally be avoided and the large lot, leafy suburban character retained.
- (6) The Department of Defence's Greenbank Training Area remnant, bounded by Addison Road, the Centenary Motorway and Nev Smith Drive, is to be protected primarily for its natural environment values.

#### **3.7.4.5 Infrastructure**

- (1) The key strategic transport network elements are shown on the Strategic Framework Map 5A - Strategic Transport Network and include:
  - (a) Centenary Highway;
  - (b) Darra to Springfield railway line;
  - (c) a sub-arterial road network focused on Old Logan Road; and
  - (d) a strategic principal cycle network incorporating high quality, connected and safe cycle facilities include a proposed commuter bikeway between and Carole Park, Camira, Goodna and the Springfield principal centre, principally located within the road reserve of Old Logan Road.
- (2) The Area will be serviced by existing and future parks and recreation facilities including:
  - (a) a district recreation park at the Camira Recreation Park;
  - (b) Camira Recreation Reserve and Kippen Park;
  - (c) Langley Park, including the Camira Friends and Neighbours Hall; and
  - (d) a network of local recreation parks servicing local catchments.
- (3) The Area also includes a system of environmental corridors containing stormwater networks, environmental connectivity, some opportunities for recreation, and walking and cycling trails particularly along Sandy Creek and Woogaroo Creek.

### 3.7.5 Local Framework - Area 4 Springfield Estate and Augustine Heights (part)

#### 3.7.5.1 Context

- (1) Introduction
  - (a) Area 4 comprises the suburbs of Springfield, Springfield Lakes, Springfield Central, Brookwater, Augustine Heights (part), and Spring Mountain.

#### 3.7.5.2 Valuable features

- (1) Key valuable features within the Area include:
  - (a) significant areas of natural vegetation and wildlife linkages:
    - (i) particularly along Woogaroo Creek, Mountain Creek, Opossum Creek, and O'Dwyers Gully;
    - (ii) within the White Rock-Spring Mountain conservation estate; and
    - (iii) in the conservation areas in the south and south-east of the Area; and
  - (b) areas of high scenic and visual amenity associated with:
    - (i) the scenic frame provided by Spring Mountain and White Rock to the south-west; and
    - (ii) local views towards the landscape features including the undulating nature of the Area, the Springfield principal centre, ridgeline vegetation and bushland and riparian landscape features associated with Woogaroo Creek, Mountain Creek, Opossum Creek and O'Dwyers Gully;
  - (c) Robelle Domain recreation area;
  - (d) the Brookwater golf course; and
  - (e) areas of Indigenous cultural heritage significance, particularly in the White Rock-Spring Mountain conservation estate.

#### 3.7.5.3 Development constraints

- (1) The following constraints are likely to have a significant impact on development in the Area:
  - (a) unexploded ordinance risk associated with a large portion of White Rock and Spring Mountain;
  - (b) major transport infrastructure corridors including the Centenary Highway and the existing and future extensions to the Ipswich to Springfield railway corridor;
  - (c) high voltage electricity transmission lines;
  - (d) bushfire risk areas, predominantly in the south-eastern, western and southern parts of the Area (bushfire risk is expected to diminish in transitional bushfire risk areas outside of steep land and conservation areas as a consequence of land clearing and edge treatments for urban development);
  - (e) difficult topography, particularly the areas following the ridgeline between White Rock and Spring Mountain; and
  - (f) flooding along Woogaroo Creek and Opossum Creek and major urban catchment flow paths.

#### 3.7.5.4 Growth management

- (1) The preferred pattern of land uses is shown on [Local Framework Map 4](#).
- (2) The Area is intended to grow as an integrated community that enjoys enhanced liveability, effective growth management, sustained economic growth, good urban design and ecological sustainability by:
  - (a) developing the Springfield principal centre (town centre) as a mixed use centre in which higher order goods, services and facilities are provided to meet the needs of the immediate area and the eastern suburbs of the city, capitalising on its strategic location relative to the highway network and public transport linkages to the Ipswich and Brisbane city centres;
  - (b) using a mixed density approach to residential development increasing the diversity of housing types in the Area, with high density development located within the Springfield principal centre and medium density development in proximity to other centres and major public transport nodes; and

- (c) conserving the integrity of the scenic background and treed landscape features along waterways.
- (3) The Area forms the Springfield Regional Economic Cluster (REC) as identified in the *ShapingSEQ*.
- (4) The areas where significant development will occur are:
  - (a) within the Springfield principal centre, that will develop as a Principal Regional Activity Centre in accordance with the *ShapingSEQ* and approved Springfield Town Centre Concept Plan, comprising:
    - (i) a Principal centre core with four precincts;
    - (ii) a Principal centre frame with four precincts;
    - (iii) a Principal centre medical area with a core and frame;
    - (iv) eight high density residential precincts;
    - (v) a network of neighbourhood centres; and
    - (vi) associated recreation areas;
  - (b) the Principal centre core, which is comprised of:
    - (i) a Retail Core (PCC-S1) which provides for:
      - (A) Orion Springfield Central shopping centre providing higher order goods and services, including sub-regional, district and local retail, commercial, recreation and entertainment facilities;
      - (B) commercial, high density residential and mixed use buildings with heights between 4-12 storeys (with iconic buildings up to 16 storeys);
      - (C) a mix of housing types and density including high density residential (100-150 dwellings per hectare) development in ten+ storeys high buildings (with iconic buildings up to sixteen storeys in height) and medium density residential (50-100 dwellings per hectare) development two to five storeys high, consisting of terraces, townhouses and low to mid rise apartment buildings;
    - (ii) a High Density Residential Core (PCC-S2), north of the Springfield Central railway station, which provides for:
      - (A) high density residential (100-400+ dwellings per hectare) development in eleven to twenty storeys high apartment buildings, (with iconic buildings up to twenty-five storeys in height); and
      - (B) ground floor non-residential uses that predominately serve the nearby high density housing areas to the north of the Centenary Highway;
    - (iii) a Mixed Use Commercial Core (PCC-S3) which provides for:
      - (A) a range of business and office uses in buildings six to twelve storeys high (with iconic buildings up to twenty storeys in height); and
      - (B) a mix of housing types and density including high density residential (100-150 dwellings per hectare) development in buildings up to ten storeys high (with iconic buildings up to twenty storeys in height);
    - (iv) an Education Core (PCC-S4) which provides:
      - (A) a focal point for a broad range of educational services with a strong tertiary education and training focus, combined with associated research and technology uses;
      - (B) vocation education training facilities (such as TAFE);
      - (C) primary and secondary schools;
      - (D) childcare and childcare training facilities;
      - (E) education related and ancillary retail and business activities; and
      - (F) student accommodation and other high density residential (100-150 dwellings per hectare) development in buildings four to eight storeys high, consisting of terraces, townhouses and low to mid rise apartments (with iconic buildings up to twelve storeys in height);
  - (c) the Principal centre frame comprises:
    - (i) a Mixed-Use Residential and Commercial Frame (PCF-S1) which provides for:
      - (A) a range of activities with a scale and character of a traditional “high street” or “main street” including street front shops, restaurants, small business and convenience uses; and
      - (B) high density residential (100-150 dwellings per hectare) development in buildings four to eight storeys high in low to mid rise apartments, (with iconic buildings up to twelve storeys in height);

- (ii) a Mixed Use Commercial Frame (PCF-S2) which provides for:
  - (A) business and office uses;
  - (B) buildings fronting Sinnathamby Boulevard, that are of a height and configuration that generally match buildings adjacent in the Mixed Use Commercial Core (PCC-S3), (i.e. buildings four to eight storeys high, (with iconic buildings up to sixteen storeys in height); and
  - (C) a mix of housing types and density including high density residential (100-150 dwellings per hectare) development in buildings up to ten storeys high (with iconic buildings up to sixteen storeys in height);
- (iii) a Mixed Use Commercial Frame (PCF-S3) as a prominent gateway entry to the Springfield principal centre which provides for:
  - (A) business and office uses in buildings four to eight storeys high (with iconic buildings up to twelve storeys in height);
  - (B) service trade, showroom, warehouse and automotive uses, and other highway oriented developments in buildings one to four storeys high; and
  - (C) a mix of housing types and density including high density residential (100-150 dwellings per hectare) development in buildings up to ten storeys high, (with iconic buildings up to twelve storeys in height);
- (iv) a Mixed Use Commercial Frame (PCF-S4) as a prominent gateway entry to the Springfield principal centre with good accessibility and exposure to the Centenary Highway which provides for:
  - (A) service trade, showroom, warehouse and automotive uses, and other highway oriented developments and allied business and office uses in buildings one to eight storeys high; and
  - (B) a limited opportunity for a mix of housing types in medium density residential (30-50 dwellings per hectare) development in buildings two to six storeys high consisting of terraces, townhouses and low-rise apartments (with iconic buildings up to ten storeys in height);
- (d) the Principal centre medical area which is comprised of:
  - (i) a Medical Core (PMC-S1), which provides for:
    - (A) medical, education and research uses including comprehensive health and wellness facilities, medium to large size hospitals, and other medical and paramedical services;
    - (B) uses which support medical facilities (e.g. pharmacies);
    - (C) centres of excellence relating to medical research and education which may capitalise on the synergies and relationships with the adjacent Education Precinct; and
    - (D) respite centres including aged care facilities and retirement services accommodated in a mix of housing types including high density residential (100-150 dwellings per hectare) development in buildings four to ten storeys high (with iconic buildings up to sixteen storeys in height);
  - (ii) a Medical Frame, which includes:
    - (A) the Medical Frame (PMF-S1) north of Mercy Avenue, which provides for:
      - (I) a commercial area of business and office uses allied to the medical facilities located in the medical core (PMC-S1) in buildings four to ten storeys high (with iconic buildings up to sixteen storeys in height); and
      - (II) a limited opportunity for a mix of housing types and density including high density residential (100-150 dwellings per hectare) development in buildings four to ten storeys high (with iconic buildings up to sixteen storeys in height);
    - (B) a Medical Frame (PMF-S2) west of Springfield Greenbank Arterial and south of Sinnathamby Boulevard, which provides for:
      - (I) the extension of education facilities and technology-based industries from the adjacent Education Precinct (PCC4) and business and office uses allied to the medical uses located in the medical core (PMC-S1), in buildings four to ten storeys high (with iconic buildings up to sixteen storeys in height); and

- (II) a limited opportunity for a mix of housing types and density including high density residential (100-150 dwellings per hectare), in buildings four to ten storeys high (with iconic buildings up to sixteen storeys in height);
- (C) a Medical Frame (PMF-S3) south of Sinnathamby Boulevard and located close to the district sporting and educational facilities, which provides for:
  - (I) commercial uses allied to the medical uses located in the medical core (PMC-S1) and recreation and sports uses in buildings four to ten storeys high (with iconic buildings up to sixteen storeys in height); and
  - (II) a limited opportunity for a mix of housing types and density including high density residential (100-150 dwellings per hectare) development in buildings four to ten storeys high (with iconic buildings up to sixteen storeys in height);
- (e) high density residential areas located:
  - (i) east of Augusta Parkway and the Brookwater Golf Course and west of Mountain and Opossum Creeks (150-400+ dwellings per hectare) development in buildings eleven to twenty storeys high (with iconic buildings up to twenty-five storeys in height), in support of the Principal Centre Core precincts (PCC-S1 and PCC-S2) and the Springfield Central railway station;
  - (ii) west of Springfield Greenbank Arterial and north of Sinnathamby Boulevard (100-150 dwellings per hectare) development in buildings four to eight storeys high (with iconic buildings up to twelve storeys in height) consisting of mid to high-rise apartments in support of the Education (PCC-S4) precinct;
  - (iii) in the area bounded by Springfield Greenbank Arterial and Springfield Central Boulevard (100 -150 dwellings per hectare) development in buildings four to ten storeys high (with iconic buildings up to sixteen storeys in height) consisting of a mix of low, mid and high-rise apartments in support of the Medical (PMC-S1) precinct;
  - (iv) west of Springfield Central Boulevard (75-150 dwellings per hectare) development in buildings two to eight storeys high consisting of a mix of low, mid and high-rise apartments in support of the Medical (PMC-S1) precinct;
  - (v) south of Parkland Drive and west of Springfield Central Boulevard (100-150 dwellings per hectare) development in buildings two to eight storeys high and consisting of a mix of low and mid apartments;
  - (vi) south of Mountain Creek and adjoining Sportstar Drive (75-150 dwellings per hectare) development in buildings two to six storeys high consisting of a mix of low and mid apartments, (with iconic buildings up to eight storeys in height);
  - (vii) south of Spring Mountain Boulevard and north of Mountain Creek (100-150 dwellings per hectare) development in buildings two to eight storeys high and consisting of a mix of low, mid and high-rise apartments, (with iconic buildings up to twelve storeys in height); and
  - (viii) west of City Point Drive and south of Main Street (100-150 dwellings per hectare) development in buildings four to eight storeys high and consisting of a mix of low, mid and high-rise apartments, (with iconic buildings up to twelve storeys in height), in support of the principal centre core (PCC-S1) precinct;
- (f) a network of neighbourhood centres (referred to as Local Activity Centres in the Springfield Town Centre Concept Plan) distributed throughout the Springfield principal centre, providing convenience shopping and other services to small local catchments;
- (g) a network of open spaces and recreational facilities distributed throughout the Springfield principal centre, including:
  - (i) Robelle Domain forming a central spine along the Mountain Creek corridor and providing a diverse range of formal and informal recreational opportunities; and
  - (ii) major, citywide sporting facilities and district recreation parks along the north–south spine:
    - (A) between Sinnathamby Boulevard and Grand Avenue (Southern Sport Fields); and
    - (B) west of Springfield Greenbank Arterial (Northern Sports Fields); and
- (h) outside the Springfield principal centre and within the existing and new suburban areas, the main areas where development is likely to occur, comprise:
  - (i) district centres at Springfield Fair and the Brookwater Village, providing:

- (A) in Core Areas (DCC) a range of convenience and comparison retail uses and other business uses; and
- (B) in the Frame Areas (DCF) a range of business and residential uses that support the Core Areas (DCC); and
- (C) where such uses:
  - (I) serve the district catchments; and
  - (II) do not undermine the role of the Springfield principal centre, particularly its retail core;
- (ii) a network of local and neighbourhood centres and convenience retail and other services including:
  - (A) local centres at:
    - (I) Spring Lake Village;
    - (II) Spring Lake Metro;
    - (III) Springfield Lakes South, on Springfield Greenbank Arterial; and
    - (IV) Spring Mountain Boulevard; and
  - (B) neighbourhood centres at:
    - (I) Augusta Village at the intersection of Augusta Parkway and Leon Capra Drive;
    - (II) in the vicinity of Vedanta Drive;
    - (III) at the intersection of Sportstar Drive and Grande Avenue;
    - (IV) in the Springview Estate; and
    - (V) in either the northern or southern Spring Mountain villages; and
  - (C) where these centres:
    - (I) serve local and neighbourhood catchments and nearby medium density residential areas; and
    - (II) do not undermine the role of the Town and District centres;
- (iii) a mix of housing types and dwelling densities are provided within the Area to meet the varying needs of residents that include:
  - (A) medium density residential (50-100 dwellings per hectare) development that is two to five storeys high, consisting of terraces, townhouses and low-rise apartments located in:
    - (I) the Brookwater estate north of the Springfield principal centre; and
    - (II) at the intersection of Augusta Parkway and Mount Juillerat Drive;
  - (B) medium density residential (50-75 dwellings per hectare) development that is two to three storeys high, consisting of terraces, townhouses and low-rise apartments located east of Helsinki Street;
  - (C) low to medium density residential (20-40 dwellings per hectare) development consisting of single dwellings, duplexes and one to two storey terraces and townhouses, located:
    - (I) north of Springfield College Drive;
    - (II) south east of the Springfield Parkway, Bridgewater Road intersection;
    - (III) south west of the Springfield Parkway, Woodcrest Way intersection;
    - (IV) west of James Josey Avenue;
    - (V) south and west of the Spring Lake Village Shopping Centre;
    - (VI) south of the Springfield Lakes Boulevard, The Promenade intersection;
    - (VII) east of the Springfield Lakes Boulevard, Lakes Entrance Drive intersection;
    - (VIII) north of Carnarvon Avenue; and
    - (IX) generally bounded by Augusta Parkway, Melaleuca Drive and Turnberry Way;
- (iv) new suburban neighbourhoods comprising low density residential development that is predominantly dwelling houses mixed with duplexes and terraces with a density ranging between 15-25 dwellings per hectare and lots sizes ranging between 300 to 500m<sup>2</sup>; and

- (v) subject to the resolution of development constraints and the retention of riparian and escarpment vegetation land may be developed for new suburban densities with lot sizes ranging between 450m<sup>2</sup> and 2000m<sup>2</sup> (3-15 dwellings per hectare), on the land at:
    - (A) the Springview Estate located off Mur Boulevard, Springfield; and
    - (B) 24 Springfield College Drive.
- (5) In other existing residential areas, development is to be of an established suburban neighbourhood form with more intensive development such as terraces, townhouses and concentrations of duplexes generally to be avoided and subdivision limited to lots for dwelling houses to ensure that the existing character and pattern of development is maintained.
- (6) Areas of significant natural habitat comprising land to the south west, south and south east of the Area is conserved for environmental purposes.

### 3.7.5.5 Infrastructure

- (1) The delivery of infrastructure within the Area is managed through the implementation of the Springfield Infrastructure Agreement 1998 and approved variations, and the Springfield Town Centre Infrastructure Agreement 2015.
- (2) The infrastructure agreements encourage the development of innovative approaches over time to achieve a reduction in private motor vehicle use.
- (3) The key strategic transport network elements are shown on the Strategic Framework Map 5A - Strategic Transport Network and include:
  - (a) passenger rail from Springfield Central station, Springfield station then onto the Ipswich to Brisbane railway line from Darra station;
  - (b) the extension of the future Ipswich to Springfield railway line from the Ipswich City Centre to Springfield Central station;
  - (c) the Springfield Central railway station rail and bus interchange;
  - (d) the Centenary Highway;
  - (e) an arterial and sub-arterial road network including:
    - (i) City Point Drive;
    - (ii) Springfield Parkway;
    - (iii) Springfield Greenbank Arterial;
    - (iv) Augusta Parkway;
    - (v) Southern Cross Circuit;
    - (vi) Sinnathamby Boulevard;
    - (vii) Old Logan Road;
    - (viii) Mount Juillerat Drive; and
    - (ix) Main Street;
  - (f) strategic bus links including the following routes and services:
    - (i) Springfield Central to Ipswich City Centre via Augusta Parkway and Redbank Plains Road with connections to Goodna at the Redbank Plains district centre;
    - (ii) Springfield principal centre to Goodna via Springfield Parkway and Old Logan Road;
    - (iii) Springfield principal centre to Greenbank via Springfield Greenbank Arterial; and
    - (iv) Springfield principal centre circulation via Eden Station Drive, Road 11, Southern Cross Circuit (north) and Sinnathamby Boulevard;
  - (g) a strategic principal cycle network incorporating strategic links within the principal road network and open space corridors providing connectivity for pedestrian and cyclists between public transport nodes, residential areas, schools, centres and open space facilities and including:
    - (i) a commuter bikeway between Gales and the Springfield principal centre, via Old Logan Road, Springfield Parkway and Springfield-Greenbank Arterial;
    - (ii) Springfield Central to Redbank Plains south being an extension of the Goodna Creek Bikeway;
    - (iii) Opossum Creek Bikeway (from Redbank Plains State High School to Springfield Central via Augustine Heights, Brookwater, Opossum Creek and Mountain Creek);
    - (iv) on-road facilities along:
      - (A) Sinnathamby Boulevard;
      - (B) Springfield Central Boulevard;



- (C) Grande Avenue;
    - (D) Spring Mountain Boulevard;
    - (E) Springfield Lakes Boulevard;
    - (F) Road 11;
    - (G) Eden Station Drive;
    - (H) Augusta Parkway;
    - (I) Mount Juillerat Drive;
  - (v) from Robelle Domain to:
    - (A) Springfield Central;
    - (B) Grande Ave via the citywide sports facilities;
    - (C) south-west along Mountain Creek;
    - (D) Spring Mountain; and
  - (vi) Centenary Highway (between Carole Park to Springfield to Yamanto, with a regional connection to Brisbane).
- (4) The Area will be serviced by existing and future parks and recreation facilities including:
- (a) the Citywide Robelle Domain recreation park;
  - (b) Citywide sportsgrounds located in the Springfield principal centre;
  - (c) district recreation parks;
  - (d) a network of local sports grounds including Bob Gibbs Park, the Atlantic Drive Sporting Complex and proposed facilities in Spring Mountain and the Springview Estate; and
  - (e) a network of local recreation parks servicing local catchments.
- (5) The Area also includes a system of environmental corridors containing stormwater networks, environmental connectivity, opportunities for recreation, walking and cycling trails particularly along Woogaroo Creek, Mountain Creek, Opossum Creek and O'Dwyers Gully.
- (6) The key elements of the social infrastructure and community facilities network include:
- (a) three state primary, one secondary and one P to 12 education facilities;
  - (b) private education facilities including Springfield Anglican College, St Augustine's Catholic College, Good Shepherd Catholic Primary School, St Peters Lutheran College and Hymba Yumba Independent School and Community Hub;
  - (c) tertiary education facilities including the University of Southern Queensland and TAFE Queensland South West;
  - (d) private and state health facilities including the Mater Private Hospital; and
  - (e) a network of local community facilities to be provided in accessible, central locations with 1 citywide (sub-regional) facility to be provided in the Springfield principal centre and seven 'hybrid' local / district level facilities pursuant to the Springfield Town Centre Infrastructure Agreement 2015.

### 3.7.6 Local Framework - Area 5 Bellbird Park, Redbank Plains, Augustine Heights (part)

#### 3.7.6.1 Context

- (1) Introduction
  - (a) Area 5 comprises the suburbs of Bellbird Park and Redbank Plains, and part of the suburb of Augustine Heights.

#### 3.7.6.2 Valuable features

- (1) Key valuable features within the Area include:
  - (a) significant areas of natural vegetation, particularly on Mount Juillerat and along Woogaroo, Goodna and Six Mile Creeks; and
  - (b) areas of high scenic and visual amenity associated primarily with Mount Juillerat and the ridgeline to the east of Keidges Road, with a scenic frame provided by White Rock and Spring Mountain to the south of the Area.

#### 3.7.6.3 Development constraints

- (1) The following constraints are likely to have a significant impact on development in the Area:
  - (a) operational air space (height restrictions) associated with RAAF Base Amberley, predominantly in Redbank Plains;
  - (b) unexploded ordinance risk, predominantly to the south of Mount Juillerat Drive;
  - (c) major transport infrastructure corridors including the Centenary Highway and future Ipswich to Springfield railway corridor;
  - (d) high pressure pipelines including gas pipelines and the former high pressure oil pipeline;
  - (e) high voltage electricity transmission lines;
  - (f) mining constraints on the western edge of Redbank Plains including Greenwood Village;
  - (g) bushfire risk areas, predominantly in the south of the Area in association with Mount Juillerat and in Bellbird Park between Woogaroo Creek and Jones Road;
  - (h) difficult topography including in association with Mount Juillerat and the ridgeline to the east of Keidges Road and on the western side of Woogaroo Creek; and
  - (i) flooding of Woogaroo Creek, Six Mile Creek and Goodna Creek and major urban catchment flow paths such as Happy Jack Gully.

#### 3.7.6.4 Growth management

- (1) The Area comprises a mixture of urban expansion areas that have largely been constructed with generally only the southern parts of Redbank Plains and Augustine Heights still to be developed and existing urban areas that include a mixture of housing types and densities, with supporting facilities and services, particularly focussed on the Redbank Plains district centre, and local business and industry areas.
- (2) The preferred pattern of land uses is shown on [Local Framework Map 5](#).
- (3) The areas where significant development will occur are:
  - (a) in the remaining urban expansion areas:
    - (i) southern part of Redbank Plains in the vicinity of School Road and Mount Juillerat Drive (west of Mount Juillerat) in the form of:
      - (A) a main street local centre developed along the western side of School Road between the intersection with Mount Juillerat Drive and the proposed railway station in the form of street level retail and commercial uses with potential for residential apartments above;

#### **Option 3.7.6A:**

Alternatively, given the proximity to the proposed railway station, provide for medium density residential (50-100 dwellings per hectare) development that is up to five storeys above the street level retail and commercial uses.

- (B) urban neighbourhoods comprising medium density residential (30-50 dwellings per hectare) development that is one to two storeys consisting of terraces and town houses in support of the main street local centre; and

**Option 3.7.6B:**

Alternatively, given the proximity to the proposed railway station, provide for expanded medium density residential (50-100 dwellings per hectare) development that is two to five storeys consisting of terraces, townhouses and low to mid rise apartments.

- (C) new suburban neighbourhoods comprising low density residential development that is predominantly dwelling houses mixed with duplexes and terraces with a density ranging between 15-25 dwellings per hectare and lots sizes generally ranging between 300 to 500m<sup>2</sup>;
- (ii) southern part of Redbank Plains (east of Mount Juillerat) and Augustine Heights in the form of:
  - (A) a neighbourhood centre in proximity to the proposed railway station (which will also include a major park and ride facility) and the Keidges Road and Mount Juillerat Drive intersection;
  - (B) urban neighbourhoods comprising medium density residential (30-50 dwellings per hectare) development that is one to two storeys consisting of terraces and town houses in support of the neighbourhood centre and the proposed railway station to the east of Keidges Road and to the north of Mount Juillerat Drive;
  - (C) new suburban neighbourhoods comprising low density residential development consisting of dwelling houses mixed with duplexes, terraces and townhouses ranging between 3-15 dwellings per hectare to respond to difficult topography and slope stability and 15-25 dwellings per hectare with lots sizes generally ranging between 300 to 500m<sup>2</sup>; and

**Option 3.7.6C:**

Alternatively, given the proximity to the proposed railway station and subject to the resolution of difficult topography and slope stability constraints, provide for expanded medium density residential (50-75 dwellings per hectare) development south of Mount Juillerat Drive that is two to three storeys consisting of terraces, townhouses and low-rise apartments.

- (iii) continuation of the development of new suburban neighbourhoods north of Augusta Parkway and to the east of the Bellbird Park State Secondary College comprising low density residential (15-25 dwellings per hectare) development consisting of dwelling houses mixed with duplexes, terraces and townhouses with lots sizes generally ranging between 300 to 500m<sup>2</sup>;
- (b) in the existing urban (consolidation) areas:
  - (i) the further development of centre uses within the Redbank Plains district centre;
  - (ii) medium density residential (30-50 dwellings per hectare) development that is one to two storeys consisting of terraces and townhouses located in the areas generally:
    - (A) between the Redbank Plains district centre and Henty Drive on the northern side of Redbank Plains Road;
    - (B) along McBrien Court to Argyle Street; and
    - (C) fronting Redbank Plains Road to the south-east of the neighbourhood centre opposite the intersection with Collingwood Drive;
  - (iii) medium density residential (50-75 dwellings per hectare) development that is two to three storeys high consisting of terraces, townhouses and low-rise apartments located in the areas generally:
    - (A) bounded by Redbank Plains Road, South Street, West Street and Centre Street; and

- (B) along Redbank Plains Road from the Redbank Plains district centre to the north of Verran Street and along Johnston Street and Marlborough Street between Jones Road and Verran Street;
- (iv) given its proximity to the Redbank Plains district centre and the medium density residential areas fronting Johnston Street, the area generally bounded by Roy Street to the south, Jones Road and Boscawan Crescent to the east, and Verran Street to the north provide for low to medium density residential (20-40 dwellings per hectare) development consisting of single dwellings, duplexes and one to two storey terraces and townhouses;
- (v) the further development of established suburban neighbourhoods through well-designed subdivision for dwelling houses with lot sizes ranging between 450 and 550m<sup>2</sup> and a minimum lot size of 450m<sup>2</sup> in the areas:
  - (A) between Jones Road and Marlborough Street in Bellbird Park;
  - (B) to the south of Redbank Plains Road, Redbank Plains between School Road and Cedar Road; and
  - (C) between Willow Road and Orana Street;

**Option 3.7.6D:**

Alternatively, subject to the resolution of stormwater constraints, provide for low to medium density residential (20-40 dwellings per hectare) development consisting of single dwellings, duplexes and one to two storey terraces and townhouses.

- (vi) the further development of established suburban neighbourhoods through well-designed subdivision for dwelling houses with lot sizes ranging between 600 and 700m<sup>2</sup> and a minimum lot size of 600m<sup>2</sup> in the areas:
  - (A) south of Halletts Road between School Road and Verrankamp Road;
  - (B) north of Jones Road in the vicinity of Morgan Street; and
  - (C) near Happy Jack Gully along Jones Road;
- (vii) the further development of established suburban neighbourhoods through well-designed subdivision for dwelling houses with lot sizes that have the potential for the retention of trees and replanting, ranging between 800 and 900m<sup>2</sup> and with a minimum lot size of 800m<sup>2</sup> between Redbank Plains Road and Jones Road in the vicinity of Oak Street and Tamatea Drive;
- (viii) the further development of established suburban neighbourhoods through well-designed subdivision for dwelling houses with lot sizes that have the potential for the retention of trees and replanting, ranging between 1000 and 1500m<sup>2</sup> and with a minimum lot size of 1000m<sup>2</sup>, generally located:
  - (A) between Jones Road and Moonyean Street; and
  - (B) in the vicinity of De Graff Street, Katandra Crescent, and Annabelle Street.
- (ix) local business and industry areas located:
  - (A) on the corner of Eagle Street and Kruger Parade, Redbank Plains; and
  - (B) along Redbank Plains Road between Greenwood Village Road and Storey Street, Redbank Plains;

**Option 3.7.6E:**

Alternatively, subject to the resolution of mining constraints, provide for an extension to the new suburban neighbourhood currently being developed to the south, for low density residential (15-25 dwellings per hectare) development, consisting of dwelling houses mixed with duplexes, terraces and townhouses with lots sizes generally ranging between 300 to 500m<sup>2</sup>.

- (x) the development of a network of local and neighbourhood centres comprising:
  - (A) a local centre on Kruger Parade in the vicinity of Henty Drive extending to Eagle Street;
  - (B) a neighbourhood centre on the southern side of Redbank Plains Road opposite the intersection with Collingwood Drive;

- (C) a neighbourhood centre on the intersection of Jones Road and Harris Street; and
  - (D) a neighbourhood centre on Mount Juillerat Drive.
- (4) In the heavily vegetated and steep areas of Bellbird Park, further subdivision is to be limited and remnant bushland maintained, particularly in:
- (a) the vicinity of Fiona Street between Janelle Street, Perdita Street and Odette Court, the existing large lots are to be retained with further subdivision restricted to large lots, with a density range of 1-2.5 dwellings per hectare and a minimum lot size of 4000m<sup>2</sup>;

**Option 3.7.6F:**

Alternatively, subject to the resolution of environmental constraints, provide for low density residential (7-10 dwellings per hectare) development for dwelling houses, with lot sizes that have the potential for the retention of trees and replanting, ranging between 1,000 and 1,500m<sup>2</sup> and with a minimum lot size of 1,000m<sup>2</sup>.

- (b) the undeveloped area between Eugene Street, Fiona Street and Woogaroo Creek developed as large lots with sensitive development techniques applied to optimise tree retention with a density range of 1-2.5 dwellings per hectare and a minimum lot size of 4000m<sup>2</sup>;

**Option 3.7.6G:**

Alternatively, subject to the resolution of difficult topography, bushfire, stormwater and environmental constraints, provide for low density residential (8-12 dwellings per hectare) development for dwelling houses, that retains gully lines and utilises esplanade roads, with lot sizes that have the potential for the retention of trees and replanting, ranging between 800 and 900m<sup>2</sup> and with a minimum lot size of 800m<sup>2</sup>.

- (5) In other existing residential areas, development is to be of an established suburban neighbourhood form with more intensive development such as terraces, townhouses and concentrations of duplexes generally to be avoided and subdivision limited to lots for dwelling houses to ensure that the existing character and pattern of development is maintained.
- (6) In the special opportunity areas at:
  - (a) Greenwood Village Road (SA11) provides for larger residential lots (minimum lot size of 1 hectare) with the dwellings to be located towards the road frontage within defined building envelopes, and with the rear of the lots providing separation from the regional business and industry area to the west; and
  - (b) Mount Juillerat, Redbank Plains (SA80) provides for new suburban neighbourhoods following the cessation of quarrying, which may include community and recreation uses, in the form of hillside housing comprising low density residential development consisting of single dwellings, with a density ranging between 8-12 dwellings per hectare and lot sizes ranging between 800m<sup>2</sup> and 1000m<sup>2</sup>+ subject to the resolution of difficult topography, stormwater and environmental constraints.

**3.7.6.5 Infrastructure**

- (1) The key strategic transport network elements are shown on the Strategic Framework Map 5A - Strategic Transport Network and include:
  - (a) the extension of the future Ipswich to Springfield railway line from the Ipswich City Centre to Springfield Central station, with stations located at Keidges Road and School Road;
  - (b) the Centenary Highway;
  - (c) an arterial and sub-arterial road network including:
    - (i) Redbank Plains Road;
    - (ii) Mount Juillerat Drive, connecting to the Centenary Highway at Swanbank;
    - (iii) School Road;
    - (iv) Keidges Road connecting to the Centenary Highway at Redbank Plains; and
    - (v) Jones Road;
  - (d) strategic bus corridors on the following routes:
    - (i) Ipswich City Centre to Springfield Central via Redbank Plains Road and the Redbank Plains district centre; and
    - (ii) Goodna major centre to Redbank Plains district centre via Redbank Plains Road;

- (e) a strategic principal cycle network incorporating high quality, connected and safe cycle facilities on:
  - (i) Eagle Street and Brennan Street (from Collingwood Drive to Jones Road);
  - (ii) Goodna Creek Bikeway (from Redbank railway station to Redbank Plains State High School via Redbank Plaza, Collingwood Park, Goodna Creek and the Redbank Plains Recreation Reserve);
  - (iii) Redbank Plains Road (from the Cunningham Highway to Kruger Parade via the Redbank Plains district centre);
  - (iv) Kruger Parade (from Redbank Plains Road to Eagle Street);
  - (v) Jones Road and Church Street (from Redbank Plains Road to Mill Street);
  - (vi) School Road;
  - (vii) Keidges Road;
  - (viii) Mount Juillerat Drive; and
  - (ix) Oppossum Creek Bikeway (from Redbank Plains State High School to Springfield Central via Augustine Heights, Brookwater and Oppossum Creek).
- (2) The Area will be serviced by existing and future parks and recreation facilities including:
  - (a) citywide sports ground and courts at the Redbank Plains Recreation Reserve;
  - (b) district recreation parks at the Redbank Plains Recreation Reserve, Brittain's Road Reserve and Mount Juillerat Bushland Reserve (which will have a strong focus on passive recreational opportunities such as bushwalks and viewing points);
  - (c) local sports grounds located at Sam's Reserve Cricket Fields, Fernbrooke Boulevard, Six Mile Creek South Redbank Plains, and Brittain's Road Reserve; and
  - (d) a network of local recreation parks servicing local catchments.
- (3) Through the Local Government Infrastructure Plan (LGIP) review process there will be a need to review access to local recreation parks near medium density residential areas, particularly to the east of Redbank Plains Road, including opportunities to embellish unconstructed road reserves.
- (4) The Area also includes a system of environmental corridors containing stormwater networks, environmental connectivity, some opportunities for recreation, and opportunities for walking and cycling trails particularly along Six Mile Creek, Goodna Creek and Woogaroo Creek.
- (5) The key elements of the social infrastructure and community facilities network include:
  - (a) four existing state primary schools and two state high schools;
  - (b) the existing Staines Memorial College (primary and secondary school);
  - (c) future private schools;
  - (d) a district community facility in the vicinity of the Redbank Plains district centre and a local community facility across from the main street local centre on School Road.
- (6) Owing to the growth of young families in the Area, provision of early childhood and primary and secondary education facilities is a matter of particular need.

### 3.7.7 Local Framework - Area 6 Redbank and Collingwood Park

#### 3.7.7.1 Context

- (1) Introduction
  - (a) Area 6 comprises the suburbs of Redbank and Collingwood Park.

#### 3.7.7.2 Valuable features

- (1) Key valuable features in the Area include:
  - (a) significant natural areas of vegetation and wildlife linkages, particularly along the Brisbane River, Six Mile Creek and Goodna Creek and over the former Redbank Rifle Range;
  - (b) places of cultural heritage significance associated with the coal mining industry and Queensland railways;
  - (c) indigenous heritage sites within and adjacent to the former Redbank Rifle Range;
  - (d) a character housing area along Brisbane Road, Redbank; and
  - (e) areas of visual amenity, particularly views of the vegetated ridgelines of Swanbank to the west, and the former Redbank Rifle Range to the east, and the landscape features associated with Six Mile Creek and Goodna Creek.

#### 3.7.7.3 Development constraints

- (1) The following constraints are likely to have a significant impact on development in the Area:
  - (a) mining constraints, including past surface and underground mining, particularly in:
    - (i) the north-west corner of the Area bounded by the Brisbane River, the railway line and Weedman Street; and
    - (ii) the north-west sector of Collingwood Park, generally bound by the Ipswich Motorway, the Redbank Rifle Range and Six Mile Creek; and
    - (iii) the south-west bounded by Six Mile Creek, Eagle Street, Redbank Plains Road and to the west of Collingwood Drive;

**Note 3.7.7A:**

- (1) Some of the land at Collingwood Park includes areas of major mining subsidence where houses were resumed and demolished.
- (2) These areas should not be reused for residential purposes, or any uses that require building works.

- (b) flooding of the Brisbane River, Six Mile and Goodna Creeks, and major urban catchment flow paths;
- (c) bushfire risk areas, predominately in and adjacent to the former Redbank Rifle Range;
- (d) unexploded ordinance risk over the northern part of the former Redbank Rifle Range;
- (e) high pressure gas pipeline;
- (f) high voltage electricity transmission lines;
- (g) major transport infrastructure corridors, including the Ipswich Motorway, the Ipswich to Brisbane railway corridor, and the future Goodna Bypass Corridor.

#### 3.7.7.4 Growth management

- (1) The Area comprises a mixture of uses with the northern part of the Area between the Ipswich Motorway and Brisbane River providing the Redbank regionally significant major enterprise and industrial area, Redbank Plaza providing the focal point for retail, commercial, community and entertainment uses, existing well established suburban areas to the north and south of Redbank Plaza that include a mixture of housing types and densities with supporting facilities and services, and new urban expansion areas in the south of the Area at Collingwood Park.
- (2) The Redbank regionally significant major enterprise and industrial area forms part of the South West Industrial Corridor Regional Economic Cluster (REC) as identified in the *ShapingSEQ* and includes the former Queensland Rail workshops, DB Schenker logistics, Northline, TNT Express, Rheinmetall Defence and Australia Post distribution facility.



- (3) The Redbank regionally significant major enterprise and industrial area provides for defence industries and major fabrication, transport and logistics functions which are intended to transition from lower impact uses on the edge to medium impact activities towards the centre, with environmental management areas on the periphery to provide appropriate separation and buffering to the Brisbane River and nearby sensitive land uses.
- (4) The preferred pattern of land uses is shown on [Local Framework Map 6](#).
- (5) The areas where significant development will occur are:
  - (a) in the remaining urban expansion areas in the south of the Area:
    - (i) a local centre at intersection of Redbank Plains Road and Collingwood Drive that is anchored by a supermarket to provide for the weekly household shopping needs of the surrounding local area;
    - (ii) a neighbourhood centre at the intersection of Collingwood Drive and Cairns Street;
    - (iii) medium density residential (30-50 dwellings per hectare) development that is one to two storeys consisting of terraces and town houses in support of the local centre;
    - (iv) low to medium density residential (20-40 dwellings per hectare) development consisting of single dwellings, duplexes and one to two storey terraces and townhouses along Collingwood Drive between Cairns Street and Cooper Drive;
    - (v) the continuation of the development of new suburban neighbourhoods comprising low density residential (15-25 dwellings per hectare) development consisting of dwelling houses mixed with duplexes, terraces and townhouses with lots sizes generally ranging between 300 to 500m<sup>2</sup> located in the areas generally:
      - (A) north and south of Eagle Street, Collingwood Park;

**Option 3.7.7A:**

Alternatively, given its proximity to the local centre, provide for medium density residential (30-50 dwellings per hectare) development that is one to two storeys consisting of terraces and town houses.

- (B) east of Collingwood Drive and west of Goodna Creek; and
    - (C) west of Goodna Creek in the vicinity of Henderson Street;
  - (vi) the further development of the established suburban neighbourhood between Collingwood Drive and Six Mile Creek through well-designed subdivision for dwelling houses with lot sizes ranging between 450 and 550m<sup>2</sup> and a minimum lot size of 450m<sup>2</sup> between Cooper Drive and Cairns Street; and
  - (vii) new suburban neighbourhoods comprising low density residential development consisting of dwelling houses mixed with duplexes, terraces and townhouses ranging between 3-15 dwellings per hectare to respond to mining, access, flooding, stormwater, and environmental constraints located in the areas generally:
    - (A) to the west of Woodlinks Way;
    - (B) along Collingwood Drive to the north of Cairns Street; and
    - (C) to the south of Crawford Street;
- (b) in the Redbank regional business and industry area:
  - (i) medium impact industry areas that provide for a mix of industry uses, located in the centre of the area generally between Monash Road and Weedman Street; and
  - (ii) low impact industry areas that provide a mix of industry and service trade uses, located towards to the edge of the area which provide a transition from the medium impact activities in the centre;
- (c) in the existing urban (consolidation) areas:
  - (i) the further development of centre uses, including residential uses within the Redbank district centre (Redbank Plaza);
  - (ii) medium density residential (50-100 dwellings per hectare) development that is two to five storeys consisting of terraces, townhouses and low to mid rise apartments next to Redbank Plaza between Law Street South and Spencer Street;
  - (iii) medium density residential (50-75 dwellings per hectare) development that is two to three storeys consisting of terraces and townhouses located in the areas generally:
    - (A) at the intersection of Brisbane Road and Mine Street; and



**Option 3.7.7B:**

Alternatively, given the proximity to the Redbank railway station and local centre, provide for medium density residential (50-100 dwellings per hectare) development that is two to five storeys consisting of terraces, townhouses and low to mid rise apartments.

- (B) to the west of Spencer Street;
- (iv) medium density residential (30-50 dwellings per hectare) development that is one to two storeys consisting of terraces and townhouses north of the Ipswich Motorway fronting Law Street North;
- (v) infill low to medium density residential (20-40 dwellings per hectare) development that is compatible with, and retains and conserves the heritage built character to the north of the Ipswich Motorway along Brisbane Road;
- (vi) the further development of established suburban neighbourhoods through well-designed subdivision for dwelling houses with lot sizes ranging between 800 and 900m<sup>2</sup> and a minimum lot size of 800m<sup>2</sup> located in the areas generally:
  - (A) in the vicinity of Gibbs Avenue; and
  - (B) to the south western corner of Collingwood Drive and Goss Drive;

**Option 3.7.7C:**

Alternatively, subject to the resolution of environmental and stormwater constraints, given its proximity to the local centre and adjacent new suburban development, provide for low density residential (15-25 dwellings per hectare) development consisting of dwelling houses mixed with duplexes, terraces and townhouses with lots sizes generally ranging between 300 to 500m<sup>2</sup> and providing larger lots to transition to the existing established suburban lots.

- (vii) new suburban neighbourhoods comprising low density residential development consisting of dwelling houses mixed with duplexes, terraces and townhouses ranging between 3-15 dwellings per hectare to respond to mining, flooding, stormwater, and environmental constraints located in the areas generally:
  - (A) in the vicinity of Fox Street;
  - (B) in the vicinity of Gibbs Avenue; and
  - (C) to the north of Duncan Street;

**Option 3.7.7D:**

Alternatively, given its proximity to Redbank Plaza and subject to the resolution of mining, flooding and stormwater constraints, provide for low to medium density residential (20-40 dwellings per hectare) development consisting of single dwellings, duplexes and one to two storey terraces and townhouses.

- (viii) the development of a network of local centres comprising:
  - (A) a local centre along Brisbane Road, Redbank between Kerwick Street and Mine Street; and
  - (B) a local centre on the corner of Eagle Street and Collingwood Drive.
- (6) In other existing residential areas, including character residential low density areas, development is to be of an established suburban neighbourhood form with more intensive development such as terraces, townhouses and concentrations of duplexes generally to be avoided and subdivision limited to lots for dwelling houses to ensure that the existing character and pattern of development is maintained.
- (7) In the special opportunity areas at:
  - (a) Mine Street, Redbank (SA81) providing a mix of compatible business and service trades uses that complement the local centre on Brisbane Road and does not detrimentally impact on existing surrounding uses, retains and protects the Double Chambered Brick Kiln, and responds to flooding constraints by transitioning from residential uses;

- (b) Francis Street, Redbank (SA82) providing for highway related uses which may include service stations and fast food uses, and a mix of compatible business and service trades uses that provide high quality, attractive street facades taking advantage of the site's exposure to the Ipswich Motorway and that do not detrimentally impact on existing surrounding uses, and responds to flooding constraints by transitioning from residential uses;
- (c) Bailey Street, Redbank (SA32 - YUPI Site) providing for a variety of community uses and low key business activities subject to the resolution of infrastructure corridors, mining, flooding and stormwater constraints, with new uses that:
  - (i) are compatible and sympathetic to the existing heritage buildings on the site; and
  - (ii) delivers a range of community and education services, including vocational training and community development services.
- (8) Environmental management areas and corridors are intended to protect and support multiple and complimentary values, including:
  - (a) vegetation retention and habitat linkages;
  - (b) important buffer separation of industrial uses to sensitive land uses;
  - (c) retention of visual amenity values particularly along riparian areas; and
  - (d) opportunities for recreation, particularly for walking and cycling trails along Six Mile Creek and Goodna Creek.

### 3.7.7.5 Infrastructure

- (1) The key strategic transport network elements are shown on the Strategic Framework Map 5A - Strategic Transport Network and include:
  - (a) the Ipswich to Brisbane railway line, with a station and park and ride facility at Redbank;
  - (b) the Ipswich Motorway;
  - (c) future (long term) Goodna Bypass corridor north of the Ipswich Motorway though the Redbank regional business and industry area;
  - (d) an arterial and sub-arterial road network including:
    - (i) Brisbane Terrace;
    - (ii) Collingwood Drive;
    - (iii) Smiths Road;
    - (iv) Eagle Street (including future connection over Goodna Creek);
    - (v) Francis Street;
    - (vi) Mine Street;
    - (vii) Namatjira Drive;
    - (viii) Kruger Parade;
    - (ix) Brisbane Road (northern side of Motorway);
    - (x) Law Street South;
    - (xi) Clare Avenue;
    - (xii) Woodford Way;
    - (xiii) Monash Road (from Francis Street to Brisbane Terrace);
    - (xiv) Redbank Plains Road; and
    - (xv) Old Ipswich Road;
  - (e) a strategic bus corridor from Redbank to Goodna via Redbank Plains Road;
  - (f) a strategic principal cycle network incorporating high quality, connected and safe cycle facilities on:
    - (i) Ipswich Motorway (providing a regional east-west connection between the Ipswich City Centre and Brisbane);
    - (ii) Smiths Road (between Collingwood Drive and Stuart Street);
    - (iii) Eagle Street (from Collingwood Drive to Redbank Plains Road and Brennan Street);
    - (iv) Redbank Plains Road;
    - (v) Goodna Creek Bikeway (from Redbank railway station to Redbank Plains State High School via Redbank Plaza, Collingwood Park, Goodna Creek and the Redbank Plains Recreation Reserve); and
    - (vi) Collingwood Drive (from Eagle Street to Redbank Plains Road).
- (2) The Area will be serviced by existing and future parks and recreation facilities including:

- (a) citywide sports ground and courts located at the Collingwood Park Sports Complex and the Bailey Street Reserve;
  - (b) district recreation parks at the Pan Pacific Peace Gardens and the Collingwood Park Sports Complex; and
  - (c) a network of local recreation parks servicing local catchments.
- (3) The Area also includes a system of environmental corridors containing stormwater networks, environmental connectivity, and opportunities for recreation, walking and cycling trails particularly along Six Mile Creek and Goodna Creek.
- (4) The key elements of the social infrastructure and community facilities network include:
  - (a) two existing state primary schools in Collingwood Park;
  - (b) a district community facility at Redbank Plaza and a local community facility in the vicinity of the Collingwood Park local centre on Eagle Street.

### **3.7.8 Local Framework - Area 7 Swanbank, New Chum, Redbank Plains (part)**

#### **3.7.8.1 Context**

- (1) Introduction
  - (a) Area 7 comprises the suburbs of Swanbank, New Chum and part of the suburb of Redbank Plains.

#### **3.7.8.2 Valuable features**

- (1) Key valuable features within the Area include:
  - (a) significant natural areas of vegetation and wildlife linkages, particularly along Six Mile Creek and Bundamba Creek which contains habitat of state significance including Koala habitat;
  - (b) places of cultural heritage significance, including the Cooneana Heritage Centre, the former Rhonda Mine Office, the Box Flat Mining Disaster Memorial, and the Redbank Bundamba Loop Line and its associated heritage railway operations;
  - (c) areas of visual amenity, particularly views of treed ridgelines from both the east and west, and the landscape features associated with Bundamba Creek and Six Mile Creek; and
  - (d) extractive resources, including clay and hard rock which support the construction and manufacturing industries.

#### **3.7.8.3 Development constraints**

- (1) The following constraints are likely to have a significant impact on development in the Area:
  - (a) mining constraints, including past surface and underground mining and past and existing quarrying operations;
  - (b) contamination from past mining (including underground and spoil fires), past and current industrial uses (including extractive industries), and land fill sites;
  - (c) major transport infrastructure corridors including the Centenary Highway, Cunningham Highway and the future Ipswich to Springfield railway corridor;
  - (d) bushfire risk areas;
  - (e) high pressure pipelines including gas pipelines and the former high pressure oil pipeline;
  - (f) high voltage electricity transmission lines;
  - (g) difficult topography, including land associated with spoil heaps from past mining activities; and
  - (h) flooding of Bundamba Creek, Oaky Creek and Six Mile Creek, and major urban catchment flow paths.

#### **3.7.8.4 Growth management**

- (1) The Area is intended to develop primarily as a regionally significant employment area, providing for a mix of low to medium impact industry uses, land-extensive activities, recreational and environmental management uses that are located, designed, and operated in a manner that protects the natural environment and does not impact on the amenity of nearby sensitive land uses.
- (2) The emerging regionally significant major enterprise and industrial area forms part of the South West Industrial Corridor Regional Economic Cluster (REC) as identified in the *ShapingSEQ*.
- (3) The Area has significantly altered from its natural land form as a result of past mining and extractive industry uses and contains a mix of established industrial activities, including a range of extraction, waste, resource recovery and energy generation uses.
- (4) The operational integrity of the Swanbank power station, including the adjacent water storage lagoon, is to be protected from the encroachment of sensitive development, with uses situated in close proximity to the power generation plant designed to benefit from co-generation activities.
- (5) Degraded and contaminated sites (including former mining sites and overburden stockpiles) are rehabilitated.

- (6) The preferred pattern of land uses is shown on [Local Framework Map 7](#) promoting a land use pattern that provides a transition from lower impact uses on the edge to medium impact activities towards the centre, with environmental management areas on the periphery to provide appropriate separation and buffering to nearby sensitive land uses.
- (7) The areas where significant development will occur are:
- (a) medium impact industry areas that provide for a mix of industry uses, located in the areas generally:
    - (i) north of Redbank Plains Road in the vicinity of Austin Street;
    - (ii) south of Redbank Plains Road in the vicinity of Rob Roy Way and Newhill Drive;
    - (iii) in the vicinity of Patrick Street;
    - (iv) north and south of Swanbank Lagoon; and
    - (v) in the vicinity of Cumner Road, north of the Centenary Highway;
  - (b) low impact industry areas that provide a mix of industry and service trade uses, located in the areas generally:
    - (i) south of Old Ipswich Road in the vicinity of Chum Street and extending east towards Six Mile Creek; and
    - (ii) in the vicinity of the Cooneana Heritage Centre adjacent to the Cunningham Highway and Redbank Plains Road;
  - (c) industry investigation areas that may provide for:
    - (i) a mix of low impact, land-extensive industry uses, including some difficult to locate recreation uses and adventure sports that do not detrimentally impact on existing and planned residential areas; and
    - (ii) subject to the resolution of infrastructure servicing, mining, void rehabilitation, environmental, difficult topography and slope stability constraints, these areas may also provide for a mix of low to medium impact industry that transition from lower impact uses on the edge to medium impact activities towards the centre;

**Option 3.7.8A:**

Alternatively, provide for an industry investigation area over the 'ash dam' west of the Swanbank power station that provides additional employment opportunities and a high quality interface to Bundamba Creek, the Ripley major centre (town centre / urban core) and nearby residential areas subject to the rehabilitation and stabilisation of the 'ash dam', and the resolution of infrastructure servicing, flooding, retention of riparian vegetation, and pedestrian and cycle movement along Bundamba Creek.

- (d) a business park area (refer Note 3.7.8A below) at the southern end of Swanbank adjacent to the Ripley major centre, providing a mix of business, service trades and low impact industry uses that provide high quality, attractive street facades, particularly along the Swanbank Enterprise Park 'east-west' road and where presenting to the Ripley major centre;

**Note 3.7.8A:**

- (1) The indicative footprint for this area is subject to the resolution of open space requirements (for wetland protection, linear open space and sports fields), flooding conveyance and no loss of floodplain storage (including the potential use of compensatory cut and fill works that demonstrate no adverse impact of flooding on upstream or downstream properties), and resolution of environmental constraints (including stream hydrology, vegetation retention, listed species, and the partial realignment, stabilisation and rehabilitation of Lucas Creek).
- (2) Consideration may also be given to the use of raised podiums, with parking underneath in order to maintain flood conveyance and floodplain storage.

- (e) the provision of three neighbourhood service centres in Swanbank that are highly accessible to local users, particularly employees of these areas, and are located at key junctions to maximise accessibility across the Area.
- (8) Waste is to be managed within a 'circular economy' model and waste management hierarchy with waste activities generally limited to:
- (a) the filling and rehabilitation of mining voids within the identified Waste Activity Areas, as shown on the Strategic Framework Map 4 - Waste Activity and Buffer Areas map;

- (b) the filling and rehabilitation of mining voids involving only clean earthen material within the identified Waste Activity Buffer Areas, as shown on the Strategic Framework Map 4 - Waste Activity and Buffer Areas map;
  - (c) landfills and enclosed compost manufacturing development within the identified Waste Activity Areas, as shown on the Strategic Framework Map 4 - Waste Activity and Buffer Areas map that are developed in a manner that;
    - (i) establishes and maintains native vegetation buffers to improve amenity or environmental impacts particularly where situated close to residential areas or riparian corridors; and
    - (ii) retains and maintains significant existing vegetation, particularly remnant native vegetation and areas of environmental significance; and
    - (iii) does not adversely affect surface or ground water quality, including through storm water runoff or the dewatering of former mines, and where possible, improves the quality of nearby surface and ground water; and
    - (iv) does not adversely affect stormwater management and where possible, improves the management of the catchment; and
  - (d) waste to energy facilities that are co-located where practicable with existing or planned power generation stations, have access to the electricity grid, and provide the opportunity for combined heat and power generation to be utilised by high energy users such as industrial activities.
- (9) Waste activity uses are designed, operated and maintained so that:
- (a) no nuisance or disturbance is caused to the amenity of surrounding and nearby residential and other sensitive receiving uses; and
  - (b) airborne emissions, including odours, dust or substances harmful to public health, do not cause nuisance or harm to surrounding and nearby residential and other sensitive receiving uses; and
  - (c) the generation of noise or light overspill does not cause nuisance or disturbance to surrounding and nearby residential and other sensitive receiving uses.
- (10) Filling and earthworks associated with rehabilitation and waste activity uses:
- (a) do not extend beyond the top of the natural ground level of former mining voids, except for approved minor contouring, that improves stormwater management and drainage outcomes; and
  - (b) are designed, operated and maintained so that exposed waste and waste activity operations are not visible from surrounding residential and other sensitive receiving uses at any time.
- (11) Unenclosed compost manufacturing is avoided in the Area.
- (12) Environmental management areas and corridors provide for multiple and complimentary values, including:
- (a) important buffer separation of industrial uses to sensitive land uses;
  - (b) vegetation retention and habitat linkages;
  - (c) retention of visual amenity values, particularly the treed ridgelines and along riparian areas; and
  - (d) opportunities for recreation and tourism, particularly for walking and cycling trails along Bundamba and Six Mile Creek and tourist activities associated with the heritage railway operations.
- (13) Residential development is generally avoided in the Area except for the development of appropriately designed and located caretaker's residences and:
- (a) subject to the resolution of difficult topography, mining, industrial use separation, stormwater, vegetation and habitat retention, a new suburban neighbourhood to the north of Redbank Plains Road adjoining Six Mile Creek comprising of recreation uses, including a local sports ground, and low density residential development that is predominantly dwelling houses mixed with duplexes and terraces with a density ranging between 15-25 dwellings per hectare and lots sizes generally ranging between 300 to 500m<sup>2</sup>.
- (14) The special opportunity area to the north of Redbank Plains Road (SA83) opposite Rob Roy Way, provides for the continuation of the Cooneana Heritage Centre with new uses that:
- (a) are compatible and sympathetic to the existing uses and heritage buildings on the site;

- (b) do not detract from the development of adjacent land for a mix of business and industry uses; and
- (c) residential development is generally avoided.

### 3.7.8.5 Infrastructure

- (1) Infrastructure is designed and provided to avoid, manage or mitigate the impacts of potential subsidence associated with development constraints, particularly past mining activities.
- (2) The key strategic transport network elements are shown on the Strategic Framework Map 5A - Strategic Transport Network and include:
  - (a) the extension of the future Ipswich to Springfield railway line from the Ipswich City Centre to Springfield Central station, including a railway station at the southern end of Swanbank;
  - (b) the Bundamba to Swanbank heritage branch line;
  - (c) the Centenary and Cunningham Highways;
  - (d) an arterial and sub-arterial road network, including:
    - (i) Swanbank Road;
    - (ii) Redbank Plains Road;
    - (iii) the Swanbank Enterprise Park 'east-west' road providing connection to the Ripley Valley and Redbank Plains;
    - (iv) Pottery Road and Old Ipswich Road providing an east west connection through New Chum;
    - (v) Newhill Drive connecting through to Swanbank Road and Mount Juillerat Drive; and
    - (vi) the Centenary highway link road to Mount Juillerat Drive;
  - (e) a strategic bus corridor link from Ipswich City Centre to Springfield Central via Redbank Plains Road; and
  - (f) a strategic cycle network incorporating high quality, connected and safe cycle facilities on:
    - (i) the Centenary Highway;
    - (ii) along the extension of the railway line from the Ipswich City Centre to Springfield;
    - (iii) Redbank Plains Road;
    - (iv) Bundamba Creek (from the Ripley major centre to South Ripley); and
    - (v) along the Centenary Highway link road to Mount Juillerat Drive.
- (3) The Area will be serviced by existing and future parks and recreation facilities including:
  - (a) citywide sportsground and courts associated with the Ripley Valley Priority Development Area east of the Ripley major centre in the vicinity of Bundamba Creek on the south-western boundary of the Area; and
  - (b) a local sports ground located on Redbank Plains Road next to Six Mile Creek.

### 3.7.9 Local Framework - Area 8 Riverview

#### 3.7.9.1 Context

- (1) Introduction
  - (a) Area 8 comprises the suburb of Riverview.

#### 3.7.9.2 Valuable features

- (1) Key valuable features in the Area include:
  - (a) significant vegetation and wildlife linkages, particularly along the Brisbane and Bremer Rivers, and Six Mile Creek, which contain habitat of state and national significance including Platypus habitat at the confluence of the Bremer and Brisbane Rivers and Koala habitat;
  - (b) places of cultural heritage significance, including the Canaan and Anchorage farm, the fig trees fronting Station Road, the bunya pines fronting Riverview Road, and heritage associated with the coal mining industry and Queensland railways; and
  - (c) areas of visual amenity, including rural vistas to the semi-rural land of Barellan Point and Moggill and local views towards the landscape features associated with the Brisbane and Bremer Rivers, and Six Mile Creek.

#### 3.7.9.3 Development constraints

- (1) The following constraints are likely to have a significant impact on development in the Area:
  - (a) mining constraints, including past surface and underground mining, particularly to the north of Westphalen Drive and to the south of Old Ipswich Road;
  - (b) flooding of the Brisbane and Bremer Rivers, Six Mile Creek, and major urban catchment flow paths;
  - (c) major transport infrastructure corridors, including the Ipswich Motorway, Ipswich to Brisbane railway line, the Warrego Highway and the future Goodna Bypass corridor;
  - (d) high pressure gas pipeline;
  - (e) high voltage electricity transmission lines;
  - (f) difficult topography, including land in the south west of the Area in association with spoil heaps from past mining and along the riparian zones of the Bremer and Brisbane River; and
  - (g) potential contamination from past mining and industrial activities.

#### 3.7.9.4 Growth management

- (1) The Area comprises a mixture of uses, with established suburban low density residential development and supporting facilities and services to the south of the Ipswich Motorway, the Riverview railway station and local centre providing the focal point for activity and opportunity for transition into an urban village, and the northern part of the Area between the future Goodna Bypass corridor and Brisbane River providing the Riverview regionally significant major enterprise and industrial area.
- (2) The Riverview regionally significant major enterprise and industrial area forms part of the South West Industrial Corridor Regional Economic Cluster (REC) as identified in the *ShapingSEQ*.
- (3) The preferred pattern of land uses is shown on [Local Framework Map 8](#).
- (4) The areas where significant development will occur are:
  - (a) in the Riverview regional business and industry area:
    - (i) medium impact industry areas that provide for a mix of industry uses, located in the centre of the area to the north of the Warrego Highway;
    - (ii) low impact industry areas that provide a mix of industry and service trade uses, located to the north of the future Goodna Bypass corridor which provide a transition from the medium impact activities; and
    - (iii) business park areas (northern portion of the Citiswitch Business Park) that provide for a mix of compatible business, service trades and low impact industry uses that provide high quality, attractive street facades, particularly where viewed from the Warrego Highway and nearby residential areas;
  - (b) in the existing urban (consolidation) areas comprising:



- (i) the Riverview railway station and local centre mixed use urban village:
  - (A) transition from local business and industry uses to a mixed use urban village between the Ipswich to Brisbane railway line and the Ipswich Motorway, including the existing residential area to the north of the Riverview railway station;
  - (B) a main street local centre along Station Road between the Ipswich Motorway and Moggill Ferry Road in the form of street level retail and commercial uses, residential apartments above, with buildings ranging from three to five storeys;

**Option 3.7.9A:**

Alternatively, in this area provide for high density residential development above the main street centre uses, with buildings ranging from five to ten storeys, consisting predominately of mid rise apartments.

- (C) a new town square that utilises the existing road reserve between Riverview railway station and Moggill Ferry Road to provide a focal civic space at the end of the main street;
- (D) medium density residential (50-100 dwellings per hectare) development that is two to five storeys consisting of terraces, townhouses and low to mid rise apartments located in the areas generally:
  - (I) on both sides of Endeavour Road between the Ipswich Motorway and Ipswich to Brisbane railway line;
  - (II) north and south of Moggill Ferry Road near Station Road;

**Option 3.7.9B:**

Alternatively, in this area provide for high density residential (100-150 dwellings per hectare) development of between five to ten storeys consisting predominately of mid rise apartments, including potentially over the Riverview railway station and railway line.

- (E) medium density residential (50-75 dwellings per hectare) development that is two to three storeys consisting of terraces and townhouses located in the areas generally:
  - (I) north of Moggill Ferry Road;
  - (II) along the western side of Endeavour Road between the Ipswich to Brisbane railway line and future Goodna Bypass corridor and

**Option 3.7.9C:**

Alternatively, in this area provide for high density residential (100-150 dwellings per hectare) development of between five to ten storeys consisting predominately of mid rise apartments.

- (III) in the vicinity of Verrell Street;

**Option 3.7.9D:**

Alternatively, in this area provide for medium density residential (50-100 dwellings per hectare) development that is two to five storeys consisting of terraces, townhouses and low to mid rise apartments.

- (F) infill development of established suburban neighbourhoods through well-designed subdivision for dwelling houses with lot sizes ranging between 600 and 700m<sup>2</sup> and a minimum lot size of 600m<sup>2</sup> over larger lots in the vicinity of Riverview Road, Alfred Street and to the west of Endeavour Road;

**Option 3.7.9E:**

Alternatively, subject to lot consolidation, provide for a mix of medium density residential (30-100 dwellings per hectare) development that ranges from two to five storeys consisting of terraces, townhouses and low to mid rise apartments.

- (ii) low to medium density residential (20-40 dwellings per hectare) development consisting of dwelling houses, duplexes and one to two storey terraces and townhouses along Brisbane Road to the west of Slone Street;
- (iii) infill development of established suburban neighbourhoods through well-designed subdivision for dwelling houses with lot sizes ranging between 600 and 700m<sup>2</sup> and a minimum lot size of 600m<sup>2</sup> in the areas:
  - (A) along Brisbane Road, between Tessman and Duncan Streets;

**Option 3.7.9F:**

Alternatively, in this area provide for low to medium density residential (20-40 dwellings per hectare) development consisting of dwelling houses, duplexes and one to two storey terraces and townhouses in support of the Riverview railway station and local centre.

- (B) in the vicinity of Nile Street, between Caroline and Tessman Streets;
- (C) in the vicinity of the neighbourhood centre on the corner of Mitchell and Price Streets; and

**Option 3.7.9G:**

Alternatively, subject to lot consolidation provide for medium density residential (30-50 dwellings per hectare) development that is one to two storeys consisting of terraces and townhouses around the neighbourhood centre and adjacent parkland in support of the Riverview railway station and local centre.

- (D) to the south eastern corner of Child Street and Old Ipswich Road;
- (iv) a local business and industry area fronting Brisbane Road to the south of the Ipswich Motorway; and
- (v) a neighbourhood centre on the corner of Mitchell and Price Street.

**Option 3.7.9H:**

Alternatively, provide for an expansion of the neighbourhood centre along Price Street to Brian Street to serve the expanded local population from the additional medium density housing.

- (5) The special opportunity area to the north of the future Goodna Bypass corridor (SA31 - Salvation Army Land, Riverview) provides for the continuation of the Canaan and Anchorage farm with new uses that:
  - (a) are compatible and sympathetic to the existing uses and heritage buildings on the site which may include a mix of uses (where not involving vulnerable persons) including education and training, community, tourism, recreation and open space uses; and
  - (b) further residential development is generally avoided owing to flood isolation.
- (6) In other existing residential areas, development is to be of an established suburban neighbourhood form with more intensive development such as terraces, townhouses and concentrations of duplexes generally to be avoided and subdivision limited to lots for dwelling houses to ensure that the existing character and pattern of development is maintained.
- (7) Environmental management areas and corridors are intended to protect and support multiple and complimentary values, including:
  - (a) vegetation retention and habitat linkages;
  - (b) important buffer separation of industrial uses to sensitive land uses;
  - (c) retention of visual amenity values particularly along riparian areas; and
  - (d) opportunities for recreation, particularly for walking and cycling trails along the Brisbane and Bremer Rivers and Six Mile Creek.

### 3.7.9.5 Infrastructure

- (1) The key strategic transport network elements are shown on the Strategic Framework Map 5A - Strategic Transport Network and include:
  - (a) the Ipswich to Brisbane railway line, with a station at Riverview;
  - (b) the Cunningham and Warrego Highways which merge into the Ipswich Motorway;
  - (c) future (long term) Goodna Bypass corridor north of the Ipswich Motorway that generally bisects the Riverview regional business and industry area from the residential area around the Riverview railway station;
  - (d) the Moggill ferry;
  - (e) an arterial and sub-arterial road network including:
    - (i) Old Ipswich Road;
    - (ii) Brisbane Road;
    - (iii) Riverview Road;
    - (iv) Moggill Ferry Road to the Brisbane River;
    - (v) McEwan Street; and
    - (vi) Endeavour Road;
  - (f) a strategic principal cycle network incorporating high quality, connected and safe cycle facilities on:
    - (i) Ipswich Motorway (providing a regional east-west connection between the Ipswich City Centre and Brisbane); and
    - (ii) Moggill Ferry Road.
- (2) The Area will be serviced by existing and future parks and recreation facilities including:
  - (a) an urban plaza at the Station Road and Moggill Ferry Road intersection as part of the main street local centre; and
  - (b) a network of local recreation parks servicing local catchments.
- (3) Through the Local Government Infrastructure Plan (LGIP) review process there will be a need to review provision of a citywide waterside park, a local sports ground, and access to local recreation parks near the medium and high density residential areas, particularly adjacent to the local centre mixed use urban village.
- (4) The Area also includes a system of environmental corridors containing stormwater networks, environmental connectivity, and opportunities for recreation, walking and cycling trails particularly along the Brisbane and Bremer Rivers and Six Mile Creek.
- (5) The key elements of the social infrastructure and community facilities network include:
  - (a) the existing Riverview state primary school;
  - (b) the existing St Peter Claver College; and
  - (c) a local community facility on Old Ipswich Road, Riverview.

### 3.7.10 Local Framework - Area 9 Bundamba, Blackstone, Ebbw Vale and Dinmore

#### 3.7.10.1 Context

- (1) Introduction
  - (a) Area 9 comprises the suburbs of Bundamba, Blackstone, Ebbw Vale and Dinmore.

#### 3.7.10.2 Valuable features

- (1) Key valuable features within the Area include:
  - (a) significant natural areas of vegetation including the critically endangered Cooneana Olive adjacent to the Cunningham Highway at Ebbw Vale, and wildlife habitat, particularly in the Castle Hill Blackstone Reserve and along Bundamba Creek which contains habitat of state significance including Koala habitat;
  - (b) areas and places of cultural heritage significance, including:
    - (i) the Ebbw Vale Triassic Fossil beds;
    - (ii) coal mining and railway heritage;
    - (iii) areas of 'tin and timber' character houses; and
    - (iv) the former site of 'Brynhyfryd' mansion on Castle Hill;
  - (c) areas of visual amenity, particularly views toward the Castle Hill Blackstone Reserve and the landscape features associated with the Bremer River and Bundamba Creek; and
  - (d) extractive resources, notably clay which supports the construction and manufacturing industries.

#### 3.7.10.3 Development constraints

- (1) The following constraints are likely to have a significant impact on development in the Area:
  - (a) significant areas are impacted by mining constraints, including past surface and underground mining;

##### **Note 3.7.10A:**

- (1) Land at Queen Street, Dinmore includes an area of major mining subsidence where houses were resumed and demolished.
- (2) This area should not be reused for residential purposes, or any uses that require buildings works.

- (b) flooding of the Bremer River, Bundamba Creek, and major urban catchment flow paths;
- (c) bushfire risk areas in and adjacent to the Castle Hill Blackstone Reserve;
- (d) high voltage electricity transmission lines;
- (e) difficult topography, mainly limited to steep land associated with Castle Hill Blackstone Reserve in the southern corner of the Area;
- (f) major transport infrastructure corridors including the Warrego and Cunningham Highways, the future Goodna Bypass corridor, and the Ipswich to Brisbane railway corridor; and
- (g) the Bundamba wastewater treatment plant in the north-west of the area between Hanlon Street, Bundamba and the Bremer River.

#### 3.7.10.4 Growth management

- (1) The Area includes the established suburban neighbourhoods of Bundamba, Blackstone, Ebbw Vale and Dinmore, comprising a mixture of housing types and densities, with supporting facilities and services, and the Bundamba regionally significant industrial area between the Warrego Highway and the Ipswich to Brisbane railway line.
- (2) The Bundamba regionally significant major enterprise and industrial area forms part of the South West Industrial Corridor Regional Economic Cluster (REC) as identified in the *ShapingSEQ*.
- (3) The preferred pattern of land use is shown on [Local Framework Map 9](#).

- (4) The areas where significant development will occur are:
- (a) in the Bundamba regional business and industry area, also known as the Citiswiche Business Park:
    - (i) a medium impact industry area that provides for a mix of industry uses, located in the centre of the area generally bound by Ashburn Road, Bognuda Street, Hoepner Road and Hume Drive; and
    - (ii) business park areas surrounding and buffering the medium impact industry area, that provide for a mix of compatible business, service trades and low impact industry uses that provide high quality, attractive street facades, particularly where viewed from the Warrego Highway, Brisbane Road, the Ipswich to Brisbane railway line, and from nearby residential areas;
  - (b) in the existing urban (consolidation) areas, the continued infill development and intensification of the established suburban neighbourhoods, with higher densities focused around centre locations:
    - (i) medium density residential (50-100 dwellings per hectare) development that is two to five storeys consisting of terraces, townhouses and low to mid rise apartments in the areas generally:
      - (A) over the undeveloped portion of the Bundamba TAFE Campus to the north of the Ipswich to Brisbane railway line, subject to the retention and protection of significant vegetation on the site and the provision of direct pedestrian access from Creek Street to the Bundamba railway station;
      - (B) between Dinmore Street and Brisbane Road; and
      - (C) in the vicinity of Queen Street, Prince Street and Albert Street, Dinmore;
    - (ii) medium density residential (50-75 dwellings per hectare) development that is two to three storeys consisting of terraces and townhouses located in the areas generally:
      - (A) to the north of Mary Street, Bundamba;
- Option 3.7.10A:**  
 Alternatively, in this area, provide for medium density residential (50-100 dwellings per hectare) development that is two to five storeys consisting of terraces, townhouses and low to mid rise apartments in support of the Bundamba railway station.
- (B) at the corner of Mary Street and River Road, Bundamba;
  - (C) to the north of Vale Street, Bundamba; and
  - (D) in the vicinity of Creek and Mining Streets;
  - (iii) medium density residential (30-50 dwellings per hectare) development that is one to two storeys consisting of terraces and townhouses located in the areas generally:
    - (A) to the east of River Road, Bundamba;
    - (B) along Carberry Street, Bundamba subject to the resolution of mining constraints and providing adequate buffering to the industrial uses to the north and east;
    - (C) in the vicinity of Gleeson Street, Dinmore subject to the resolution of mining constraints;
    - (D) between Duce Street and Tibbits Street, Bundamba subject to the resolution of mining constraints; and
    - (E) at the intersection of Mary Street, Bowen Place and William Street, Blackstone subject to the resolution of mining constraints;
  - (iv) a small area of low to medium density residential (20-40 dwellings per hectare) development consisting of dwelling houses, duplexes and one to two storey terraces and townhouses to the east of Bognuda Street, Bundamba;
  - (v) infill low to medium density residential (20-40 dwellings per hectare) development that is compatible with, and retains and conserves the heritage built character located in the areas generally:
    - (A) along Creek Street between Adam Street and Mary Street, Bundamba; and
    - (B) along Byrne Street and Law Street, Bundamba; and
    - (C) at the intersection of Lindsay Street, Duce Street and Braeside Road, Bundamba subject to the resolution of mining constraints; and

- (D) in the vicinity of River Road and King Street, Dinmore subject to the resolution of mining constraints;
- (vi) adaptive reuse of the predominately residential character buildings for generally low key commercial purposes and home occupations with new uses and works reflecting the heritage built character in the areas generally:
  - (A) along Mary Street, Blackstone subject to the resolution of mining constraints; and
  - (B) along Creek Street, Bundamba;
- (vii) the area to the west and south of the local centre on Bognuda Street may be developed with well-designed subdivision for dwelling houses with lot sizes ranging between 450 and 550m<sup>2</sup> and a minimum lot size of 450m<sup>2</sup>;
- (viii) the further development of established suburban neighbourhoods through well-designed subdivision for dwelling houses with lot sizes ranging between 600 and 700m<sup>2</sup> and a minimum lot size of 600m<sup>2</sup> located in the areas generally:
  - (A) to the east of Bognuda Street, Bundamba;
  - (B) to the south of Barclay Street, Bundamba subject to the resolution of mining constraints and separation constraints to industrial uses to the east;

**Option 3.7.10B:**

Alternatively, subject to the resolution of mining constraints and separation constraints to industrial uses to the east, provide for low density residential (15-25 dwellings per hectare) development consisting of dwelling houses mixed with duplexes, terraces and townhouses with lots sizes generally ranging between 300 to 500m<sup>2</sup> and providing larger lots to transition to the existing established suburban lots.

- (C) between Mary Street and Charlotte Street, Blackstone subject to the resolution of mining and stormwater constraints; and

**Option 3.7.10C:**

Alternatively, subject to the resolution of mining and stormwater constraints, provide for low density residential (15-25 dwellings per hectare) development consisting of dwelling houses mixed with duplexes, terraces and townhouses with lots sizes generally ranging between 300 to 500m<sup>2</sup> and providing larger lots to transition to the existing established suburban lots.

- (D) between Mary Street and High Street, Blackstone subject to the resolution of mining constraints;
- (ix) the undeveloped area off Trevis Court to the south of Eric Drive, Blackstone may potentially be developed for large lot acreage subject to the resolution of mining constraints, with a density range of 1-2.5 dwellings per hectare and a minimum lot size of 4000m<sup>2</sup>;
- (x) business park areas that provide for a mix of compatible business, service trades and low impact industry uses with high quality, attractive street facades, generally located:
  - (A) in the vicinity of Mining Street and Brisbane Road, Bundamba; and
  - (B) between Brisbane Road and the Ipswich to Brisbane railway line at Ebbw Vale;
- (xi) a local business and industry area located to the southeast of Aberdare Street, Dinmore; and
- (xii) the development of a network of local centres comprising:
  - (A) a local centre along Bognuda Street, Bundamba; and
  - (B) a neighbourhood centre at the intersection of River Road and Mary Street, Bundamba;
  - (C) a neighbourhood centre along the southern side of Brisbane Road at the intersection with Braeside Road, Bundamba;
  - (D) a neighbourhood centre at the intersection of Cairns Road and Whitwood Road, Ebbw Vale;

- (E) a neighbourhood centre at the intersection of New Chum Road and Brisbane Road, Dinmore;

**Option 3.7.10D:**

Alternatively, in support of the Dinmore railway station and subject to lot consolidation, provide for:

- (i) medium density residential (50-100 dwellings per hectare) development that is two to five storeys consisting of terraces, townhouses and low to mid rise apartments;
- (ii) medium density residential (30-50 dwellings per hectare) development that is one to two storeys consisting of terraces and townhouses;
- (iii) an expanded neighbourhood centre to serve the expanded local population; and
- (iv) the provision of additional parkland to support the expanded local population.

- (F) a neighbourhood centre at the intersection of Naomai Street and Emma Street, Bundamba; and

- (G) a neighbourhood centre at the intersection of Mary Street and Jones Road, Blackstone.

- (5) In other existing residential areas, including in the character residential low density areas, development is to be of an established suburban neighbourhood form with more intensive development such as terraces, townhouses and concentrations of duplexes generally to be avoided and subdivision limited to lots for dwelling houses to ensure that the existing character and pattern of development is maintained.

**Option 3.7.10E:**

Opportunity exists to provide for further low density residential development of the flood free land in the vicinity of Andrew and Nelson Street, Bundamba with direct flood free access to these roads through well-designed subdivision for dwelling houses with lot sizes consistent with the surrounding area ranging between 600 and 700m<sup>2</sup> and a minimum lot size of 600m<sup>2</sup>.

- (6) In the special opportunity areas at:

- (a) Creek Street, Bundamba (SA25) provides for a mix of recreation and low key business and service trades uses that do not detrimentally impact on the existing surrounding uses, subject to the resolution of flooding constraints;
- (b) Mary and Ella Street, Blackstone (SA29) provides for continuation of the existing low impact business and industry uses, with redevelopment of the site for recreation, community or research type uses preferred;
- (c) High Street, Ebbw Vale (SA30) provides for a mix of recreation uses and low density residential uses, or land extensive activities that are compatible with surrounding residential uses, subject to the resolution of mining, difficult topography and environmental constraints, and separation constraints to industrial uses to the east;
- (d) Naomai and Emma Streets, Blackstone / Bundamba (SA41) provides for a mix of uses that are compatible with existing nearby residential uses, subject to the resolution of mining, flooding, stormwater and environmental constraints, which may include a combination of:
  - (i) large lot residential uses;
  - (ii) low to medium density residential development, with higher densities near the neighbourhood centre;
  - (iii) a mix of community uses which may include a child care or church;
  - (iv) open space and recreation uses; or
  - (v) plant nursery;
- (e) Mary Street, Blackstone (SA42) provides for highway related uses which may include a service station, fast food uses and a mix of compatible business and service trades uses that provide high quality, attractive street facades taking advantage of the site's exposure to the Cunningham Highway and that do not detrimentally impact on existing surrounding residential uses; and



- (f) Hill and High Street, Blackstone (SA84) provides for the adaptive reuse of the existing heritage buildings on the site for a variety of community and education uses, or low key business activities that are compatible with nearby residential uses.
- (7) Environmental management areas and corridors are intended to protect and support multiple and complimentary values, including:
  - (a) vegetation retention and habitat linkages;
  - (b) important buffer separation of industrial uses to sensitive land uses;
  - (c) retention of visual amenity values particularly along riparian areas; and
  - (d) opportunities for recreation, particularly for walking and cycling trails along the Bremer River and Bundamba Creek.

### 3.7.10.5 Infrastructure

- (1) The key strategic transport network elements are shown on the Strategic Framework Map 5A - Strategic Transport Network and include:
  - (a) the Ipswich to Brisbane railway line, with stations at Bundamba, Ebbw Vale and Dinmore, which includes major park and ride facilities;
  - (b) the Cunningham and Warrego Highways;
  - (c) future (long term) Goodna Bypass corridor in the north-eastern part of the Area where the Cunningham and Warrego Highways converge;
  - (d) an arterial and sub-arterial road network including:
    - (i) Brisbane Road, connecting to the Ipswich Motorway;
    - (ii) River Road and Aberdare Street, Dinmore;
    - (iii) Blackstone Road, Thomas Street and Mary Street connecting to the Cunningham Highway;
    - (iv) Bergins Hill Road, Barclay, Naomai, Charlotte and Mary Streets connecting Brisbane Road and the Cunningham Highway;
    - (v) Pottery Road;
    - (vi) Jacob Street;
    - (vii) Ashburn Road (between Hoepner Road and the River Road interchange); and
    - (viii) Riverview Road (between the Riverview Road interchange and the Warrego Highway on-ramp);
  - (e) a strategic principal cycle network incorporating high quality, connected and safe cycle facilities on:
    - (i) the Eastern Ipswich Bikeway Link along Glebe Road, Brisbane Road, Aberdare Street, River Road and Riverview Road connecting to the Ipswich Motorway Bikeway (providing a regional east-west connection between the Ipswich City Centre and Brisbane); and
    - (ii) Mary Street and Thomas Street with a link on Creek Street and Stafford Street to the Eastern Ipswich Bikeway Link.
- (2) The Area will be serviced by existing and future parks and recreation facilities including:
  - (a) citywide linear parks associated with Bundamba Creek and the Bremer River;
  - (b) citywide sports ground located east of Andrew Street, Bundamba;
  - (c) district recreation parks located in Blackstone (Castle Hill Blackstone Reserve), the Bundamba Swim Centre and the Bundamba skate bowl;
  - (d) local sports grounds located at Ebbw Vale Memorial Park;
  - (e) the Ipswich Turf Club at Bundamba;
  - (f) walking and mountain biking at the Castle Hill Blackstone Reserve; and
  - (g) a network of local recreation parks servicing local catchments.
- (3) The Area also includes a system of environmental corridors containing stormwater networks, environmental connectivity, and opportunities for recreation, walking and cycling trails, particularly along the Bremer River and Bundamba Creek.
- (4) The key elements of the social infrastructure and community facilities network include:
  - (a) the Ipswich Campus of TAFE Queensland at Bundamba;
  - (b) the Bundamba state primary school and state high schools; and
  - (c) a local community facility near or within the Bundamba neighbourhood centre on Brisbane Road.



### 3.7.11 Local Framework - Area 10 Karalee, Barellan Point, Chuwar

#### 3.7.11.1 Context

- (1) Introduction
  - (a) Area 10 comprises the suburbs of Karalee, Barellan Point and Chuwar.

#### 3.7.11.2 Valuable features

- (1) Key valuable features in the Area include:
  - (a) significant areas of native vegetation, wildlife habitat and linkages, particularly along the Bremer and Brisbane Rivers, Sandy Creek and north west of Chuwar;
  - (b) the Blackwall reserve and conservation area providing a direct interface to the Mount Crosby Weir Nature Refuge;
  - (c) places of cultural heritage significance including:
    - (i) Stone wall of Joseph Brady Park;
    - (ii) Eclipse Collieries Coke Ovens remnants; and
    - (iii) former Tivoli branch rail line alignment;
  - (d) important areas of scenic amenity including:
    - (i) large lot parkland style of development with a mix of semi-rural uses which contribute to a distinctive lifestyle and form of residential amenity;
    - (ii) the tree lined ridgeline vista which frames the western edge to the area along Blackwall Road;
    - (iii) local views towards the treed landscape features associated with the Bremer and Brisbane Rivers;
    - (iv) direct water access to the Bremer and Brisbane rivers at Barellan Point and Colleges Crossing; and
    - (v) expansive views to varied topography and ridge lines associated with the D'Aguilar Range.

#### 3.7.11.3 Development constraints

- (1) The following constraints are likely to have a significant impact on development in the Area:
  - (a) mining constraints including mining leases from past mining operations west of Lansdowne way in the Chuwar area;
  - (b) the Kholo Creek Key Resource Area haulage route enters the area in the vicinity of Francis Street and joins the Warrego Highway east of Church Street, Tivoli;
  - (c) flooding from Sandy Creek, the Bremer and the Brisbane Rivers affect the western, northern, eastern and southern parts of the Area whereby:
    - (i) Sandy Creek impacts the development of additional greenfield areas of Chuwar;
    - (ii) the Brisbane River impacts the development of additional greenfield areas of Karalee in the east; and
    - (iii) during significant flood events the population of the northern, eastern and southern edges of the Area are susceptible to and at risk of isolation;
  - (d) bushfire risk areas in the west of the area surrounding Chuwar;
  - (e) noise and associated impacts from the Tivoli Raceway;
  - (f) high pressure gas pipeline;
  - (g) high voltage electricity transmission lines;
  - (h) difficult topography predominantly in the west of the Area along Blackwall Road in Chuwar and along the rivers; and
  - (i) major transport corridors including the Warrego Highway, Mount Crosby Road and the future Moggill Pocket Arterial Road corridor identified as part of long term traffic planning connecting Junction Road east across the Brisbane River to Moggill.

#### 3.7.11.4 Growth management

- (1) The Area contains the largest concentration of large lot residential development within the City providing for a predominantly semi-rural development pattern and lifestyle residential option, centred on the Karalee district centre and supported by a variety of housing options including medium density residential development.
- (2) The preferred pattern of land use is shown on [Local Framework Map 10](#).
- (3) The areas where significant development will occur are:

- (a) in the existing urban (consolidation) areas surrounding the Karalee district centre which further develops:
  - (i) a district centre core on the northern side of Junction Road providing a mix of convenience and comparison retail and associated business, recreation and entertainment uses in buildings up to three storeys in height that serve both the local and district catchments;
  - (ii) a district centre frame, surrounding the core, with centre activities of less intensive uses that support the district core which may include residential uses, with buildings up to two storeys in height; and
  - (iii) medium density residential (30-50 dwellings per hectare) development that is one to two storeys in height consisting of terraces and townhouses in support of the district centre, on the southern side of Junction Road;
- (b) in the urban (expansion) areas:
  - (i) surrounding and including the Tivoli Raceway land and following cessation of all raceway operations, development provides for;

**Note 3.7.11A:**

All options for this area are dependent on the cessation of raceway operations or preferably the relocation of the Tivoli Raceway due to the significant adverse impacts of this facility on the residential amenity of surrounding lands.

- (A) large lot residential (1-2.5 dwellings per hectare) on land fronting Robin Street and Francis Street consisting of single dwellings and comprising predominantly large lot (acreage) residential development with lot sizes ranging from 4000-6000m<sup>2</sup> or subject to the provision of a reticulated low pressure sewer network 3-4 dwellings per hectare with lot sizes ranging from 2000 to 3000m<sup>2</sup>; and
- (B) low density residential (8-12 dwellings per hectare ) on land fronting Coal Road and the Warrego Highway consisting predominantly of single dwelling houses and lot sizes generally ranging between 800 to 900m<sup>2</sup>.

**Option 3.7.11A:**

Alternatively, provide for integrated, infill residential development with interfacing large lot residential development, including:

- (i) low to medium density residential (20-40 dwellings per hectare) development consisting of single dwellings, duplexes and one to two storey terraces and townhouses to the north and the east of the neighbourhood centre;
- (ii) further development of established suburban neighbourhoods through well-designed subdivision for dwelling houses with lot sizes ranging between 800 to 900m<sup>2</sup> on land:
  - (a) fronting Holdsworth Road;
  - (b) fronting Coal Road and the Warrego Highway; and
  - (c) north and south of Robin Street;
- (iii) large lot residential (3-4 dwellings per hectare) development on land:
  - (a) fronting the southern side of Robin Street between Coal Road and Sandy Creek framing the approach to the suburban neighbourhood and creating a transition between the existing large lot residential amenity and character; and
  - (b) interfacing with the conservation land with a layout designed to respond to bushfire hazard between Francis Street and Blackwall Road with lot sizes ranging between 4000-6000m<sup>2</sup> or subject to the provision of a reticulated low pressure sewer network lot sizes ranging from 2000 to 3000m<sup>2</sup>;
- (iv) a neighbourhood centre which supports the delivery of infill development that evolves to meet the walk up and convenience needs of new residents, centrally located proximate to Robin Street and Aura Crescent; and

- (v) areas of wildlife habitat and environmental corridors that link to Sandy Creek (further expansion of these areas may be required to accommodate essential habitat and endangered vegetation).

**Option 3.7.11B:**

Alternatively, provide for integrated, new suburban neighbourhoods with interfacing large lot residential development, including:

- (i) low to medium density residential (20-40 dwellings per hectare) development consisting of single dwellings, duplexes and one to two storey terraces and townhouses to the north, east and west of the neighbourhood centre;
- (ii) new suburban neighbourhoods comprising low density residential development consisting of dwelling houses mixed with duplexes, terraces and townhouses ranging between 15-25 dwellings per hectare and lots sizes generally ranging between 300 to 500m<sup>2</sup> on land:
  - (a) fronting Holdsworth Road;
  - (b) fronting Coal Road and the Warrego Highway; and
  - (c) north and south of Robin Street;
- (iii) large lot residential (3-4 dwellings per hectare) development on land:
  - (a) fronting the southern side of Robin Street between Coal Road and Sandy Creek framing the approach to the suburban neighbourhood and creating a transition between the existing large lot residential amenity and character; and
  - (b) interfacing with the conservation land with a layout designed to respond to bushfire hazard between Francis Street and Blackwall Road with lot sizes ranging between 4000-6000m<sup>2</sup> or subject to the provision of a reticulated low pressure sewer network lot sizes ranging from 2000 to 3000m<sup>2</sup>;
- (iv) a neighbourhood centre which supports the delivery of new suburban development that evolves to meet the walk up and convenience needs of new residents, centrally located proximate to Robin Street and Aura Crescent; and
- (v) areas of wildlife habitat and environmental corridors that link to Sandy Creek (further expansion of these areas may be required to accommodate essential habitat and endangered vegetation).

- (ii) in the remaining urban expansion areas:

- (A) low density residential (8-12 dwellings per hectare) on land fronting Thornton Road and Kholo Road consisting predominantly of single dwelling houses and lot sizes generally ranging between 800 to 900m<sup>2</sup>; and

**Option 3.7.11C:**

Alternatively, provided low density residential (15-25 dwellings per hectare) on land to the south of Thornton Road and fronting Kholo Road consisting predominantly of single dwelling houses and lot sizes generally ranging between 300 to 500m<sup>2</sup>.

- (B) north of Robin Street following Blackwall Road, conservation land provides the regional corridor connection between areas of extremely high conservation value within the Area to land in the Brisbane City Council;

- (c) in the existing residential areas comprising:

- (i) a neighbourhood centre that evolves to meet the walk up and convenience needs of residents in proximity to the primary school on Arthur Summervilles Road;

- (ii) a business park area along Mount Crosby Road at the Warrego Highway interchange, consisting of uses that complement the Karalee district centre, including a mix of compatible business, service trades and low impact industry uses that provide high quality, attractive street facades;
  - (iii) a local business and industry area located along Holdsworth Road (Warrego Highway service road) consisting of low impact industry in the form of service trades and heavy vehicle parking.
- (4) The special opportunity area at Robin Street, Chuwar (SA85) provides for the continuation of the Tivoli Raceway with the option to transition to redevelopment for residential uses consistent with the surrounding residential uses (with a preference for the motorsports use to be relocated owing to its noise impacts on existing and future residents).
- (5) In the remaining residential areas large lot residential housing provides the pre-eminent form of development, particularly in the east of the Area throughout Karalee and Barellan Point.
- (6) The Area supports the continuation of other significant uses including:
  - (a) Allawah Scout Campground; and
  - (b) Rivers of Life Christian Church Tivoli and drive-in cinema.

### 3.7.11.5 Infrastructure

- (1) The key strategic transport network elements are shown on the Strategic Framework Map 5A - Strategic Transport Network and include:
  - (a) the Warrego Highway; and
  - (b) future state road corridors to be preserved:
    - (i) the Moggill Pocket Arterial Road corridor connecting the Warrego Highway south of Rea Road passing through Karalee to Moggill;
    - (ii) the heavy vehicle haul route connecting the proposed Kholo hard rock quarry to the Warrego Highway through Chuwar;
  - (c) an arterial and sub-arterial Road network including:
    - (i) Mount Crosby Road;
    - (ii) Junction Road; and
    - (iii) Kholo Road;
  - (d) a strategic principal cycle network incorporating high quality, connected and safe cycle facilities on:
    - (i) Mount Crosby Road; and
    - (ii) Warrego Highway (between Wulkuraka Connection Road and Mount Crosby Road).
- (2) The Area will be serviced by existing and future parks and recreation facilities including:
  - (a) citywide waterside park at Colleges Crossing - Venus Pools Waterside Park;
  - (b) district waterside park at:
    - (i) Joseph Brady Park; and
    - (ii) Karalee Waterside Park;
  - (c) local sports ground at Langlands Street; and
  - (d) a network of local recreation parks servicing local catchments.
- (3) Through the Local Government Infrastructure Plan (LGIP) review process there will be a need to review access to local recreation parks, including the potential provision of a local sports ground in the urban expansion areas to service additional growth, particularly to support the higher density options.
- (4) The Area also includes a system of environmental corridors containing stormwater networks, environmental connectivity and opportunities for recreation, walking and cycling trails, particularly along the Brisbane River and Sandy Creek.
- (5) The key elements of the social infrastructure and community facilities network include:
  - (a) the existing State primary school at Karalee; and
  - (b) a local community facility with flexible meeting space to be located in the Karalee District centre.

### **3.7.12 Local Framework - Area 11 North Ipswich, Tivoli, North Tivoli and Moores Pocket**

#### **3.7.12.1 Context**

- (1) Introduction
  - (a) Area 11 comprises the suburbs of North Ipswich, Tivoli, North Tivoli and Moores Pocket.

#### **3.7.12.2 Valuable features**

- (1) Key valuable features within the Area include:
  - (a) character areas and numerous places of cultural heritage significance that make an important contribution to the Area's scenic amenity, including:
    - (i) The Workshops Rail Museum, Bremer River rail bridge and former Woollen Mills;
    - (ii) historic commercial, industrial and educational buildings; and
    - (iii) large areas of 'timber and tin' character housing;
  - (b) major approach routes and gateways into the Area;
  - (c) significant areas of native vegetation along the Bremer River, and Sandy and Tivoli Creeks, providing scenic amenity and wildlife habitat linkages; and
  - (d) significant provision of entertainment, retail, sport and recreation facilities, including The Workshops Rail Museum, Riverlink Shopping Centre, North Ipswich Reserve, Tivoli Sporting Complex and Cribb Park.

#### **3.7.12.3 Development constraints**

- (1) The following constraints are likely to have a significant impact on development in the Area:
  - (a) flooding of the Bremer River, Tivoli and Sandy Creeks, and major urban catchment flow paths;
  - (b) mining constraints comprising of past underground and open cut mining operations;
  - (c) major transport infrastructure noise associated with the Warrego Highway;
  - (d) high voltage electricity transmission lines associated with the Blackall to Greenbank high voltage transmission lines; and
  - (e) past mining and industrial activities associated with uses such as the former woollen mills and The Workshops Rail Museum may have resulted in a risk of contamination.

#### **3.7.12.4 Growth management**

- (1) The Area supports a dynamic urban form from the historic Workshops Rail Museum to a vibrant mix of commercial, retail, entertainment, sporting and residential uses, and continues to grow as an integrated community that:
  - (a) benefits from the Area's proximity and connectivity to the Ipswich City Centre and the Warrego Highway;
  - (b) builds upon established commercial, retail, tourism, entertainment, sporting and recreation opportunities;
  - (c) takes advantage of the Area's access to regional public transport facilities and strategic inter-suburban transport links; and
  - (d) conserves the integrity of the Area's distinct historic character.
- (2) The Area comprises a mixture of uses with the southern part of the Area as the significant focus of intense development, and existing well established suburban areas to the north that include a mixture of housing types and densities, with supporting facilities and services.
- (3) The southern part of the Area also acts as a cross river extension of the Ipswich City Centre (frame area) through the provision of higher order retail and high density housing, and presents as a key arrival gateway to the core of the city centre.
- (4) The southern part of the Area may be subject to flooding from the Bremer River and includes land that is proposed to be developed as a Special Flood Resilient Precinct owing to its strategic location outside of the High Flood Risk area and in close proximity to the Ipswich City Centre, Riverlink Shopping Centre and Ipswich railway station (regional public transport interchange).
- (5) The preferred pattern of land uses is shown on [Local Framework Map 11](#).

- (6) The areas where significant development will occur are in the urban (consolidation) areas comprising:
- (a) the expansion and diversification of the southern portion of the Area:
    - (i) further development of the principal centre frame:
      - (A) within the Riverlink Shopping Centre precinct (PCF-I7) providing a mix of convenience and comparison retail, specialty shopping and local supporting commercial, community and entertainment uses with buildings generally limited to five storeys;
      - (B) north of the Riverlink Shopping Centre (PCF-I8) providing a mix of less intensive ground floor retail uses with high density residential and limited commercial uses on storeys above ground level with buildings limited to:
        - (I) five storeys along Lowry Street, west of Downs Street and fronting Flint Street; and
        - (II) ten storeys between The Terrace and Flint Street, bounded by Downs Street and Pine Street;
    - (ii) high density residential (100-150 dwellings per hectare) development that is limited to ten storeys along:
      - (A) the northern side of The Terrace and eastern side of Pine Street (including a mix of ground level retail); and
      - (B) Flint Street and Lowry Street, generally between Pine Street and Pelican Street;

**Note 3.7.12A:**

Building heights for the area have been reviewed as part of ongoing response to flood management through the identification of flood resilient precincts with a new height of ten storeys proposed under this Local Area Framework compared to five storeys under the 2006 Ipswich Planning Scheme.

- (iii) development of Special Flood Resilient Precincts provides for:
  - (A) resilient building design with minimum floor levels of habitable rooms above the Defined Flood Event; and
  - (B) occupants to self-evacuate along Pine Street and Downs Street.
- (b) adaptive reuse of the predominately residential character buildings for generally low key commercial purposes and home occupations with new uses and works reflecting the heritage built character in the area:
  - (i) between Telegraph Street, Lowry Lane, Colvin Street and Downs Street, North Ipswich;
  - (ii) on the western side of Mount Crosby Road between Hill Street and Tantivy Street, Tivoli;
  - (iii) along Flint Street, North Ipswich;
  - (iv) adjacent to the Tivoli State School on Mount Crosby Road, North Tivoli; and
  - (v) on the corner of Hill Street and Pine Mountain Road, North Ipswich;
- (c) special opportunity areas located:
  - (i) on the prominent site adjacent to The Workshops Rail Museum, and bound by the Bremer River, and North Street and W M Hughes Street, North Ipswich (SA2):
    - (A) may include medium density housing that provides for live / work opportunities;
    - (B) develop in a form that respects culturally significant character buildings and maintains significant view corridors into, out of and through the site with particular attention to places of cultural significance or streetscape value; and
    - (C) develop as a Special Flood Resilient Flood Precinct that provides for resilient building design with minimum floor levels of habitable rooms above the Defined Flood Event; and
    - (D) provide for pedestrian access directly to W M Hughes Street above the Defined Flood Event;
  - (ii) between Lamington Parade, North Ipswich and Bremer River (SA3) may provide for community, entertainment and recreation uses, and adaptively reuse the culturally significant former Woollen Mills; and
  - (iii) between Tantivy Street and Morris Street, Tivoli (SA54) that may provide for plant nursery and landscaping supply uses;

- (d) low to medium density residential (20-40 dwellings per hectare) areas consisting of dwelling houses, duplexes and one to two storey terraces and townhouses west of Colvin Street and North Street, North Ipswich;
- (e) local business and industry investigation areas located along Mount Crosby Road and Warrego Highway, North Tivoli that may provide for a mix of low impact, land extensive industry uses that have minimal building requirements;
- (f) local business and industry area located between Sandy Creek, Warrego Highway and Mount Crosby Road, North Tivoli;
- (g) a network of local and neighbourhood centres comprising a:
  - (i) local centre at the intersection of Downs Street and Lawrence Street, North Ipswich;
  - (ii) neighbourhood centre at the intersection of Pine Mountain Road and Wyndham Street, North Ipswich;
  - (iii) neighbourhood centre at the intersection of Downs Street and Fitzgibbon Street, North Ipswich;
  - (iv) neighbourhood centre at the intersection of Downs Street and Ferguson Street, North Ipswich; and
  - (v) neighbourhood centre near the intersection of Pine Mountain Road and Waterworks Road, North Ipswich;
- (7) The tourism area associated with The Workshops Rail Museum is a major, iconic tourist attraction and may be further developed in a form respectful of the site's cultural heritage significance potentially for:
  - (a) convention, recreation and entertainment related activities;
  - (b) tourist accommodation; and
  - (c) supporting education, technology and innovation uses.
- (8) In other existing residential areas, including the character residential low density areas, development is to be of an established suburban neighbourhood form with more intensive development such as terraces, townhouses and concentrations of duplexes generally to be avoided and subdivision limited to lots for dwelling houses to ensure that the existing character and pattern of development is maintained.

**Option 3.7.12.4A:**

Alternatively, the area along Lumbye Place, Vauxhall Street and the south-eastern side of Mount Crosby Road develop as a Special Opportunity precinct that provides for a mix of uses which create a transition from established low density residential to:

- (a) low density residential development with a range of non-residential activities including home based activities; and
  - (b) low impact industry uses such as service trades uses.
- (9) Environmental management areas and corridors are intended to protect and support multiple and complimentary values, including:
    - (a) vegetation retention and habitat linkages;
    - (b) important buffer separation of industrial uses to sensitive land uses;
    - (c) retention of visual amenity values particularly along riparian areas; and
    - (d) opportunities for recreation, particularly for walking and cycling trails along the Bremer River.

### **3.7.12.5 Infrastructure**

- (1) The key strategic transport network elements are shown on the Strategic Framework Map 5A - Strategic Transport Network and include:
  - (a) the Warrego Highway;
  - (b) the David Trumpy Bridge;
  - (c) new all transit modes Bremer River crossing;
  - (d) an arterial and sub-arterial road network including:
    - (i) Pine Street;
    - (ii) Downs Street;
    - (iii) Pine Mountain Road;
    - (iv) Mount Crosby Road;
    - (v) Tantivy Street;

- (vi) The Terrace;
    - (vii) Delacy Street;
    - (viii) Waterworks Road; and
    - (iv) the Mount Crosby Road, Tivoli to North Station Road, North Booval link;
  - (e) a strategic bus network including:
    - (i) the regional public transport interchange at Riverlink Shopping Centre, North Ipswich:
      - (A) servicing the central suburbs, and areas to the north, east, south and west (strategic bus corridors and high frequency bus services);
      - (B) providing adequate bus layover facilities; and
      - (C) functioning as a northern termini of an inner city bus route;
    - (ii) the Ipswich City Centre to Brassall via North Ipswich route (strategic bus corridor and high frequency bus services);
  - (f) a strategic principal cycle network incorporating high quality, connected and safe cycle facilities on:
    - (i) Brassall Bikeway (from the Ipswich City Centre to Brassall and Pine Mountain Road via the Bradfield Bridge and The Workshops Rail Museum precinct, with connections on W M Hughes Street, Wyndham Street and Clem Street);
    - (ii) Downs Street;
    - (iii) Smith Street;
    - (iv) Lawrence Street, with extension to East Ipswich via a new all modes Bremer River Crossing;
    - (v) Pine Mountain Road;
    - (vi) Delacy Street (between Pine Mountain Road and Tantivy Street);
    - (vii) Tantivy Street;
    - (viii) Francis Street; and
    - (ix) Warrego Highway (between Wulkuraka Connection Road and Mount Crosby Road); and
  - (g) pedestrian / cycle links between the Ipswich City Centre and North Ipswich, including the Bradfield Bridge and a possible new bridge as per the North Ipswich Open Space Master Plan.
- (2) The Area will be serviced by existing and future parks and recreation facilities including:
- (a) citywide sports grounds and courts at the North Ipswich Reserve (including a regional sports stadium) and Tivoli Sporting Complex;
  - (b) citywide waterside park and sports grounds at Cribb Park;
  - (c) citywide linear parks along the Bremer River and Tivoli Creek;
  - (d) district recreation park at Browns Park; and
  - (e) a network of local recreation parks servicing local catchments.
- (3) The Area also includes a network of environmental corridors containing stormwater, environmental connectivity, and opportunities for recreation in the form of walking and cycling trails particularly along the Bremer River and major creeks.
- (4) The key elements of the social infrastructure and community facilities network include:
- (a) the existing state primary schools at Ipswich North and Tivoli;
  - (b) the existing St Joseph's private primary school; and
  - (c) a local community facility in the vicinity of the Downs Street, North Ipswich local centre.



### 3.7.13 Local Framework - Area 12 Brassall

#### 3.7.13.1 Context

- (1) Introduction
  - (a) Area 12 comprises the suburb of Brassall.

#### 3.7.13.2 Valuable features

- (1) Key valuable features within the Area include:
  - (a) individual places of cultural heritage significance associated with the coal mining industry (including coke ovens), and part of the original Ipswich to Grandchester railway line (Queensland's first);
  - (b) character housing in the Raymonds Hill locality; and
  - (c) significant natural vegetation areas associated with Haig Street Quarry Conservation Reserve and surrounding bushland, the Bremer River, Mihi Creek and Ironpot Creek providing visual and scenic amenity, wildlife habitat and linkages.

#### 3.7.13.3 Development constraints

- (1) The following constraints are likely to have a significant impact on development in the Area:
  - (a) operational air space (height restrictions) associated with RAAF Base Amberley predominantly in the north-western half of the area;
  - (b) flooding of the Bremer River and associated Mihi Creek and Ironpot Creek and major urban catchment flow paths;
  - (c) major transport infrastructure corridors including the Warrego Highway and Fernvale Road; and
  - (d) high voltage electricity transmission lines.

#### 3.7.13.4 Growth management

- (1) The Area largely comprises a mixture of well-established suburban low density residential development with areas of medium density residential development and supporting facilities and services, particularly focussed on the Brassall district centre and local neighbourhood centres.
- (2) Ironpot Creek along the western edge forms a natural boundary between the urban community of Brassall and the adjoining primarily rural community of Karrabin / Blacksoil.
- (3) The preferred pattern of land uses is shown on [Local Framework Map 12](#).
- (4) The areas where significant development will occur are:
  - (a) in the existing urban (consolidation) areas:
    - (i) new suburban neighbourhoods comprising low density residential development consisting of dwelling houses mixed with duplexes, terraces and townhouses ranging between 3-15 dwellings per hectare to respond to stormwater, environmental, difficult topography and slope stability constraints and 15-25 dwellings per hectare with lot sizes generally ranging between 300 to 500m<sup>2</sup>;
      - (A) in the north-western corner of the Area directly south of the Warrego Highway in the vicinity of Dorman Lane and Georgina Place; and
      - (B) adjoining Henry Street and Workshops Street;
    - (ii) low to medium density residential development (20-40 dwellings per hectare) consisting of dwelling houses, duplexes and one to two storey terraces and townhouses located in the areas to the east of Bottomley Street and Haig Street;
    - (iii) the further development of established suburban neighbourhoods through well-designed subdivision for dwelling houses with lot sizes ranging between 450 and 550m<sup>2</sup> and a minimum lot size of 450m<sup>2</sup> in the areas:
      - (A) to the north of Pine Mountain Road;
      - (B) to the east of North High Street;
      - (C) to the east of Windle Road; and
      - (D) south of the Warrego Highway in the vicinity of North High Street and Heritage Drive;

- (iv) the further development of established suburban neighbourhoods through well-designed subdivision for dwelling houses with lot sizes ranging between 600 and 700m<sup>2</sup> and a minimum lot size of 600m<sup>2</sup> in the areas:
  - (A) to the south of the Warrego Highway near Pine Mountain Road;
  - (B) along the northern side of Fernvale Road in the vicinity of Diamantina Boulevard; and
  - (C) in the vicinity of Henry Street and Highmead Drive;
- (v) the further development of centre uses within the Brassall district centre;

**Option 3.7.13A:**

Alternatively, given its proximity to the Brassall district centre, there is the potential for the land located at the intersection of Workshops Street and Hunter Street currently utilised for a place of worship, gym, child care and residential uses, to be utilised as a special opportunity area (SA98) that provides for future uses that may include community or commercial uses subject to flood resilient design.

- (vi) the development of a network of local and neighbourhood centres comprising:
  - (A) an existing service centre (service station, restaurant and fast food store) located along the Warrego Highway in the north western corner of the Area which services passing trade along the Warrego Highway; and
  - (B) a future local centre to be located along Fernvale Road and Diamantina Boulevard;

**Option 3.7.13B:**

Alternatively, given its proximity to the future local centre fronting Fernvale Road and Diamantina Boulevard, provide for residential consolidation in the vicinity of the centre adjoining Fernvale Road for medium density residential (50-75 dwellings per hectare) development that is two to three storeys consisting of terraces, townhouses and low-rise apartments.

- (C) a neighbourhood centre along Fernvale Road and Bourke Street;

**Option 3.7.13C:**

Alternatively, given its proximity to the future neighbourhood centre fronting Fernvale Road and Bourke Street and Ipswich State High School, provide for residential consolidation in the vicinity of Fernvale Road, Bourke Street and Hayes Street for medium density residential (50-75 dwellings per hectare) development that is two to three storeys consisting of terraces, townhouses and low-rise apartments.

- (D) a neighbourhood centre along Pine Mountain Road in the vicinity of Holt Street;
- (E) a neighbourhood centre between the Pine Mountain Road and Clem Street intersection;

**Option 3.7.13D:**

Alternatively, given its proximity to the existing neighbourhood centre fronting Pine Mountain Road, provide for residential consolidation in the immediately adjoining area partially bounded by Barkell, Clem, Fahy, Chester and Rialto Streets, for medium density residential (50-75 dwellings per hectare) development that is two to three storeys consisting of terraces, townhouses and low-rise apartments.

- (F) a neighbourhood centre along Hunter and Haig Streets;

**Option 3.7.13E:**

Alternatively, given its proximity to the neighbourhood centre fronting Hunter Street, Brassall district centre and Sutton Park, provide for residential consolidation in the vicinity of Haig Street, Vogel Road, Tanya Gay Avenue and Workshops Street, for Medium Density residential (50-75 dwellings per hectare) development that is two to three storeys high consisting of terraces, townhouses and low-rise apartments where not subject to development constraints, in particular flooding constraints.

- (5) In other existing residential areas, including the character residential low density area bounded by Pine Mountain Road, Waterworks Road, Gardiner Street and Glossop Street, development is to be of an established suburban neighbourhood form with a range of lot sizes commensurate with the relevant precinct designation with more intensive development such as terraces, townhouses and concentrations of duplexes generally to be avoided and subdivision limited to lots for dwelling houses to ensure that the existing character and pattern of development is maintained.
- (6) The special opportunity area bounded by the Brassall district centre, former railway corridor and Collins Street and Haig Street (SA20) may potentially be developed for community or other uses which support the Brassall district centre, subject to flood resilient design.
- (7) Environmental management areas and corridors are intended to protect and support multiple and complementary values, including:
  - (a) vegetation retention and habitat linkages;
  - (b) retention of visual amenity values particularly along riparian areas; and
  - (c) opportunities for recreation, particularly walking and cycling trails along the Bremer River, Ironpot Creek and Mihi Creek

**3.7.13.5 Infrastructure**

- (1) The key strategic transport network elements are shown on the Strategic Framework Map 5A - Strategic Transport Network and include:
  - (a) the Warrego Highway;
  - (b) an arterial and sub-arterial road network including:
    - (i) Diamantina Boulevard, including extension to Keswick Road;
    - (ii) Hunter Street;
    - (iii) Waterworks Road;
    - (iv) Fernvale Road;
    - (v) Pine Mountain Road (from Fernvale Road to Downs Street);
    - (vi) Albion Street; and
    - (vii) Ipswich City Centre Orbital Road System;
  - (c) a strategic bus corridor linking the Ipswich City Centre to Brassall via North Ipswich (strategic bus corridor and high frequency bus services);
  - (d) a strategic principal cycle network incorporating high quality, connected and safe cycle facilities on:
    - (i) Brassall Bikeway (from the Ipswich City Centre to North Ipswich, Brassall, Wulkuraka and Pine Mountain, utilising sections of the Brisbane Valley rail trail alignment and with connections to the Wulkuraka railway station and West Moreton Anglican College);
    - (ii) the Brisbane Valley rail trail as a tourism route from Wulkuraka to Yarraman via Brassall, Pine Mountain, Esk, Toogoolawah and Blackbutt, forming part of the South East Queensland recreational cycle network;
    - (iii) Hunter Street;
    - (iv) Albion Street;
    - (v) Workshops Street;
    - (vi) Fernvale Road;
    - (vii) Pine Mountain Road (from Fernvale Road to Downs Street);
    - (viii) Warrego Highway (from Wulkuraka Connection Road to Mount Crosby Road); and
    - (ix) Ipswich City Centre Orbital Road System.
- (2) The Area will be serviced by existing and future parks and recreation facilities including:
  - (a) citywide linear park along the Bremer River;

- (b) district waterside park at the confluence of Mihi Creek with the Bremer River;
  - (c) district recreation parks fronting Henry Street and Holt Streets (Haig Street Quarry Conservation Reserve), Waterworks Road (Denman Park) and Vogel Road (Sutton Park); and
  - (d) future sports ground to the east of Ironpot Creek in the vicinity of Windle Road.
- (3) The Area also includes a system of environmental corridors containing stormwater networks, environmental connectivity, and opportunities for recreation, walking and cycling trails particularly along Ironpot and Mihi Creeks, and the Bremer River.
- (4) The key elements of the social infrastructure and community facilities network include:
  - (a) the existing Brassall Primary School;
  - (b) the existing Ipswich State High School;
  - (c) the existing Ipswich Adventist Primary School;
  - (d) existing community halls, health facilities and churches; and
  - (e) future local community facility (Brassall Local Multi-Purpose Centre) within the future local centre at the intersection of Fernvale Road and Diamantina Boulevard.

### 3.7.14 Local Framework - Area 13 Ipswich, West Ipswich, Sadliers Crossing, Coalfalls and Woodend

#### 3.7.14.1 Context

- (1) Introduction
  - (a) Area 13 comprises the suburbs of Ipswich (part), West Ipswich, Sadliers Crossing, Coalfalls and Woodend.

#### 3.7.14.2 Valuable features

- (1) Key valuable features within the Area include:
  - (a) the Ipswich City Centre which is:
    - (i) the civic heart and premier centre for the City and western sub-region of South East Queensland; and
    - (ii) a Principal Regional Activity Centre and Regional Economic Cluster in accordance with the *ShapingSEQ*;
  - (b) significant provision of high order entertainment, retail, health, education and recreation facilities;
  - (c) character areas and numerous places of State and local cultural heritage significance that make an important contribution to the Area's scenic amenity, including:
    - (i) historical communities with large areas of 'timber and tin' character housing and historically significant individual character dwellings;
    - (ii) civic, religious, educational and commercial buildings, structures, monuments and areas; and
    - (iii) recreation areas including the State heritage listed Queens Park;
  - (d) State significant conservation parks of Denmark Hill Regional Park and Woodend Conservation Park (Ipswich Pteropus Regional Park) gazetted under the *Nature Conservation Act 1992*, and areas of native vegetation along the Bremer River and Deebling Creek, providing scenic amenity and wildlife habitat linkages;
  - (e) major approach routes and gateways into the Ipswich City Centre; and
  - (f) significant views that capture historic and iconic townscapes (including Denmark Hill to the south, Chermside Road ridgeline to the east and Grammar Hill to the west), landmarks and places that contribute to the overall scenic amenity, sense of place and overall identity of the Area.

#### 3.7.14.3 Development constraints

- (1) The following are likely to have a significant impact on development in the Area:
  - (a) flooding of the Bremer River and Deebling Creek, and major urban catchment flow paths;
  - (b) major transport infrastructure corridors including the Ipswich to Brisbane railway line, Ipswich to Rosewood railway line and future Ipswich to Springfield railway corridor;
  - (c) operational air space (height restrictions) associated with RAAF Base Amberley; and
  - (d) mining constraints associated with past underground mining operations.

#### 3.7.14.4 Growth management

- (1) The overall Area supports a mixed urban form comprising of existing well established urban and suburban areas that include a mixture of housing types and densities, with supporting facilities and services, that transition to high-order regional activities concentrated towards the city centre.
- (2) The Ipswich City Centre is one of Queensland oldest cities, and continues to develop into a modern CBD as the cultural, administrative, civic and economic heart of the Ipswich local government area and western corridor of South East Queensland, by capitalising on opportunities for greater intensification and consolidation of activities, and new uses that reflect the city's rich history and character.

- (3) The Ipswich City Centre is intended to grow as an attractive, vibrant and exciting principal regional activity centre with a strong and unique identity, which promotes an integrated community that enjoys enhanced liveability, good urban design and sustained economic growth by:
  - (a) reinforcing the Area's prominence as the highest order centre in the local government area and sub-region;
  - (b) developing the Area as a mixed use centre supporting a dynamic mix of administration, commercial, entertainment, retail and high density residential uses;
  - (c) taking advantage of the Area's walkability and prime access to public transport;
  - (d) developing an environmentally responsive and flood resilient centre;
  - (e) conserving the Area's important places of cultural significance, natural areas, and iconic town spaces and landscapes.
- (4) Historic settlement patterns have resulted in flood affected areas and includes land that is proposed to be developed as Special Flood Resilient Precincts owing to the Area's significance as a principal regional activity centre and regional economic cluster, strategic location and access to Ipswich railway station (regional public transport interchange).
- (5) Building heights for the Ipswich City Centre have been reviewed having regard to:
  - (a) the Area's designation as a Principal Regional Activity Centre;
  - (b) development constraints relating to flooding and RAAF Base Amberley operational air space (height restrictions); and
  - (c) the retention of views to the iconic townscape and landscape features of Denmark Hill, Chermerside Road ridgeline and Grammar Hill.
- (6) The proposed building height limits are shown on Figure 3.7.14A - Principal Centre Building Heights Map.
- (7) The *ShapingSEQ* identifies the University of Southern Queensland Ipswich Campus, Ipswich Hospital and St Andrew's Hospital as a knowledge and technology precinct which comprises high-level health, education and research services and facilities, and capitalises on its synergies, and opportunities for complementary and supporting activities.
- (8) The preferred pattern of land uses is shown on [Local Framework Map 13](#).
- (9) The areas where significant development will occur are the:
  - (a) expansion, intensification and consolidation of the Ipswich principal centre that will continue to develop as a Principal Regional Activity Centre and Regional Economic Cluster in accordance with the *ShapingSEQ*, comprising:
    - (i) a Principal centre core with two precincts;
    - (ii) a Principal centre frame with six precincts;
    - (iii) a Principal centre medical area with two core precincts and a frame; and
    - (iv) three high density residential precincts;
  - (b) principal centre core, provides for the:
    - (i) highest order, key administrative and service functions, and is the cultural, civic, recreation and entertainment hub of the local government area, located between the Ipswich railway line, Ellenborough Street, Bell Street and Bremer Street, Ipswich (PCC-I1); and
    - (ii) greatest mix of high-order uses comprising ground level retail, and commercial (including professional services) and inner city residential on upper levels generally bounded by Bremer Street, Ellenborough Street, Roderick Street and Milford Street, Ipswich (PCC-I2);

**Note 3.7.14A:**

Residential development within the special flood resilient precincts of the Ipswich City Centre will be considered in circumstances where the flood risk has been mitigated to a tolerable or acceptable level such as by:

- (1) generally locating such development on the periphery of the Defined Flood Event;
  - (2) ensuring as a minimum that habitable rooms are above the Defined Flood Event and include the required freeboard; and
  - (3) enabling residents and visitors to self-evacuate safely from the site.
- (c) principal centre frame that complements and does not detract from the principal centre core, and provides for:

- (i) a vibrant and active mix of retail, commercial, entertainment, restaurants and accommodation that maintains the historic character “main street” in the Top of Town precinct between the Ipswich to Brisbane railway line, and Burnett Street, Limestone Street and Ellenborough Street, Ipswich (PCF-I1);
- (ii) mixed use development comprising retail and commercial uses on lower levels with residential apartments on the upper levels generally along Brisbane Street, West Ipswich between the current and future railway line, and extending along a portion of Clay Street and Tiger Street, West Ipswich (PCF-I2);
- (iii) commercial development which incorporates design responses to flooding risk along Darling Street East and West Street, Woodend (PCF-I3);
- (iv) mixed use commercial development incorporating residential uses on the upper levels along Darling Street East and Waghorn Street, Woodend (PCF-I4);
- (v) a mix of commercial, retail and residential uses, including appropriate adaptive reuse of heritage character places between Limestone Street, Ellenborough Street, Murphy Street and South Street, Ipswich (PCF-I5); and
- (vi) a mix of commercial and service / trades uses including bulky goods that are designed to address flood risk and ameliorate residential amenity impacts in the area generally bounded by the Bremer River, future Ipswich to Springfield railway line and Brisbane Street, West Ipswich (PCF-I6);
- (d) medical core (PMC-I1) which comprises the Ipswich Hospital and St Andrew’s Hospital precincts and provides for the highest order:
  - (i) medical services and patient care; and
  - (ii) centres of excellence relating to medical research and education that capitalises on the synergies and relationships with the nearby university precinct; and
- (e) medical frame (PMF-I1) that provides for:
  - (i) a commercial area of business and office uses allied to the medical facilities including professional services primarily for medical / health professionals;
  - (ii) a mix of allied medical related retail (e.g. pharmacies); and
  - (iii) short term accommodation and residential care facilities;
- (f) high density residential development between:
  - (i) Limestone Street, Roderick Street, Milford Street and Thorn Street, and including a mix of ground level retail;
  - (ii) the Ipswich to Brisbane railway line, Brisbane Street, Milford Street and Thorn Street; and
  - (iii) Roderick Street, Garden Street, Milford Street and Thorn Street;
- (g) adaptive reuse of the predominately residential character buildings for generally low key commercial purposes and home occupations with new uses and works reflecting the heritage built character in the area:
  - (i) generally between Ginn Street, Burnett Street and Limestone Street, and north of Chelmsford Avenue, Ipswich;
  - (ii) along Chelmsford Avenue, Ipswich;
  - (iii) along Gray Street, Ipswich;
  - (iv) along Darling Street East, Ipswich;
  - (v) along Burnett Street, Sadliers Crossing; and
  - (vi) along Warwick Road, Ipswich;
- (h) compatible mixed density residential (20 to 40 dwellings per hectare) infill development generally limited to two storeys in height that conserves existing character buildings with new works sympathetic to the heritage built character in the area:
  - (i) between Gray Street, Short Street, Lion Street and Tennyson Street, and to the east of Warwick Road, Ipswich;
  - (ii) between Walker Street, Salisbury Road, Wood’s Close, Ham’s Terrace and west of Warwick Road, Ipswich;
  - (iii) between Keogh Street, Ellenborough Street and Roderick Street, Ipswich and east of Brisbane Street, West Ipswich;
  - (iv) generally bounded by Mary Street, Waghorn Street and Arthur Street, and along Martin Street, Woodend;
  - (v) north of the Ipswich railway line and generally bounded by Burnett Street, Gladstone Road and Ferrett Street, Sadliers Crossing; and
  - (vi) south of the Ipswich railway line, east of the intersection of Herbert Street and Tiger Street, and generally bound by Tiger Street and Johnstone Street, Sadliers Crossing;

- (i) medium density residential (50-75 dwellings per hectare) development that is two to three storeys high consisting of terraces and townhouses located between Short Street, Lion Street, Salisbury Road and west of Warwick Road, Ipswich;

**Option 3.7.14A:**

Alternatively, provide for medium density residential (50-100 dwellings per hectare) development that is two to five storeys high consisting of terraces, townhouses and low to mid rise apartments on both sides of Thorn Street, between Salisbury Road and Short Street, Ipswich.

- (j) neighbourhood centres along Warwick Road between:
  - (i) Quarry Street and Park Street, Ipswich; and
  - (ii) Moffatt Street and Short Street, Ipswich.
- (10) The special opportunity area along Salisbury Road, Warwick Road and Parker Avenue (SA1):
  - (a) capitalises on the university campus opportunities with the medical core precinct as a regional economic cluster and may be further developed to provide for education, research, technology and innovation uses, and student accommodation;
  - (b) includes the continued operation of the Ipswich Showgrounds and may be further developed to provide for community and recreation uses, and capitalise on opportunities for integration with the university campus; and
  - (c) is developed in a form respectful of the site's cultural heritage significance.
- (11) In other existing areas, residential development is to be of an established suburban neighbourhood form with more intensive development such as terraces, townhouses and concentrations of duplexes generally to be avoided and subdivision limited to lots for dwelling houses to ensure that the existing character and pattern is maintained.
- (12) Environmental management areas and corridors are intended to protect and support multiple and complimentary values, including:
  - (a) vegetation retention and habitat linkages;
  - (b) important buffer separation of sensitive land uses;
  - (c) retention of visual amenity values particularly along riparian areas; and
  - (d) opportunities for recreation, particularly for walking and cycling trails along the Bremer River.

### 3.7.14.5 Infrastructure

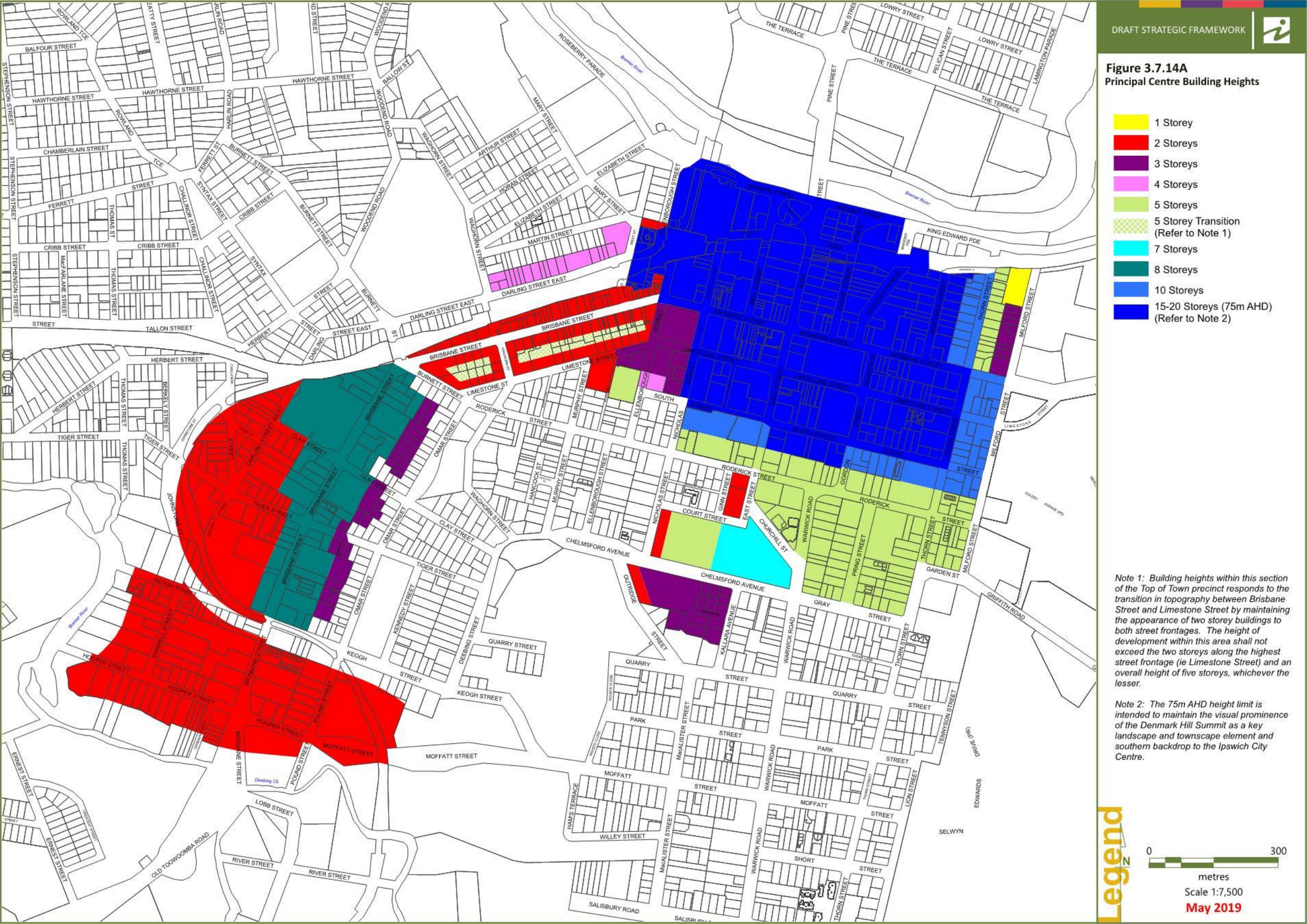
- (1) The key strategic transport network elements are shown on the Strategic Framework Map 5A - Strategic Transport Network and include:
  - (a) the Ipswich to Brisbane railway line and Ipswich to Rosewood railway line, with stations at Ipswich Central and Sadliers Crossing (Thomas Street Station);
  - (b) the extension of the railway line from the Ipswich City Centre to Springfield Central railway station, with a station located in the vicinity of the university campus and redevelopment of the existing Ipswich railway station;
  - (c) the Ipswich City Centre Orbital Road System and Inner CBD Circulation Project transport planning initiatives;
  - (d) the David Trumpy Bridge;
  - (e) an arterial and sub-arterial road network including the following routes:
    - (i) Brisbane Street;
    - (ii) Limestone Street;
    - (iii) East Street;
    - (iv) Warwick Road;
    - (v) Burnett Street / Harlin Road / Kingsmill Road;
    - (vi) Moffatt Street;
    - (vii) Churchill Street;
    - (viii) Queen Victoria Parade;
    - (ix) Ellenborough Street;
    - (x) Roderick Street;
    - (xi) Olga Street;
    - (xii) Thorn Street (from Brisbane Street to Griffith Street);
    - (xiii) Darling Street East;
    - (xiv) Mansfield Place;



- (xv) Bremer Street;
- (xvi) Hooper Street (from Pound Street to Brisbane Street);
- (xvii) Chermshire Road; and
- (xviii) Salisbury Road;
- (f) strategic bus network including:
  - (i) the regional public transport interchange:
    - (A) on Bell Street servicing multiple bus routes, and providing rail interchange facility and regional connection to the Brisbane CBD;
    - (B) at the USQ Ipswich Campus servicing multiple bus routes, providing adequate bus layover facilities and functioning as the southern termini of an inner city bus route;
  - (ii) Ipswich inner city bus corridors between USQ Ipswich Campus and Riverlink via the Bell Street bus and rail interchange, along Warwick Road, East Street, David Trumpy Bridge and The Terrace;
  - (iii) Ipswich City Centre to Springfield Central via Warwick Road, Salisbury Road, Blackstone Road, Redbank Plains Road and Redbank Plains District Centre;
  - (iv) Ipswich City Centre to Brassall via North Ipswich;
  - (v) Ipswich City Centre to Ripley Town Centre via Warwick Road, Cemetery Road, Raceview Street and Ripley Road; and
  - (vi) Ipswich City Centre to Yamanto via Warwick Road;
- (g) a strategic cycle network incorporating high quality, connected and safe cycle facilities on:
  - (i) the Ipswich Inner CBD Cycle Network connecting principal cycle routes (such as the Brassall Bikeway, Deebling Creek Bikeway, Eastern Ipswich Bikeway Link and Western Ipswich Bikeway Link), and providing access to and through the Ipswich City Centre via Roderick / Limestone Street, Nicholas Street and South Street;
  - (ii) Western Ipswich Bikeway Link (from the Ipswich City Centre to Leichhardt / One Mile via Omar Street, Hooper Street and Brisbane Street);
  - (iii) Eastern Ipswich Bikeway Link (from the Ipswich City Centre to Booval, Dinmore and the Ipswich Motorway Bikeway via South Street, the Queen Victoria Parade Service Road and Glebe Road), providing a regional connection between the Ipswich City Centre and Brisbane CBD;
  - (iv) Deebling Creek Bikeway (from the Ipswich City Centre to Ripley Valley via Thorn Street, Barker Street, Bremer State High School, Ipswich Cycle Park and the eastern bank of Deebling Creek);
  - (v) Moffatt Street;
  - (vi) Salisbury Road;
  - (vii) Chermshire Road;
  - (viii) Burnett Street / Harlin Road (between Omar Street and Hawthorne Street);
  - (ix) Hawthorne Street (between Harlin Road and Beatty Street);
  - (x) Beatty Street; and
  - (xi) Kingsmill Road / Albion Street; and
  - (h) pedestrian / cycle links between the Ipswich City Centre and:
    - (i) North Ipswich via the Bradfield Bridge and David Trumpy Bridge, and a possible new bridge as per the North Ipswich Open Space Master Plan; and
    - (ii) Brassall via the Hancock Bridge; and
    - (iii) Leichhardt via the One Mile Bridge.
- (2) The Area will be serviced by existing and future parks and recreation facilities including:
  - (a) conservation reserves of Denmark Hill, Ipswich and Ipswich Pteropus Conservation Park, Woodend;
  - (b) citywide recreation parks at Queens Park, Ipswich City Mall and D'Arcy Doyle Place in Ipswich;
  - (c) citywide sports ground and courts at Limestone Park, Ipswich;
  - (d) citywide waterside park along the Bremer River adjacent to Bremer Street and King Edward Parade;
  - (e) district recreation park containing the Ipswich and West Moreton BMX Club at Willey Street Park, Ipswich;
  - (f) district waterside park along the Bremer River at Woodend; and
  - (g) a network of local recreation and linear parks throughout the Area, including a local sports ground at Woodend Park.

- (3) The Area also includes a system of environmental corridors containing stormwater networks, environmental connectivity, with opportunities for recreation, walking and cycling trails particularly along the Bremer River.
- (4) The key elements of the social infrastructure and community facilities network include:
  - (a) within the existing Ipswich Central Business District:
    - (i) the Ipswich City Council administrative facilities;
    - (ii) State government services;
    - (iii) Ipswich Hospital, St Andrew's Private Hospital, and other state and private health and community facilities;
    - (iv) the Ipswich Magistrates and District Courts, Ipswich Central Library, cultural performing arts centre, Studio 188, art gallery and innovation hub (Fire Station 101);
  - (b) several established public schools including Ipswich West, Ipswich Central and Blair state primary schools, Ipswich and Ipswich West special schools, and Bremer State High School;
  - (c) a significant concentration of established private schools including Ipswich Grammar School, Ipswich Girls' Grammar School, St Edmund's College and St Mary's College (containing both primary and secondary school functions);
  - (d) University of Southern Queensland campus;
  - (e) community halls and churches; and
  - (f) a future district level facility in the vicinity of the Ipswich principal centre.







### **3.7.15 Local Framework - Area 14 Basin Pocket, North Booval, Booval, Silkstone and East Ipswich**

#### **3.7.15.1 Context**

- (1) Introduction
  - (a) Area 14 comprises the suburbs of Booval, North Booval, Basin Pocket, Silkstone, Eastern Heights, Newtown and East Ipswich.

#### **3.7.15.2 Valuable features**

- (1) Key valuable features within the Area include:
  - (a) character areas and numerous places of cultural heritage significance that make an important contribution to the Area's scenic amenity, including:
    - (i) historical communities and individual character places;
    - (ii) religious buildings and education facilities; and
    - (iii) heritage listed vegetation;
  - (b) major approach routes and gateways into the Area; and
  - (c) significant areas of native vegetation along the Bremer River and Bundamba Creek, providing scenic amenity and wildlife habitat linkages.

#### **3.7.15.3 Development constraints**

- (1) The following constraints are likely to have a significant impact on development in the Area:
  - (a) flooding of the Bremer River and Bundamba Creek, and major urban catchment flow paths;
  - (b) major transport infrastructure corridors including the Ipswich to Brisbane railway line and the Bundamba to Swanbank branch line; and
  - (c) mining constraints as a result of past underground mining operations.

#### **3.7.15.4 Growth management**

- (1) The Area is predominantly an existing well established suburban residential area, with supporting facilities and services including local business, entertainment, and sport and recreational uses, with a particular focus on the Booval district centre, and Booval and East Ipswich railway stations.
- (2) The Area is intended to grow by capitalising on the consolidation, intensification and diversification of the Booval district centre and surrounds by supporting a mixed use main street that connects the Booval Shopping Centre precinct to the Booval railway station and presents as a key arrival gateway to Ipswich.
- (3) The preferred pattern of land uses is shown on [Local Framework Map 14](#).
- (4) The areas where significant development will occur are in the urban (consolidation) areas comprising:
  - (a) the further development of the Booval district centre:
    - (i) core area within the Booval Shopping Centre precinct providing for mixed use development up to ten storeys in height and comprising:
      - (A) convenience and comparison retail, specialty shopping and local supporting commercial, community and entertainment uses on the lower levels; and
      - (B) residential apartments on the upper levels;
    - (ii) frame area generally along:
      - (A) South Station Road, between Brisbane Road and the Booval railway station as a main street mixed use precinct that promotes a low speed, active street front and alfresco dining area with development up to five storeys in height that includes:
        - (I) commercial and street activating retail uses on lower levels; and
        - (II) residential apartments on the upper levels;
      - (B) Brisbane Street, between Marian Street and Macquarie Street consisting of less intensive local convenience uses that support the district centre core with buildings generally limited to two storeys; and

- (C) Brisbane Road, between Bergin Street and the Swanbank branch railway line providing for buildings up to two storeys that accommodate:
  - (I) large format (bulky goods) and vehicle showroom uses; and
  - (II) commercial and community developments that are built to the street boundary have activate frontages to Brisbane Road;
- (iii) medium density residential (50-100 dwellings per hectare) development that is two to five storeys consisting of terraces, townhouses and low to mid rise apartments:
  - (A) bounded by South Station Road, Macquarie Street, Brisbane Road and Glebe Road;
  - (B) along Cole Street and Pemberton Street, and bounded by Brisbane Road and Glebe Road;
  - (C) between the Ipswich to Brisbane railway line, Booval Street, South Station Road and Brisbane Road;
  - (D) between the Ipswich to Brisbane railway line, Alexandra Street, South Station Road and Brisbane Road; and
  - (E) along Butter Factory Road and Roma Street, and south of Jacaranda Street between Tuggerah Street and the Booval railway station;
- (iv) medium density residential (50-75 dwellings per hectare) development that is two to three storeys consisting of terraces, townhouses and low rise apartments:
  - (A) between Sloman Street, Booval Street, Brisbane Road and Green Street; and
  - (B) along Dudleigh Street, the eastern side of Alexandra Street, and Clifton Street between Alexandra Street and Dudleigh Street;
- (v) medium density residential (30-50 dwellings per hectare) development that is one to two storeys consisting of terraces and townhouses:
  - (A) along Marian Street, Green Street and Railway Street, and bound by Brisbane Road, Cook Street and the western end of Clifton Street;
  - (B) along Kruger Street, Wilkinson Street, Nimmo Street, the eastern end of Clifton Street and Hamilton Street between Brisbane Road and the Ipswich to Brisbane railway line;
  - (C) on land unconstrained by flooding along Nimmo Street, Dudleigh Street and Wattle Street, and the eastern end of Bridge Street;
  - (D) along Bridge Street between North Station Road and Bergin Street;
  - (E) on land unconstrained by flooding and outside of the character housing areas along Tuggerah Street, Welsby Street, Stanley Street, Slack Street, Soudan Street and North Station Road; and
  - (F) on the corner of Cook Street and Butter Factory Road;
- (vi) infill low to medium density residential (20-40 dwellings per hectare) development that is compatible with, and retains and conserves the heritage built character:
  - (A) between Green Street, Macquarie Street, Brisbane Road and Glebe Road;
  - (B) between Pemberton Street, Brisbane Road, Cothill Road and the Sacred Heart School;
  - (C) between the Ipswich to Brisbane railway line, Sloman Street, Booval Street and Green Street;
  - (D) near the intersection of Marian Street and Railway Street; and
  - (E) generally along North Station Road, Welsby Street, Stanley Street, Caithness Street and Thurso Street, and the northern side of Jacaranda Street between Tuggerah Street and North Station Road;

**Option 3.7.15A, B, C, D, E:**

Opportunity exists given the proximity to the Booval district centre, Booval railway station and Brisbane Road to increase residential densities to provide:

- (A) for a main street mixed use development along South Station Road, between the Ipswich to Brisbane railway line and Brisbane Road, that promotes a low speed, active street front and alfresco dining precinct built up to ten storeys in height that includes:
  - (i) commercial and street activating retail uses on lower levels; and
  - (ii) residential apartments on the upper levels;

(B)	<p>high density residential (100-150 dwellings per hectare) development that is five to ten storeys in height in mid rise apartments:</p> <ul style="list-style-type: none"> <li>(i) on land bound by South Station Road, Macquarie Street, Brisbane Road and Glebe Road;</li> <li>(ii) along Cole Street and Pemberton Street, and bound by Brisbane Road and Glebe Road;</li> <li>(iii) between the Ipswich to Brisbane railway line, Booval Street, South Station Road and Brisbane Road;</li> <li>(iv) along Bergin Street and Clifton Street, between the Ipswich to Brisbane railway line, Alexandra Street, South Station Road and Brisbane Road; and</li> <li>(v) along Butter Factory Road and Roma Street, and south of Jacaranda Street between Tuggerah Street and the Booval railway station;</li> </ul>
(C)	<p>medium density residential (50-100 dwellings per hectare) development that is two to five storeys consisting of terraces, townhouses and low to mid rise apartments:</p> <ul style="list-style-type: none"> <li>(i) along Tamar Street and the southern side of Sloman Street, between Booval Street and Green Street;</li> <li>(ii) along the eastern side of Alexandra Street, and the intersection of Alexandra Street and Clifton Street;</li> <li>(iii) fronting Wattle Street; and</li> <li>(iv) on the southern side of Glebe Road, between Macquarie Street and Thompson Street;</li> </ul>
(D)	<p>medium density residential (50-75 dwellings per hectare) development that is two to three storeys consisting of terraces, townhouses and low rise apartments:</p> <ul style="list-style-type: none"> <li>(i) along Dudleigh Street; and</li> <li>(ii) generally between Macquarie Street, Thompson Street, Glebe Road and Blackstone Road; and</li> </ul>
(E)	<p>infill low to medium density residential (20-40 dwellings per hectare) development that is compatible with, and retains and conserves the heritage built character along Blackstone Road, between Cole Street and Thompson Street.</p>

- (b) further development surrounding the East Ipswich railway station:
- (i) medium density residential (50-75 dwellings per hectare) development that is two to three storeys consisting of terraces, townhouses and low rise apartments north of Joyce Street and adjacent to the East Ipswich Honour Park and bowls club;
  - (ii) medium density residential (30-50 dwellings per hectare) development that consists of dwelling houses, duplexes and one to two storey terraces and townhouses along James Street and the western side of Spring Street;
  - (iii) infill low to medium density residential (20-40 dwellings per hectare) development that is compatible with, and retains and conserves the heritage built character:
    - (A) along Chermide Road and Feeney Lane, between Barry Street and Northcote Street; and
    - (B) between Brisbane Road, James Street, Ipswich Girls Grammar School and the Ipswich to Brisbane railway line;
    - (c) adaptive reuse of the predominately residential character buildings for home occupations and generally low key commercial purposes with new uses and works reflecting the heritage built character:
      - (i) along Brisbane Road; and
      - (ii) on the northern side of Jacaranda Street, East Ipswich between Leslie Street and Chermide Road;
  - (d) low to medium density residential (20-40 dwellings per hectare) development consisting of dwelling houses, duplexes and one to two storey terraces and townhouses along Blackstone Road, Silkstone between Easton Street and Crown Street;
  - (e) a network of local and neighbourhood centres comprising a:
    - (i) local centre on the southern side of Blackstone Road, Silkstone and Eastern Heights, between Queen Street and Crown Street;

- (ii) neighbourhood centre:
  - (A) at the intersection of Chermside Road, Brisbane Road and Glebe Road, East Ipswich and Newtown;
  - (B) on the corner of Chermside Road and Jacaranda Street, East Ipswich;
  - (C) along Brisbane Road, Newtown between Frederick Street and Lusitania Street;
  - (D) along Brisbane Road, East Ipswich between Tongue Street and Barrett Street;
  - (E) on the corner of Jacaranda Street and Cook Street, North Booval;
  - (F) along Gledson Street, North Booval between Dudleigh Street and Nimmo Street;
  - (G) on the corner of Margaret Street and Glebe Road, Booval;
  - (H) along Blackstone Road, Silkstone between South Station Road and Cole Street;
  - (I) at the intersection of Grange Road and Robertson Road, Eastern Heights; and
  - (J) on the corner of Cemetery Road and Blaxland Street, Eastern Heights;
- (5) In the special opportunity areas located:
  - (a) on the prominent site on the corner of Chermside Road and Jacaranda Street, East Ipswich:
    - (i) further development may include:
      - (A) recreation, education and community related uses; and
      - (B) medium density housing up to three storeys that provides for live / work opportunities;
    - (ii) develops as a Special Flood Resilient Flood Precinct that provides for resilient building design with minimum floor levels of habitable rooms above the Defined Flood Event; and
    - (iii) provides for occupants to self-evacuate along Chermside Road;
  - (b) along Jacaranda Street and opposite Spengler Street, and may include recreation, community and land extensive, low key uses that are compatible with surrounding established residential, and flooding and drainage issues.
- (6) In other existing residential areas, development is to be of an established suburban neighbourhood form with more intensive development such as terraces, townhouses and concentrations of duplexes generally to be avoided and subdivision limited to lots for dwelling houses to ensure that the existing character and pattern of development is maintained.
- (7) Environmental management areas and corridors are intended to protect and support multiple and complimentary values, including:
  - (a) vegetation retention and habitat linkages;
  - (b) retention of visual amenity values particularly along riparian areas; and
  - (c) opportunities for recreation, particularly for walking and cycling trails along the Bremer River.

### 3.7.15.5 Infrastructure

- (1) The key strategic transport network elements are shown on the Strategic Framework Map 5A - Strategic Transport Network and include:
  - (a) the Ipswich to Brisbane railway line, with stations at East Ipswich and Booval;
  - (b) new all transit modes Bremer River crossing;
  - (c) an arterial and sub-arterial road network including the following principal routes:
    - (i) Brisbane Road;
    - (ii) Chermside Road;
    - (iii) Jacaranda Street;
    - (iv) South Station Road;
    - (v) Blackstone Road;
    - (vi) Robertson Road;
    - (vii) Stafford Street;
    - (viii) Raceview Street;
    - (ix) Cemetery Road;
    - (x) Wattle Street;

- (xi) Salisbury Road;
    - (xii) North Station Road, North Booval to Mount Crosby Road, Tivoli link; and
    - (xiii) Jacaranda Street to Brisbane Road link via the Hamilton Street, Booval extension forming part of the Ipswich City Centre Orbital Road System;
  - (d) a strategic bus corridor linking the area to:
    - (i) the Ipswich City Centre (strategic bus corridor and high frequency bus services); and
    - (ii) Springfield Central via Blackstone Road, Redbank Plains Road and the Redbank Plains District Centre (strategic bus corridor and high frequency bus services);
  - (e) a strategic principal cycle network incorporating high quality, connected and safe cycle facilities on:
    - (i) the Eastern Ipswich Bikeway Link (from the Ipswich City Centre to Booval, Bundamba, Dinmore via Glebe Road, Stafford Street and Brisbane Road to the Ipswich Motorway Bikeway)
    - (ii) Chermside Road;
    - (iii) Jacaranda Street, with extension to North Ipswich via the new all modes Bremer River crossing;
    - (iv) Salisbury Road;
    - (v) Cemetery Road;
    - (vi) Robertson Road;
    - (vii) South Station Road;
    - (viii) Wattle Street;
    - (ix) Dudleigh Street (from Wattle Street to Clifton Street);
    - (x) Clifton Street (from Dudleigh Street to Hamilton Street); and
    - (xi) Hamilton Street (from Brisbane Road to Clifton Street).
- (2) The Area will be serviced by existing and future parks and recreation facilities including:
- (a) citywide sports grounds at Grange Road, Silkstone and Oxford Street, North Booval;
  - (b) citywide waterside park along the Bremer River at Ipswich, as an extension to the Riverheart Parklands;
  - (c) citywide linear parks along the Bremer River and Bundamba Creek;
  - (d) district recreation park at Cameron Park in Silkstone and Jack Barkley Park in North Booval; and
  - (e) a network of local sports grounds including Jim Donald Parklands and Ipswich Vigoro Association, and local linear and local recreation parks throughout the Area.
- (3) The Area also includes a system of environmental corridors containing stormwater networks, environmental connectivity, with opportunities for recreation, walking and cycling trails particularly along the Bremer River and Bundamba Creek.
- (4) The key elements of the social infrastructure and community facilities network include:
- (a) Silkstone and East Ipswich state primary schools;
  - (b) Sacred Heart Catholic primary school;
  - (c) Claremont special school;
  - (d) health facilities;
  - (e) community halls and churches; and
  - (f) a future district community facility in the vicinity of the Booval district centre.



### 3.7.16 Local Framework - Area 15 Raceview, Flinders View, Ipswich (part)

#### 3.7.16.1 Context

- (1) Introduction
  - (a) Area 15 comprises the suburbs of Raceview and Flinders View, and part of the suburb of Ipswich (south of Salisbury Road).

#### 3.7.16.2 Valuable features

- (1) Key valuable features within the Area include:
  - (a) character housing areas along Warwick Road and Briggs Road provide an excellent townscape entry statement into the Ipswich CBD along with historic buildings and landscapes that contribute to the overall scenic amenity of the Area, including memorials, historic dwellings and the Ipswich General Cemetery;
  - (b) natural areas of vegetation associated with the lower reaches of Deebing and Bundamba Creeks and Small and Reedy Creeks and their tributaries, providing scenic amenity, wildlife habitat and linkages; and
  - (c) significant provision of entertainment, sport and recreation facilities, including the Brothers Leagues Club, Briggs Road Sporting Complex, Ipswich Cycle Park and the Ipswich Hockey Complex.

#### 3.7.16.3 Development constraints

- (1) The following constraints are likely to have significant impacts on further development in the Area:
  - (a) operational air space (height restrictions) associated with RAAF Base Amberley;
  - (b) major transport infrastructure corridors including the Cunningham highway along the southern boundary of the Area;
  - (c) high pressure pipelines including gas pipelines and the former high pressure oil pipeline;
  - (d) high voltage electricity transmission lines;
  - (e) mining constraints generally to the east of Thornton Street, Raceview; and
  - (f) flooding of the Bremer River and Deebing, Bundamba, Small and Reedy Creeks and major urban catchment flow paths.

#### 3.7.16.4 Growth management

- (1) The Area is predominately an existing well established suburban area, comprising a mixture of housing types and densities, with supporting facilities and services including local business and industry, entertainment, and sport and recreational uses.
- (2) The preferred pattern of land uses is shown on [Local Framework Map 15](#).
- (3) The areas where further development is likely to occur are:
  - (a) in the existing urban (consolidation) areas comprising:
    - (i) medium density residential (30-50 dwellings per hectare) development that is one to two storeys consisting of terraces and townhouses located in the areas:
      - (A) at the south-eastern corner of Edwards Street and Whitehill Road;
      - (B) at the north-western corner of Raceview Street and Cascade Street;
      - (C) supporting the local centre fronting Raceview Street; and
      - (D) subject to the resolution of flooding impacts through the use of appropriate engineering solutions, north and south of the neighbourhood centre fronting South Station Road;
    - (ii) low to medium density residential (20-40 dwellings per hectare) development consisting of dwelling houses, duplexes and one to two storey terraces and townhouses located in the areas:
      - (A) between Thornton and Wildey Street;
      - (B) at the north-eastern corner of Nolan and Wildey Street; and
      - (C) at the south western corner of Cemetery Road and Thornton Street;

- (iii) infill low to medium density residential (20-40 dwellings per hectare) development that is compatible with, and retains and conserves the heritage built character along Barker Street and Thorn Street, between Salisbury Road and Cemetery Road;
- (iv) adaptive reuse of the predominately residential character buildings for home occupations and generally low key commercial purposes with new uses and works reflecting the heritage built character in the area on the eastern side of Warwick Road and Carr Street between Salisbury Road and Cemetery Road;
- (v) the further development of established suburban neighbourhoods through well-designed subdivision for dwelling houses with lot sizes ranging between 600 and 700m<sup>2</sup> and a minimum lot size of 600m<sup>2</sup> in the areas:
  - (A) along the eastern side of Briggs Road opposite Parrott Street;
  - (B) on the large undeveloped parcels between Wildey Street and Thornton Street opposite Nolan Street;

**Option 3.7.16A:**

Alternatively, subject to the resolution of stormwater drainage and flooding, provide for low to medium density residential (20-40 dwellings per hectare) development consisting of dwelling houses, duplexes and one to two storey terraces and townhouses.

- (C) at the south-eastern corner of Edwards Street and Wildey Street and on the large undeveloped parcels between Wildey Street and Thornton Street to the north of Edwards Street;

**Option 3.7.16B:**

Alternatively, subject to the resolution of mining constraints, provide for low density residential development through subdivision for dwelling houses with lot sizes ranging between 450 and 550m<sup>2</sup> and a minimum lot size of 450m<sup>2</sup>.

- (D) at the south-western corner of Reif Street and Ripley Road; and
- (E) along the southern side of Kingston Drive near Whitehill Road;
- (vi) local business and industry areas located:
  - (A) east of Warwick Road and Deebing Creek between Cooney Street and Huxham Street;
  - (B) east of Briggs Road between Small Creek and Edwards Street;
  - (C) east of Deebing Creek between Reedy Creek and the southern end of Briggs Road; and
  - (D) at the north-eastern corner of Saunders Street and South Station Road;
- (vii) the development of a network of local and neighbourhood centres comprising:
  - (A) a local centre fronting Raceview Street in the vicinity of Cemetery Road;
  - (B) a local centre on Ash Street opposite the intersection with Kensington Drive;
  - (C) a neighbourhood centre on South Station Road near the intersection with Nolan Street;
  - (D) a neighbourhood centre on Cemetery Road at the intersection with Blaxland Street;
  - (E) a neighbourhood centre on the corner of Cascade Street and Whitehill Road; and
  - (F) a neighbourhood centre on the corner of Hibiscus Street and Ripley Road.
- (4) In other existing residential areas, including the character residential low density area north of Cemetery Road, development is to be of an established suburban neighbourhood form with more intensive development such as terraces, townhouses and concentrations of duplexes generally to be avoided and subdivision limited to lots for dwelling houses to ensure that the existing character and pattern of development is maintained.

- (5) In the special opportunity areas at:
- (a) Raceview Street, Robertson Road, Thornton Street, Raceview (SA7) provides for a mix of uses that may include:
    - (i) community uses such as a place of worship, educational establishment, or child care centre;
    - (ii) special purpose uses such as emergency services depots, public utilities or service depots;
    - (iii) recreational uses; or
    - (iv) low to medium density residential (20-40 dwellings per hectare) development consisting of dwelling houses, duplexes and one to two storey terraces and townhouses;
  - (b) Ash Street, Flinders View (SA10) provides for uses that create a transition between the adjacent local centre and the existing low density residential areas, that may include:
    - (i) a retirement community;
    - (ii) medium density residential (30-50 dwellings per hectare) development that is one to two storeys consisting of terraces and townhouses; or
    - (iii) community or commercial uses that support and complement the adjacent local centre;
  - (c) Raceview and Cascade Streets (SA86) provides for the continuation of the Raceview Hotel and redevelopment for medium density residential (30-50 dwellings per hectare) development that is one to two storeys consisting of terraces and townhouses.

### 3.7.16.5 Infrastructure

- (1) The key strategic transport network elements are shown on the Strategic Framework Map 5A - Strategic Transport Network and include:
- (a) the Cunningham Highway;
  - (b) an arterial and sub-arterial road network including:
    - (i) Ripley Road connecting to the Cunningham Highway;
    - (ii) Edwards Street (from Ripley Road connecting to Warwick Road);
    - (iii) Robertson Road;
    - (iv) Ash Street connecting to Reif Street;
    - (v) Reif Street (from Ash Street to Ripley Road);
    - (vi) Briggs Road;
    - (vii) Cemetery Road;
    - (viii) Raceview Street;
    - (ix) South Station Road;
    - (x) Salisbury Road;
    - (xi) Whitehill Road (from Reif Street to Edwards Street); and
    - (xii) Warwick Road;
  - (c) a strategic bus corridor linking Ipswich City Centre to the Ripley Valley via Ripley Road, Raceview Street, Cemetery Road and Warwick Road; and
  - (d) a strategic principal cycle network incorporating high quality, connected and safe cycle facilities on:
    - (i) Cunningham Highway (from South Station Road to Ipswich Rosewood Road);
    - (ii) Deebling Creek Bikeway (from the Ipswich City Centre to Ripley Valley via Barker Street, Bremer State High School, Ipswich Cycle Park, the eastern bank of Deebling Creek, and Flinders View);
    - (iii) Cemetery Road;
    - (iv) Edwards Street (from Ripley Road to the Deebling Creek Bikeway);
    - (v) Ripley Road;
    - (vi) Raceview Street (from Ripley Road to Cemetery Road);
    - (vii) South Station Road;
    - (viii) Salisbury Road; and
    - (ix) Robertson Road.
- (2) The Area will be serviced by existing and future parks and recreation facilities including:
- (a) citywide sports grounds and courts at the Briggs Road Sporting Complex, Flinders View;
  - (b) local sports grounds at Briggs Road, Flinders View, including additional fields to the south of Edwards Street, and Worley Park and David Coultas Park, Raceview;
  - (c) a network of local recreation parks servicing local catchments; and

- (d) the Brothers League Club located at Wildey Street, Raceview, which supports a number of sporting clubs including the Brothers Rugby League Football Club.
- (3) The Area also includes a system of environmental corridors containing stormwater networks, environmental connectivity, some opportunities for recreation, and opportunities for walking and cycling trails particularly along Bundamba and Deebing Creeks.
- (4) The key elements of the social infrastructure and community facilities network include:
  - (a) an existing state primary school at Raceview;
  - (b) the existing Bethany Lutheran primary school; and
  - (c) a local community facility within the Raceview local centre.

### 3.7.17 Local Framework - Area 16 Churchill

#### 3.7.17.1 Context

- (1) Introduction
  - (a) Area 16 comprises the majority of the suburb of Churchill.

#### 3.7.17.2 Valuable features

- (1) Key valuable features within the Area include:
  - (a) significant areas of native vegetation, wildlife habitat and linkages along the Bremer River and Deebling Creek; and
  - (b) areas of high scenic and visual amenity associated with local views to the landscape features of the Bremer River and Deebling Creek.

#### 3.7.17.3 Development constraints

- (1) The following constraints are likely to have a significant impact on development in the Area:
  - (a) flooding of the Bremer River and Deebling Creek, and major urban catchment flow paths;
  - (b) difficult topography in association with the riparian zone of the Bremer River;
  - (c) major transport infrastructure corridors including the future Ipswich to Springfield railway corridor; and
  - (d) operational air space (height restrictions) associated with RAAF Base Amberley.

#### 3.7.17.4 Growth management

- (1) The Area comprises existing urban (consolidation) areas that have largely been developed and includes a mixture of housing types and densities, local business and industry, a special opportunity area and the Churchill state primary school.
- (2) The preferred pattern of land uses is shown on [Local Framework Map 16](#).
- (3) The areas where further development will occur are:
  - (a) in the existing urban (consolidation) areas comprising:
    - (i) low to medium density residential (20-40 dwellings per hectare) development that is one to two storeys high consisting of terraces and townhouses located along the eastern side of Lobb Street on unconstrained land;

##### **Option 3.7.17A:**

Alternatively, in this area provide for medium density residential (50-100 dwellings per hectare) development that is three to five storeys high consisting of terraces, townhouses and low-rise apartments on unconstrained land;

- (ii) the special opportunity area to the west of Lobb Street (SA9) may provide for medium density residential development ranging from 30 to 50 dwellings per hectare (that is one to two storeys consisting of terraces and townhouses) and a general store / café or small neighbourhood centre; and

##### **Option 3.7.17B:**

Opportunity exists to provide for the expansion of the special opportunity area (SA9) further along and west of Lobb Street;

- (iii) development and infill of the existing local business and industry area along Lobb Street;
- (4) In other existing areas, residential development is to be of an established suburban neighbourhood form with more intensive development such as terraces, townhouses and concentrations of duplexes generally to be avoided and subdivision limited to lots for dwelling houses to ensure that the existing character and pattern is maintained.

**Option 3.7.17C:**

Alternatively, on unconstrained land between Lobb Street and Warwick Road, and fronting Warwick Road between Harvey Street and Brisbane Street provide for low to medium density residential (20-40 dwellings per hectare) development consisting of dwelling houses, duplexes and one to two storey terraces and townhouses.

**3.7.17.5 Infrastructure**

- (1) The key strategic transport network elements are shown on the Strategic Framework Map 5A - Strategic Transport Network and include:
  - (a) the extension of the future Ipswich to Springfield railway line from the Ipswich City Centre to Springfield Central station;
  - (b) a strategic bus corridor from the Ipswich City Centre to Yamanto via Warwick Road; and
  - (c) the arterial and sub-arterial road network including:
    - (i) Warwick Road; and
    - (ii) Lobb Street.
- (2) The Area will be serviced by existing and future parks and recreation facilities including:
  - (a) city wide linear park along Deebing Creek; and
  - (b) district recreation parks at Lobleby Park and the Perry Street Bushland reserve; and
  - (c) a network of local recreation parks servicing local catchments.
- (3) The Area also includes a system of environmental corridors containing stormwater networks, environmental connectivity, and opportunities for walking and cycling trails and other forms of recreation, particularly along Deebing Creek.
- (4) A key element of the social infrastructure and community facilities is the existing Churchill state primary school.

### 3.7.18 Local Framework - Area 17 Yamanto, Churchill (part)

#### 3.7.18.1 Context

- (1) Introduction
  - (a) Area 17 (the Area) comprises the suburb of Yamanto and part of the suburb of Churchill (in the north-east area).

#### 3.7.18.2 Valuable features

- (1) Key valuable features within the Area include:
  - (a) significant natural areas of vegetation, particularly along the Bremer River, Deebing, Warrill and Purga Creeks which contains habitat of state significance including Koala habitat;
  - (b) areas of high scenic and visual amenity associated primarily with the Bremer River, and Deebing, Warrill and Purga Creeks; and
  - (c) Good Quality Agricultural Land west of Goddards Road along Purga and Warrill Creeks.

#### 3.7.18.3 Development constraints

- (1) The following constraints are likely to have significant impacts on further development in the Area:
  - (a) flooding of the Bremer River, Deebing, Warrill and Purga Creeks, and major urban catchment flow paths;
  - (b) operational air space (height restrictions) and ANEF (aircraft noise) associated with RAAF Base Amberley;
  - (c) major transport infrastructure corridors including the Cunningham Highway, Warwick Road and the future railway corridor;
  - (d) former high pressure oil pipeline;
  - (e) high voltage electricity transmission lines; and
  - (f) past and current industrial, intensive animal husbandry (abattoirs and holding yards) and rural activities such as cattle dips may have resulted in a risk of contamination.
- (2) In addition to the above mapped constraints, the Queensland Government Department of Health has identified Q fever as a possible constraint on development within an approximate 1km radius of the Churchill abattoir site, with site suitability for child care and residential land uses in particular, potentially affected within this radius.

#### 3.7.18.4 Growth management

- (1) The Area is strategically located near the confluence of the Centenary Highway, Cunningham Highway and Boonah Road with the Yamanto district centre providing the focal point for consolidation, intensification and diversification of uses intended to capitalise on the delivery of the future Yamanto railway station with a main street and plaza that connects to the future railway station.
- (2) The Area is a mixture of established suburban low density residential development and supporting facilities and services, particularly focused on the Yamanto district centre and local business and industry areas, which are continuing to develop.
- (3) The preferred pattern of land uses is shown on [Local Framework Map 17](#).
- (4) The areas where significant development will occur are:
  - (a) in the existing urban (consolidation) areas comprising:
    - (i) the expansion and diversification of the Yamanto district centre:
      - (A) further development of centre uses in the district centre core providing a mix of convenience and comparison retail, specialty shopping and local supporting commercial, community and entertainment uses with buildings generally limited to two storeys;

#### **Option 3.7.18A:**

Alternatively, in the area between the future railway station and the existing district centre, deliver high density residential development of up to five storeys, with buildings stepping up the slope to maximise views.

- (B) district centre frame consisting of less intensive uses that support the district centre core with buildings generally limited to two storeys;
- (C) a main street connecting Warwick Road to the future Yamanto railway station in the form of street level retail and commercial uses with residential apartments above and buildings up to five storeys;
- (D) high density residential (75-150 dwellings per hectare) development that is three to five storeys consisting of low-rise apartments in support of the district centre and the railway station;
- (E) medium density residential (30-50 dwellings per hectare) development that is one to two storeys consisting of terraces and townhouses in support of the district centre and the railway station;

**Option 3.7.18B:**

Alternatively, in the area north of Pisasale Drive, deliver medium density residential (50-75 dwellings per hectare) development that is two to three storeys consisting of terraces, townhouses and low-rise apartments.

- (ii) business park area fronting the northern side of Warwick Road, consisting of uses that complement the Yamanto district centre, including a mix of compatible business, service trades and low impact industry uses that provide high quality, attractive street facades, particularly to Warwick Road;
  - (iii) local business and industry area located along Berry, Belar and Hall Street, Yamanto; and
  - (iv) a neighbourhood centre located on the north-eastern corner of Warwick Road and Ash Street.
- (5) In other existing residential areas, development is to be of an established suburban neighbourhood form with more intensive development such as terraces, townhouses and concentrations of duplexes generally to be avoided and subdivision limited to lots for dwelling houses to ensure that the existing character and pattern of development is maintained.

**Option 3.7.18C:**

Opportunity exists to provide for further low density residential development of larger lots generally along Ash and Box Street, Deebling Creek Road and Equestrian Drive through well-designed subdivision for dwelling houses with lot sizes consistent with the surrounding area ranging between 800 and 900m<sup>2</sup> and a minimum lot size of 800m<sup>2</sup>.

- (6) In the special opportunity areas at:
- (a) Warwick Road, Yamanto (SA8) provides for a mix of uses that present well to Warwick Road and may include:
    - (i) office based uses;
    - (ii) community uses;
    - (iii) recreation uses; and
    - (iv) low to medium density residential (20-40 dwellings per hectare) development consisting of dwelling houses, duplexes and one to two storey terraces and townhouses;
  - (b) Powells Road, Yamanto (SA15) provides for a mix of uses that present well to the Cunningham Highway and Warwick Road and maintains the residential amenity of adjacent development, including:
    - (i) motel, restaurant and caretakers residence; or
    - (ii) low to medium density residential (20-40 dwellings per hectare) development consisting of dwelling houses, duplexes and one to two storey terraces and townhouses; and
  - (c) Hall Street, Yamanto (SA87) provides for a mix of uses that create a transition from the adjoining low density residential areas to the emerging business park on the eastern side of Hall Street, including:
    - (i) low density residential development with a range of non-residential activities including home based activities; and
    - (ii) low impact industry uses such as service trades uses.



**3.7.18.5 Infrastructure**

- (1) The key strategic transport network elements are shown on the Strategic Framework Map 5A - Strategic Transport Network and include:
  - (a) the extension of the future Ipswich to Springfield railway line from the Ipswich City Centre to Springfield Central station, with a station located within the Yamanto district centre;
  - (b) the Cunningham Highway;
  - (c) Warwick Road;
  - (d) an arterial and sub-arterial road network including:
    - (i) Pisasale Drive connecting Yamanto to Deebling Heights and through to the Ripley Valley; and
    - (ii) Ash Street connecting to Flinders View;
  - (e) a strategic bus corridor linking Ipswich City Centre to Yamanto via Warwick Road; and
  - (f) a strategic principal cycle network incorporating high quality, connected and safe cycle facilities on:
    - (i) Cunningham Highway (from South Station Road to Ipswich Rosewood Road);
    - (ii) Warwick Road (from Cunningham Highway to Ash Street); and
    - (iii) Ash Street (from Warwick Road and connecting to the Deebling Creek Bikeway which links to the Ipswich City Centre in the north and Ripley Valley in the south).
- (2) The Area will be serviced by existing and future parks and recreation facilities including:
  - (a) a district recreation park at Berry Street Reserve, Yamanto;
  - (b) local sports grounds at Bremerdale Park and Stallard Park, Yamanto; and
  - (c) a network of local recreation parks servicing local catchments.
- (3) The Area also includes a system of environmental corridors containing stormwater networks, environmental connectivity, some opportunities for recreation, and opportunities for walking and cycling trails particularly along Deebling Creek.
- (4) The key elements of the social infrastructure and community facilities network include:
  - (a) an existing state primary school at Yamanto;
  - (b) the Yamanto Police Station; and
  - (c) a district community facility within the Yamanto district centre.

### 3.7.19 Local Framework - Area 18 Ripley Valley

#### 3.7.19.1 Context

- (1) Introduction
  - (a) Area 18 comprises the suburbs of Ripley, South Ripley, Deebling Heights and White Rock, and parts of the suburbs of Spring Mountain, Flinders View, Raceview and Goolman.

#### 3.7.19.2 Valuable features

- (1) Key valuable features within the Area include:
  - (a) significant areas of natural vegetation and wildlife linkages, particularly along Bundamba, Deebling and Woogaroo Creeks which contains habitat of state significance including Koala habitat, along the ridgelines of the Grampian Hills to Mount Flinders, and in the Flinders-Goolman conservation estate, Mount Perry conservation park and the White Rock-Spring Mountain conservation estate;
  - (b) areas of high scenic and visual amenity associated primarily with the scenic frame provided by Flinders Peak to the south, Mount Goolman, Mount Perry and Mount Blaine to the south-west, and Spring Mountain and White Rock to the south-east, and local views towards the landscape features associated with Daly's Lagoon, and Bundamba, Deebling, Six Mile and Woogaroo Creeks; and
  - (c) areas of Indigenous cultural heritage significance including the White Rock-Spring Mountain conservation estate, former Deebling Creek Mission, and the Deebling Creek Cemetery.

#### 3.7.19.3 Development constraints

- (1) The following constraints are likely to have a significant impact on development in the Area:
  - (a) operational air space (height restrictions) and ANEF (aircraft noise) associated with RAAF Base Amberley;
  - (b) unexploded ordinance risk in Goolman, part of the western area of South Ripley, and a large portion of White Rock;
  - (c) major transport infrastructure corridors including the Cunningham Highway, Centenary Highway and the future Ipswich to Springfield railway corridor;
  - (d) contamination from past mining and rural activities (e.g. cattle dips);
  - (e) former high pressure oil pipeline in Flinders View;
  - (f) high voltage electricity transmission lines;
  - (g) mining constraints to areas in Flinders View, Ripley and White Rock adjacent to Swanbank;
  - (h) bushfire risk areas, predominantly in the eastern and western parts of the Area;
  - (i) difficult topography, particularly the areas following the ridge line from Mount Goolman and through to Spring Mountain and White Rock;
  - (j) flooding of Bundamba, Deebling, Six Mile and Woogaroo Creeks and major urban catchment flow paths, particularly in South Ripley; and
  - (k) the Purga Rifle Range buffer area, predominately in Goolman.

#### 3.7.19.4 Growth management

- (1) The majority of the Area (4,680 hectares) is currently included within a Priority Development Area which is administered for planning and development purposes under the *Economic Development Act 2012* (refer to [www.dsdmip.qld.gov.au/edq/ripley-valley.html](http://www.dsdmip.qld.gov.au/edq/ripley-valley.html)).
- (2) Accordingly, land within the Priority Development Area will not form part of the Ipswich planning scheme, however this area has been included within the strategic framework in order to clearly demonstrate the linkages with the surrounding local government area.
- (3) The Area is intended to be develop as an integrated community that enjoys enhanced liveability, effective growth management, sustained economic growth, good urban design and retention of its distinctive character and ecological sustainability with development based on six development themes, being:

- (a) a living valley - each resident in the valley is connected to the valley community and likewise, local residents rely on the valley for cultural activities, entertainment, recreation, education, and their unique lifestyle;
  - (b) an accessible valley - travelling around the valley by foot, cycle, bus, or car is convenient, safe and equitable to all members of the community;
  - (c) a designed valley - inspired by the natural surrounds, the built form is efficient, comfortable and distinctive reflecting the diverse needs of residents, specifically designed to be sensitive to the features of the Valley and provide residents with a unique living environment;
  - (d) a prosperous valley - the valley provides employment and investment opportunities for residents and contributes significantly to the regional economy;
  - (e) a functional valley - the valley has been designed on global best practices in sustainability, including energy efficiency, waste minimisation and water sensitive design with necessary utilities and services provided in an eco-efficient manner, maximising the community's self-sufficiency and capacity to cater for advancements in technology and infrastructure provision; and
  - (f) a natural valley - the significant natural assets of the valley are conserved and enhanced, enabling the local environmental values to flourish and define the function of the community.
- (4) The Area is to be developed using neighbourhood (context) plans to promote walkable and transit ready neighbourhoods.
- (5) The preferred pattern of land uses is shown on [Local Framework Map 18](#) with the Area to be designed as an assembly of neighbourhoods which vary in density and mix of uses with higher densities located closer to centres, significant public transport nodes, recreation parks and on major streets leading directly into centres.
- (6) The areas where significant development will occur are:
- (a) in the urban expansion areas:
    - (i) the expansion and diversification of the Ripley major centre (town centre / urban core) as the focal point for sub-regional employment and sub-regional services and incorporating high density living, including:
      - (A) further development of centre uses in the major centre core providing a mix of convenience and comparison retail, specialty shopping and supporting commercial, community and entertainment uses to service the population of the sub-regional catchment and residential uses with buildings ranging generally from five to 13 storeys;
      - (B) a main street through the major centre core from Ripley Road to the esplanade road fronting Bundamba Creek providing key linkages to the citywide (regional civic) recreation park, future railway station and urban plaza;
      - (C) major centre frame consisting of less intensive uses, including a range of health related activities and residential uses that supports the major centre core with buildings generally ranging from five to ten storeys;
      - (D) iconic buildings of up to 20 storeys in the major centre core and major centre frame that are located and designed to provide focal interest and maintain view corridors to surrounding ridgelines and Bundamba Creek;
      - (E) a mix of high density residential (75-400+ dwellings per hectare) development ranging from three storeys to 10+ storeys and consisting of low, mid and high-rise apartments in support of the major centre and future railway station; and
      - (F) urban neighbourhoods comprising a mix of medium density residential (30-50 dwellings per hectare) development that is one to two storeys consisting of terraces and townhouses, and low to medium density residential (20-40 dwellings per hectare) development consisting of single dwellings, duplexes and one to two storey terraces and townhouses in support of the major centre;

**Option 3.7.19A:**

Alternatively, in this area provide for increased residential densities in support of the major centre and future railway station, including for high density residential (100-400+ dwellings per hectare) development and an expanded area for medium density residential (50-100 dwellings per hectare) development that is two to five storeys consisting of terraces, townhouses and low to mid rise apartments.

- (ii) the Ripley east district centre (secondary urban centre east) including:
  - (A) a district centre core providing a mix of business, community, entertainment, professional and comparison and convenience retail uses to service the population of the district with buildings ranging generally from three to five storeys;
  - (B) a district centre frame consisting of less intensive uses that supports the district centre core with buildings ranging from one to three storeys;
  - (C) an urban plaza and recreation spine; and

**Option 3.7.19B:**

Alternatively, in this area provide for flexibility in the provision of [community facilities](#) or [medium density residential](#) development options ranging from 50-75 dwellings per hectare (that is two to three storeys) to 50-100 dwellings per hectare (that is two to five storeys) consisting of terraces, townhouses and low to mid rise apartments in support of the district centre.

- (D) urban neighbourhoods comprising medium density residential development ranging from 50-75 dwellings per hectare (that is two to three storeys) to 50-100 dwellings per hectare (that is two to five storeys) consisting of terraces, townhouses and low to mid rise apartments in support of the district centre;

**Option 3.7.19C:**

Alternatively, provide for medium density residential (50-75 dwellings per hectare) development that is two to three storeys consisting of terraces and townhouses.

- (iii) the Ripley west district centre (secondary urban centre west) including:
  - (A) a district centre core providing a mix of business, community, entertainment, professional and comparison and convenience retail uses to service the population of the district with buildings ranging generally from three to five storeys;
  - (B) an urban plaza and future railway station central to the district centre; and
  - (C) urban neighbourhoods comprising of a mix of medium density residential (30-50 dwellings per hectare) development that is one to two storeys consisting of terraces and townhouses, and low to medium density residential (20-40 dwellings per hectare) development consisting of single dwellings, duplexes and one to two storey terraces and townhouses in support of the district centre;

**Option 3.7.19D:**

Alternatively, in this area provide for the intensification of residential uses around the district centre, including increased densities of medium density residential (50-75 dwellings per hectare) development that is two to three storeys consisting of terraces and townhouses and graduation of low to medium density residential development to new suburban neighbourhoods further from the centre.

- (iv) urban neighbourhoods (where unconstrained) comprising a mix of medium density residential (30-50 dwellings per hectare) development that is one to two storeys consisting of terraces and townhouses, and low to medium density residential (20-40 dwellings per hectare) development consisting of single dwellings, duplexes and one to two storey terraces and townhouses;
- (v) new suburban neighbourhoods (where unconstrained) comprising low density residential development consisting of dwelling houses mixed with duplexes, terraces and townhouses ranging between 15-25 dwellings per hectare with lots sizes generally ranging between 300 to 500m<sup>2</sup>;
- (vi) new suburban neighbourhoods comprising low density residential development consisting of dwelling houses mixed with duplexes, terraces and townhouses ranging between 3-15 dwellings per hectare to respond to areas with difficult topography, bushfire, flooding, stormwater and environmental constraints;

**Note 3.7.19A:**

Where it is demonstrated that land in these areas is unconstrained, densities may be increased to 15-25 dwellings per hectare with lots sizes generally ranging between 300 to 500m<sup>2</sup>.

- (vii) large lot residential development at Deebling Heights, using sensitive development techniques to optimise tree retention with a density range of 1-2.5 dwellings per hectare and a minimum lot size of 4000m<sup>2</sup> to respond to areas with difficult topography, bushfire, stormwater and environmental constraints;
- (viii) a local business and industry area located near the intersection of Fischer Road and Swanbank Road, Raceview;
- (ix) the development of a network of local and neighbourhood centres to service the urban and suburban neighbourhoods; and
- (b) in the existing urban (consolidation) areas:
  - (i) continued development of Deebling Heights, west of Grampian Drive (outside the Priority Development Area) as a new suburban neighbourhood comprising predominately of low density residential (15-25 dwellings per hectare) development consisting of dwelling houses mixed with duplexes, terraces and townhouses with lots sizes generally ranging between 300 to 500m<sup>2</sup>.
- (7) In other existing residential areas, development is to be of an established suburban neighbourhood form with more intensive development such as terraces, townhouses and concentrations of duplexes generally to be avoided and subdivision limited to lots for dwelling houses to ensure that the existing character and pattern of development is maintained.
- (8) In the special opportunity areas at:
  - (a) Pisasale Drive, Deebling Heights (SA88) provides for uses that present well to the Cunningham Highway, Pisasale Drive and Sovereign Drive and maintain the residential amenity of adjacent development, including:
    - (i) community uses;
    - (ii) recreation uses; or
    - (iii) plant nursery;
  - (b) Fischer Road, Ripley (SA89) may potentially be developed for larger residential lots (minimum lot size of 4,000m<sup>2</sup>) providing the dwellings are located towards the road frontage and with the rear of the lots providing separation from the Swanbank regional business and industry area to the east;

**Option 3.7.19E:**

- (1) Alternatively, given its proximity to the proposed school and adjacent new suburban development and subject to the resolution of mining constraints (including locating the Feldspar Fault), flooding and stormwater constraints, and separation constraints from industrial uses (particularly odour emanating from waste industries) and acoustics, provide for a neighbourhood centre, the expansion of a local recreation park, medium density residential (30-50 dwellings per hectare) development in support of the proposed centre that is one to two storeys consisting of terraces and townhouses, and expansion of new suburban neighbourhoods comprising low density residential development consisting of dwelling houses mixed with duplexes, terraces and townhouses ranging between 3-15 dwellings per hectare.
  - (2) Where it is demonstrated that the area included as “new suburban” is unconstrained, densities may be increased to 15-25 dwellings per hectare with lots sizes generally ranging between 300 to 500m<sup>2</sup>.
- (c) East Owen Street, Raceview (SA90) provides predominately for low density residential uses with the potential for a mix of non-residential activities that do not detrimentally impact on existing uses, including:
    - (i) a range of non-residential activities, including home based activities; and
    - (ii) low impact industry uses such as service trades uses;
  - (d) Ripley Road, South Ripley (SA91) providing for uses that take up large land areas under a single use such as bulky goods retailing, functioning as a transition area that may ultimately develop as an extension to the Ripley major centre, and may include:
    - (i) a range of less intensive centre uses that support the major centre;
    - (ii) large bulky goods retailing;
    - (iii) a range of entertainment, recreation and community uses;
    - (iv) a mix of business and commercial uses; or
    - (v) provision for future residential development above ground floor uses;
  - (e) Ripley Road, Ripley (SA92) providing for uses that support the Ripley major centre subject to the resolution of access arrangements, and may include:
    - (i) medium density residential (30-50 dwellings per hectare) development that is one to two storeys consisting of terraces and townhouses;
    - (ii) a range of less intensive centre uses that support the major centre; or
    - (iii) a range of entertainment, recreation and community uses;
  - (f) Wards Road, South Ripley (SA93) provides for a mix of uses that retain the rural and ecological values of the land south of Daly's Lagoon and may include:
    - (i) the continuation of grazing activities;
    - (ii) agricultural activities;
    - (iii) rural and ecotourism; or
    - (iv) conservation and revegetation.

**3.7.19.5 Infrastructure**

- (1) The delivery of infrastructure is a key component of the Ripley Valley Priority Development Area and is managed under the *Economic Development Act 2012* and will be implemented in accordance with the Ripley Valley Local Infrastructure Plan, the Ripley Valley Infrastructure Funding Framework, the Ripley Valley Infrastructure Charging Offset Plan, and the Ripley Valley Infrastructure Framework Crediting and Offset Arrangements.
- (2) The key strategic transport network elements are detailed in the Ripley Valley Local Infrastructure Plan and include:
  - (a) the extension of the future Ipswich to Springfield railway line from the Ipswich City Centre to Springfield Central station, with stations located in Deebling Heights near the local centre, in the Ripley west district centre, and in the Ripley major centre;
  - (b) the Cunningham and Centenary Highways;
  - (c) an arterial and sub-arterial road network (refer to [www.dsdmip.qld.gov.au/edq/ripley-valley.html](http://www.dsdmip.qld.gov.au/edq/ripley-valley.html)) including:
    - (i) Ripley Road;
    - (ii) Binnies Road connecting from Pisasale Drive, Yamanto to Ripley Road;

- (iii) Ripley Town Centre loop road, new 'east-west' road connecting Binnies Road to Ripley Road immediately north of the Centenary Highway interchange via Bryants Road;
- (iv) Fischer Road connecting Swanbank Road to Ripley Road;
- (v) extension of Grampian Drive south of Winland Drive to create a new 'east-west' road connecting to Wensley Road and Ripley Road;
- (vi) Swanbank Enterprise Park Road, new 'east-west' road connecting Ripley Road to the Swanbank interchange immediately north of the Centenary Highway;
- (vii) Wensley Road connecting Ripley Road to the Centenary Highway and the Grampian Drive extension;
- (viii) Providence Parade, connecting Ripley Road to Parkway Avenue and Greenview Avenue; and
- (ix) other additional future roads and connections;
- (d) strategic bus corridor linking Ipswich City Centre to Ripley major centre via Ripley Road, Raceview Street, Cemetery Road and Warwick Road; and
- (e) a strategic principal cycle network incorporating high quality, connected and safe cycle facilities on:
  - (i) the Cunningham Highway (from South Station Road to Ipswich Rosewood Road);
  - (ii) Centenary Highway;
  - (iii) Deebling Creek Bikeway (from the Ipswich City Centre to the Ripley Valley south of the Centenary Highway via Deebling Creek);
  - (iv) Bundamba Creek Bikeway (from the Ripley major centre to Providence Parade);
  - (v) Ripley Road; and
  - (vi) Binnies Road.
- (3) The Area will be serviced by existing and future parks and recreation facilities (refer to [www.dsdmip.qld.gov.au/edq/ripley-valley.html](http://www.dsdmip.qld.gov.au/edq/ripley-valley.html)) including:
  - (a) 1 citywide (regional civic) park;
  - (b) 3 civic (plaza) parks;
  - (c) 7 citywide (regional) sports parks;
  - (d) 13 local (district) sports parks;
  - (e) 12 district recreation parks; and
  - (f) a network of local recreation parks servicing local catchments.
- (4) The Area also includes a system of environmental corridors containing stormwater networks, environmental connectivity, with opportunities for recreation, walking and cycling trails particularly along Bundamba and Deebling Creeks, and within the White Rock-Spring Mountain conservation estate.
- (5) The key elements of the social infrastructure and community facilities network include:
  - (a) private and State education facilities;
  - (b) private and State health and community facilities;
  - (c) a network of local community facilities to be provided in accessible, centre locations including 1 citywide (sub-regional) facility to be provided in the Ripley major centre, 2 district facilities, and 10 local (major neighbourhood) facilities (refer to [www.dsdmip.qld.gov.au/edq/ripley-valley.html](http://www.dsdmip.qld.gov.au/edq/ripley-valley.html)).



### 3.7.20 Local Framework - Area 19 Purga, Goolman and Peak Crossing

#### 3.7.20.1 Context

- (1) Introduction
  - (a) Area 19 comprises the suburb of Purga, Goolman and the northern part of Peak Crossing.

#### 3.7.20.2 Valuable features

- (1) Key valuable features within the Area include:
  - (a) significant areas of natural environment including the Flinders - Goolman Conservation Estate which connects to the Teviot Range via the Finders - Karawatha Corridor, and areas along Purga and Warrill Creeks and Purga Nature Reserve;
  - (b) important aboriginal cultural heritage sites within the Flinders-Goolman Conservation Estate (particularly Ivory's Rock and Mount Flinders), the Purga Aboriginal Cemetery and the former Purga Mission; and
  - (c) grazing, cropping and other rural activities on areas of Good Quality Agricultural Land.

#### 3.7.20.3 Development constraints

- (1) The following constraints are likely to have a significant impact on development in the Area:
  - (a) operational air space restrictions associated with RAAF Base Amberley;
  - (b) activities involving the Department of Defence Purga Rifle Range and its associated Buffer Area;
  - (c) unexploded ordinance risk, predominantly in parts of Goolman;
  - (d) major transport infrastructure corridors including the Cunningham Highway, proposed Western Ipswich Bypass and the proposed Southern Freight Rail / Inland Rail corridor alignment;
  - (e) Primary and Secondary Buffer Areas associated with the operations of the Willowbank Raceway in the western part of the Area;
  - (f) a potential wastewater treatment plant and buffer area to the south of the Cunningham Highway;
  - (g) a former high pressure oil pipeline north of the Cunningham Highway;
  - (h) high voltage electricity transmission lines;
  - (i) mining constraints between Purga Creek and Boonah Road in the north of the area;;
  - (j) a key resource area - the Purga Basalt Quarry and associated haul route (T Morrows Road);
  - (k) bushfire risk areas, predominantly in the eastern part of the Area;
  - (l) difficult topography in association with the Flinders-Goolman Conservation Estate and the Flinders Peak Conservation Park; and
  - (m) extensive areas of flooding along Warrill Creek and Purga Creek and their tributary watercourses.

#### 3.7.20.4 Growth management

- (1) The *ShapingSEQ* Urban Footprint extends to the north of the Cunningham Highway, with land to the south of the highway included in the Regional Landscape and Rural Production designation.
- (2) The preferred pattern of land uses is shown on [Local Framework Map 19](#).
- (3) It is intended that the Area is largely maintained as a sustainable rural area by continuing to:
  - (a) conserve good quality agricultural land on the alluvial soils associated with Warrill and Purga Creeks;
  - (b) conserve areas of environmental significance, particularly associated with the Flinders – Goolman Conservation Estate and strategic linkages along Purga Creek and Warrill Creek, and create where practical a link between Ebenezer to the west and the Finders – Karawatha Corridor incorporating the Purga Nature Reserve;
  - (c) produce agricultural commodities, undertake grazing and develop small scale boutique rural industries; and
  - (d) residents accessing goods and services at Yamanto and other urban centres.

- (4) Other significant land uses in the Area include:
- (a) the Moreton Saleyards, located on Middle Road in Purga; and
  - (b) existing poultry farms.

**Option 3.7.20A:**

The land to the north of the proposed interchange on the Cunningham Highway, connecting to the proposed Western Ipswich Bypass in proximity to the RAAF Base Amberley, is well located to provide low to medium impact industries in support of the base where located in the Urban Footprint and subject to the final configuration of the interchange and resolution of flooding constraints in areas immediately adjacent to Warrill Creek.

- (5) The Area's location, including its proximity to the Flinders-Goolman Conservation Estate, provides opportunities for the development of rural, eco and other tourism uses including:
- (a) events and conferences at the tourism facility at Ivory's Rock;
  - (b) camping, rural accommodation and farm stays;
  - (c) equestrian activities; and
  - (d) other nature-based and rural tourism and recreation activities, such as bushwalks, cycling and adventure sports.
- (6) Housing in the Area primarily supports rural activities and is in the form of single dwellings on existing lots, with the amalgamation of lots to consolidate rural land and conservation land holdings supported to accrue transferable dwelling entitlements that can be used to create additional rural living lots in designated rural living areas elsewhere in the Ipswich Local Government Area.

### 3.7.20.5 Infrastructure

- (1) The key strategic transport network elements are shown on the Strategic Framework Map 5A - Strategic Transport Network and include:
- (a) the Cunningham Highway;
  - (b) the proposed Western Ipswich Bypass link between the Warrego Highway at Haigslea and the Cunningham Highway at Willowbank;
  - (c) Ipswich Boonah Road;
  - (d) an arterial and sub-arterial road network including a future connection between Ipswich Boonah Road and Grampian Drive via Hughes Road and Maddison Road;
  - (e) protection of the proposed Southern Freight Rail / Inland Rail corridor alignment; and
  - (f) a strategic principal cycle network incorporating high quality, connected and safe cycle facilities on:
    - (i) the Cunningham Highway (from South Station Road to Ipswich Rosewood Road); and
    - (ii) the Centenary Highway.
- (2) There is no other significant infrastructure planned for this sparsely settled rural area.

### 3.7.21 Local Framework - Area 20 Amberley

#### 3.7.21.1 Context

- (1) Introduction
  - (a) Area 20 is comprised of the suburb of Amberley.

#### 3.7.21.2 Valuable features

- (1) Key valuable features within the Area include:
  - (a) significant areas of natural environment along the Bremer River and Warrill Creek.

#### 3.7.21.3 Development constraints

- (1) The following constraints are likely to have a significant impact on development in the Area:
  - (a) operational air space (height restrictions) associated with RAAF Base Amberley, with the entire Area being impacted by the operations of the base;
  - (b) major transport infrastructure corridors including the Cunningham Highway and the proposed Western Ipswich Bypass, which will provide a road connection from the Warrego Highway at Haigslea to the Cunningham Highway at Willowbank;
  - (c) the secondary buffer area of the Ipswich Motorsport Precinct, extending from Rosewood Road to the Cunningham Highway;
  - (d) a potential wastewater treatment plant located outside of the Area on the southern side of the Cunningham Highway which includes an 800 metre buffer that extends into the south-western part of the Area;
  - (e) a former high pressure oil pipeline; and
  - (f) extensive riverine flooding from the Bremer River and creek flooding and overland flows in the areas surrounding Warrill Creek and Purga Creek.

#### 3.7.21.4 Growth management

- (1) The Area is within the *ShapingSEQ* Urban Footprint, and accommodates RAAF Base Amberley which is the largest operational RAAF base in Australia, employing over 5000 defence and civilian personnel, adjacent to the Ebenezer Regional Industrial Area, which together form part of the Ipswich Regional Economic Cluster.
- (2) The preferred pattern of land uses is shown on [Local Framework Map 20](#).
- (3) RAAF Base Amberley is intended to:
  - (a) continue to grow as required for defence and national security requirements including for associated industries; and
  - (b) be largely unimpeded by the development of surrounding land, to avoid direct or indirect conflict with the base's safety and operational efficiency.
- (4) Significant areas of native vegetation, including Koala Habitat along the Bremer River and Ipswich Rosewood Road are to be protected as Environmental Management areas that also act as buffers between industrial and business uses and the existing and future residential areas at Willowbank and Walloon.

#### **Option 3.7.21A:**

The land north of the proposed Western Ipswich Bypass to Cunningham Highway Interchange adjacent to the RAAF Base Amberley, is well located to provide:

- (i) modification, maintenance, repair and overhaul of fixed and rotary wing aircraft and aircraft components and manufacture of aircraft components; and
- (ii) defence industry support, particularly aerospace and electronics services.

Accordingly, there is potential for this land to be designated as Industry Investigation.

- (5) Housing in the area will consist of:
  - (a) a small number of existing rural dwellings;
  - (b) noise attenuated housing provision at RAAF Base Amberley in order to accommodate military personnel; otherwise
  - (c) further housing is to be avoided owing to the residential amenity constraints, particularly from aircraft noise.

### 3.7.21.5 Infrastructure

- (1) The key strategic transport network elements are shown on the Strategic Framework Map 5A - Strategic Transport Network and include:
  - (a) the Cunningham Highway being upgraded to improve capacity, traffic safety and efficiency in the movement of interstate travel, and to provide a grade separated interchange facilitating improved access to RAAF Base Amberley via the proposed Western Ipswich Bypass link;
  - (b) the proposed Western Ipswich Bypass link between the Warrego Highway at Haigslea and the Cunningham Highway at Willowbank, providing improved access for freight transportation to RAAF Base Amberley and the emerging industrial areas at Ebenezer, including a potential interchange on the proposed Western Ipswich Bypass at its intersection with Ipswich Rosewood Road;
  - (c) an arterial and sub-arterial road network including:
    - (i) Ipswich Rosewood Road; and
    - (ii) Ipswich Rosewood Road to Walloon;
  - (d) a strategic principal cycle network incorporating high quality, connected and safe cycle facilities on:
    - (i) Cunningham Highway from South Station Road to Ipswich Rosewood Road;
    - (ii) Southern Amberley Road; and
    - (iii) Old Toowoomba Road.
- (2) The area will be serviced by existing and future parks and recreation facilities including:
  - (a) Ivor Marsden Memorial Park, providing recreational and sporting grounds in the east of the Area, and
  - (b) a range of recreation and sporting facilities at the base for the use of RAAF personnel.

#### **Option 3.7.21B:**

Ivor Marsden Park is located partially within the Explosive Storage Safeguard Buffer of RAAF Base Amberley. Relocation of the park facilities to an appropriate alternative location may be a viable future option that would better reflect the operational requirements and improve the ongoing security of the base, and allow consolidation of the Special Purposes designation of the area. Such relocation will need to be funded by the Australian Government.

### 3.7.22 Local Framework - Area 21 One Mile, Leichhardt and Wulkuraka (part)

#### 3.7.22.1 Context

- (1) Introduction
  - (a) Area 21 comprises the suburbs of One Mile and Leichhardt, and part of the suburbs of Wulkuraka and Karrabin.

#### 3.7.22.2 Valuable features

- (1) Key valuable features within the Area include:
  - (a) significant natural areas of vegetation, wildlife habitat and linkages particularly associated with the Bremer River and lower reaches of Ironpot Creek;
  - (b) a number of places of cultural heritage significance, including sandstone railway culverts and the Sadliers crossing railway bridge, parts of Queensland's first railway, the Ipswich to Grandchester railway line; and
  - (c) character housing areas along Old Toowoomba Road and Woodford Street.

#### 3.7.22.3 Development constraints

- (1) The following constraints are likely to have a significant impact on development in the Area:
  - (a) operational air space (height restrictions) associated with RAAF Base Amberley;
  - (b) major transport infrastructure corridors including the Karrabin Rosewood Road and the Ipswich to Rosewood railway line;
  - (c) high voltage electricity transmission lines;
  - (d) bushfire risk areas, predominantly in the north-western corner of the Area between Karrabin Rosewood Road and the Bremer River; and
  - (e) extensive creek and river flooding along Ironpot Creek and the Bremer River.

#### 3.7.22.4 Growth management

- (1) The Area comprises a mixture of suburban low density residential development, character housing and medium density residential development, with areas of light and medium impact industry, significant sport and recreation facilities and environmental areas all framed by a reach of the Bremer River marking the western, southern and eastern boundaries.
- (2) The preferred pattern of land uses is shown on [Local Framework Map 21](#).
- (3) The areas where significant development will occur are:
  - (a) in the existing urban (consolidation areas) comprising:
    - (i) medium density residential (50-100 dwellings per hectare) development that is two to five storeys high consisting of terraces, townhouses and low to mid rise apartments along Toongarra Road between McNamara Street and Old Toowoomba Road;
    - (ii) medium density residential (30-50 dwellings per hectare) development that is one to two storeys consisting of terraces and town houses located at:
      - (A) the corner of Toongarra Road and Old Toowoomba Road; and
      - (B) the corner of Arnold Street and Grace Street adjacent to the Wulkuraka railway station;

##### **Option 3.7.22A:**

Opportunity exists to provide for the expansion of the medium density residential area (50-75 dwellings per hectare) in the area adjacent to the Wulkuraka railway station between Dixon Street and Bishop Street, and extending to the south along Aspinall Street.

- (iii) infill low to medium density residential (20 / 40 dwellings per hectare) development that is compatible with, and retains and conserves the heritage built character in the area generally bounded by Old Toowoomba Road, Shine Street, Woodford Street and Edward Street; and

- (iv) in other existing areas, residential development is to be of an established suburban neighbourhood form with more intensive development such as terraces, townhouses and concentrations of duplexes generally to be avoided and subdivision limited to lots for dwelling houses to ensure that the existing character and pattern is maintained;
  - (b) in the urban expansion areas new suburban neighbourhoods comprise low density residential development (15-25 dwellings per hectare) with a mix of dwelling houses, duplexes, terraces and townhouses on lot sizes ranging between 300 to 500m<sup>2</sup> in the areas generally bounded by:
    - (i) Gregory Street, Arnold Street and Jupiter Street;
    - (ii) Gregory Street, Arnold Street and Grace Street; and
    - (iii) Aspinall Street, Bishop Street, Dixon Street and Jane Street;
  - (c) a network of neighbourhood centres comprising:
    - (i) the neighbourhood centre located along Old Toowoomba Road continuing to grow, providing complementary services to existing local convenience retail services;
    - (ii) the existing neighbourhood centres along Toongarra Road, and on the corner of Toongarra Road and Samford Road; and
    - (iii) land on Grace Street, adjacent to the Wulkuraka railway station;
- Option 3.7.22B:**  
 Opportunity exists to establish an additional neighbourhood centre to the south of Wulkuraka railway station which would provide convenience retailing to the surrounding local area.
- (d) in business and industry areas located:
    - (i) in the low impact industry area along Chalk Street and Toongarra Road south of the Wulkuraka railway station, which provides for a mix of service and low impact industry uses; and
    - (ii) in the medium impact industry area south of Wulkuraka railway station and Karrabin Rosewood Road, generally bounded by Barton Street and Enterprise Street; and
  - (e) in an industry investigation area along Karrabin Rosewood Road at the north of the Area.
- (4) Significant environmental management and recreation areas are located along the Bremer River (which frames the Area's western, southern and eastern boundaries) providing substantial riparian ecological corridors and local, district and citywide parkland and sports grounds including the George Adler Tennis Centre and the Ipswich Golf Club.

### 3.7.22.5 Infrastructure

- (1) The key strategic transport network elements are shown on the Strategic Framework Map 5A - Strategic Transport Network and include:
- (a) the Ipswich to Rosewood railway line, with stations at Karrabin and Wulkuraka;
  - (b) an arterial and sub-arterial road network including:
    - (i) Karrabin Rosewood Road;
    - (ii) Toongarra Road (connecting to West Ipswich and the Warrego Highway);
    - (iii) Old Toowoomba Road (connecting to West Ipswich and Amberley); and
    - (iv) Ipswich City Centre Orbital Road System;
  - (c) a strategic principal cycle network incorporating high quality, connected and safe cycle facilities including:
    - (i) Brassall Bikeway (from Ipswich City Centre to North Ipswich, Brassall, Wulkuraka and Pine Mountain utilising sections of the Brisbane Valley trail, and with connections to the Wulkuraka railway station and West Moreton Anglican College);
    - (ii) Western Ipswich Bikeway (from Ipswich City Centre to RAAF Base Amberley via West Ipswich and One Mile along Old Toowoomba Road);
    - (iii) Grace Street (between the Wulkuraka railway station and Dixon Street);
    - (iv) Dixon Street;
    - (v) Aspinall Street (between Dixon Street and Toongarra Road);
    - (vi) Toongarra Road (between Aspinall Street and Old Toowoomba Road);
    - (vii) Ipswich City Centre Orbital Road System; and

- (viii) the Brisbane Valley rail trail, as a tourism route from Wulkuraka to Yarraman via Brassall, Pine Mountain, Esk, Toogoolawah and Blackbutt, forming part of the South East Queensland recreational cycle network.
- (2) The area will be serviced by existing and future parks and recreation facilities including:
  - (a) citywide sports grounds including Wilcox Park, George Alder Tennis Centre, Jim Finimore Sports Ground, George and Eileen Hastings Sports Grounds, Chalk Street sports grounds and Chubb Street sports grounds;
  - (b) extensive linear environmental reserves along the Bremer River and Ironpot Creek including the Gregory Street Reserve, Vineyard Street Reserve and the Georgette Street Reserve;
  - (c) Leichhardt Park (including the One Mile War Memorial), Chubb Street Park, Palma Rosa Drive Park, Wah Family Park, Light Street Park, Tony Merrell Park and Wulkuraka Park;
  - (d) Ipswich Grammar Brassall Sports Complex;
  - (e) the Georgie Conway Leichhardt Community Swim Centre; and
  - (f) the Ipswich Golf Club.
- (3) The key elements of the social infrastructure and community facilities network include:
  - (a) Leichhardt Primary School;
  - (b) Ipswich Early Education Centre and Pre-School;
  - (c) Immaculate Heart Catholic Primary School;
  - (d) Leichhardt One Mile Community Centre; and
  - (e) Denman Street Youth and Education Centre.



### 3.7.23 Local Framework - Area 22 Karrabin (part), Blacksoil (part)

#### 3.7.23.1 Context

- (1) Introduction
  - (a) Area 22 comprises most of the suburb of Karrabin and parts of the suburbs of Blacksoil and Wulkuraka.

#### 3.7.23.2 Valuable features

- (1) Key valuable features within the Area include:
  - (a) areas of high scenic and visual amenity associated with the treed landscape features and scenic rural landscape that generally rises from the Bremer River in the south to the Warrego Highway in the north; and
  - (b) riparian areas along Ironpot Creek, Campbells Gully, Spresser Gully and the Bremer River.

#### 3.7.23.3 Development constraints

- (1) The following constraints are likely to have a significant impact on development in the Area:
  - (a) operational air space (height restrictions) associated with RAAF Base Amberley;
  - (b) major transport infrastructure corridors including the Warrego Highway, Karrabin Rosewood Road and the Ipswich to Rosewood railway line;
  - (c) high voltage electricity transmission lines;
  - (d) bushfire risk areas, predominantly north of Karrabin Rosewood Road; and
  - (e) extensive riverine flooding from the Bremer River, and creek flooding and overland flows in the areas surrounding Campbells Gully, Spresser Gully and Ironpot Creek.

#### 3.7.23.4 Growth management

- (1) The *ShapingSEQ* Urban Footprint extends to the south of Karrabin Rosewood Road, with the remainder of the area included in the Regional Landscape and Rural Production designation.
- (2) The preferred pattern of land uses is shown on [Local Framework Map 22](#).
- (3) Karrabin and Blacksoil are maintained primarily as rural living areas, continuing to:
  - (a) provide housing primarily in the form of single dwellings on existing rural lots;
  - (b) accommodate the continuation of rural activities such as grazing, equestrian uses and animal keeping; and
  - (c) conserve vegetated riparian areas along the Bremer River, Ironpot Creek, Campbells Gully and Spresser Gully.
- (4) In the eastern areas of Karrabin and Blacksoil that are not significantly affected by RAAF Base Amberley aircraft noise (ANEF contours of 20 and above), opportunities exist for the establishment of rural living on lots of a minimum of 6 hectares by using a transferable dwelling entitlement resulting from the amalgamation of lots elsewhere in the rural area within the Ipswich Local Government Area.
- (5) Industrial areas are located to the south of the area including:
  - (a) Bradkens Foundry, located between Karrabin Rosewood Road and the Ipswich to Rosewood railway line in the south of the Area, producing heavy machinery components for use in the rail and mining industries; and
  - (b) an industry investigation designation south of the Ipswich to Rosewood railway line providing for future opportunities for extension of the industrial areas to the east in Wulkuraka.

#### 3.7.23.5 Infrastructure

- (1) The key strategic transport network elements are shown on the Strategic Framework Map 5A - Strategic Transport Network and include:
  - (a) the Ipswich to Rosewood railway line, with Karrabin Station located along Karrabin Rosewood Road;
  - (b) the Warrego Highway;
  - (c) an arterial and sub-arterial road network including:

- (i) Karrabin Rosewood Road, the main arterial connecting the Ipswich City Centre in the east and Grandchester to the west;
    - (ii) Diamantina Boulevard extension to Keswick Road; and
    - (iii) Wulkuraka Connection Road;
  - (d) a strategic principal cycle network incorporating high quality, connected and safe cycle facilities on:
    - (i) Brassall Bikeway (connecting West Moreton Anglican College with the Brassall Bikeway and Brisbane Valley rail trail east of Ironpot Creek via Keswick Road and Diamantina Boulevard); and
    - (ii) Warrego Highway (between Wulkuraka Connection Road and Mount Crosby Road).
- (2) The area will be serviced by a future city-wide linear park associated with the Bremer River which will incorporate a local sports ground complex.
- (3) Key elements of the social infrastructure and community facilities network include:
  - (a) the West Moreton Anglican College.
- (4) There is no other significant infrastructure planned for this sparsely settled rural area.

### 3.7.24 Local Framework - Area 23 Pine Mountain, Muirlea, Blacksoil (part), Haigslea (part), Ironbark

#### 3.7.24.1 Context

- (1) Introduction
  - (a) Area 23 comprises the suburbs of Pine Mountain, Muirlea, Ironbark and part of the suburbs of Blacksoil and Haigslea.

#### 3.7.24.2 Valuable features

- (1) Key valuable features within the Area include:
  - (a) significant areas of natural environment including the Kholo Enviroplan reserve and Edward Corbould (reserve and retreat) nature refuge, Kholo Gardens and surrounding bushland reserves, and the Pine Mountain Bush reserve; and
  - (b) riparian areas along the Brisbane River; Sandy Creek and Ironpot Creek.

#### 3.7.24.3 Development constraints

- (1) The following constraints are likely to have a significant impact on development in the Area:
  - (a) operational air space (height restrictions) associated with RAAF Base Amberley;
  - (b) a high pressure gas pipeline;
  - (c) high voltage electricity transmission lines;
  - (d) mining constraints in the east of Muirlea;
  - (e) key resource area buffers and the Russells Road haul route, both of which are associated with the Hills Terrace and Summerville sand / gravel quarries in the Somerset Regional Council Local Government Area;
  - (f) bushfire risk areas, predominantly in Ironbark, Pine Mountain and Muirlea;
  - (g) difficult topography in association with Pine Mountain and Flinton Hill; and
  - (h) riverine flooding affecting the northern and eastern areas of Pine Mountain along the Brisbane River.

#### 3.7.24.4 Growth management

- (1) The *ShapingSEQ* identifies the majority of the Area as Regional Landscape and Rural Production, with the southern part of Pine Mountain and the part of Blacksoil included this Area, located in the Urban Footprint.
- (2) The preferred pattern of land uses is shown on [Local Framework Map 23](#).
- (3) It is intended that the Pine Mountain and Blacksoil residential areas grow as an integrated community, retaining their existing large lot character and maintaining ecological sustainability by:
  - (a) focussing development primarily within the Urban Footprint;
  - (b) development mainly continuing in the form of detached dwellings, with infill development on large lots providing the majority of new housing;
  - (c) further subdivision of existing lots being avoided unless the newly created lots are of a sufficient size to retain existing local large lot character and to provide for effective on-site sewerage management (minimum lot size of 4000m<sup>2</sup>); and
  - (d) maintaining and enhancing existing environmental management areas.
- (4) Haigslea, Ironbark, Muirlea and rural areas of Pine Mountain are maintained as rural living areas, continuing to:
  - (a) provide housing primarily in the form of single dwellings on existing rural lots;
  - (b) accommodate the continuation of rural activities such as grazing, equestrian and animal keeping, and boutique rural enterprises including nurseries, olive farms, and market gardens; and
  - (c) conserve areas of environmental significance, including Edward Corbould (reserve and retreat) nature refuge, Kholo Bridge Reserve, Kholo Road Park and Hillview Drive Reserve.
- (5) Opportunities exist for the establishment of rural living on lots of a minimum of 6 hectares by using a transferable dwelling entitlement resulting from the amalgamation of lots elsewhere in the rural area within the Ipswich Local Government Area.

- (6) The Blacksoil local service centre maintains an ongoing capacity to provide local convenience functions and continues to cater to the needs of the travelling public.
- (7) Tourists and visitors are catered for through facilities offering opportunities for nature-based and rural tourism, and walking, cycling and equestrian trails including:
  - (a) the Brisbane Valley rail trail;
  - (b) Hillview Drive Trails; and
  - (c) extensive conservation land located in and around Pine Mountain and the Brisbane River which forms an integral part of the City's nature conservation network.

### 3.7.24.5 Infrastructure

- (1) The key strategic transport network elements are shown on the Strategic Framework Map 5A - Strategic Transport Network and include:
  - (a) the Warrego Highway;
  - (b) the Brisbane Valley Highway;
  - (c) the proposed Western Ipswich Bypass link between the Warrego Highway at Haigslea and the Cunningham Highway at Willowbank;
  - (d) an arterial and sub-arterial road network including:
    - (i) Bayley Road, connecting the Brisbane Valley Highway and Pine Mountain Road;
    - (ii) Pine Mountain Road;
    - (iii) Borallon Station Road; and
    - (iv) Kholo Road;
  - (e) a strategic cycle network incorporating high quality, connected and safe cycle facilities on:
    - (i) Warrego Highway (from Wulkuraka Connection Road to Mount Crosby Road);
    - (ii) Brassall Bikeway (from Ipswich City Centre to Pine Mountain via Brassall and Wulkuraka, utilising sections of the Brisbane Valley rail trail alignment); and
    - (iii) Brisbane Valley rail trail as a tourism route from Wulkuraka to Yarraman via Pine Mountain, which forms part of the South East Queensland recreational cycle network.
- (2) The area is serviced by existing and future parks and recreation facilities including:
  - (a) citywide recreation at the Kholo Gardens;
  - (b) citywide waterside park at World's End / Saplin's Pocket; and
  - (c) a network of linear and local recreation parks.
- (3) The key elements of the social infrastructure and community facilities network include:
  - (a) the Fairhaven Care centre;
  - (b) the Borallon Training and Correctional Centre; and
  - (c) public halls, churches, and historic cemeteries.

### 3.7.25 Local Framework - Area 24 Walloon, Thagoona, Haigslea (part) and Mount Marrow

#### 3.7.25.1 Context

- (1) Introduction
  - (a) Area 24 comprises the suburbs of Walloon, Thagoona and Mount Marrow, and part of the suburb of Haigslea.

#### 3.7.25.2 Valuable features

- (1) Key valuable features within the Area include:
  - (a) significant natural areas of vegetation, wildlife habitat and linkages particularly associated with Guilfoyles Gully, Campbells Gully, O'Shea Gully and the Bremer River;
  - (b) places of cultural heritage significance, mainly concentrated along Queen Street Walloon, which presents an attractive mix of residential, commercial and community buildings; and
  - (c) grazing, cropping and other rural production activities on areas of Good Quality Agricultural Land.

#### 3.7.25.3 Development constraints

- (1) The following constraints are likely to have a significant impact on development in the Area:
  - (a) operational air space (height restrictions) associated with RAAF Base Amberley;
  - (b) explosive storage safeguard buffer associated with RAAF Base Amberley;
  - (c) major transport infrastructure corridors including the Warrego Highway, the proposed Western Ipswich Bypass, and the Ipswich to Rosewood Railway Line;
  - (d) significant mining constraints in Walloon, Thagoona and Mount Marrow;
  - (e) a key resource area - the Mount Marrow Blue Metal Quarry and associated haul route;
  - (f) bushfire risk areas, particularly in treed areas of southern Haigslea, and in areas south of the railway line in Thagoona;
  - (g) difficult topography extending west from Mount Marrow toward Rosewood; and
  - (h) flooding of the Bremer River, Guilfoyles Gully, Campbells Gully and O'Shea Gully, and dispersed overland sheet flows throughout Thagoona and to the south and west of Walloon during significant rain events.

#### 3.7.25.4 Growth management

- (1) The Area forms part of a significant urban growth corridor able to accommodate in excess of 50,000 people, extending from Walloon in the east to Rosewood in the west.
- (2) Within the corridor both Rosewood and Walloon are proposed to develop as district centres with:
  - (a) Rosewood developing as the main administrative and cultural centre, and the main location for district level community facilities; and
  - (b) Walloon developing in a supporting role to Rosewood as a district level centre for comparison and convenience shopping.
- (3) Thagoona is intended to develop:
  - (a) with a local centre primarily for convenience retail near the intersection of Karrabin Rosewood Road and Thagoona Haigslea Road; and
  - (b) a neighbourhood centre near the Thagoona railway station.

##### **Note 3.7.25A:**

Whilst two neighbourhood centres are shown on Local Framework Map 24 (one north, the other south of the creek and railway lines) it is intended that this centre operate in a single, integrated manner and not as two competing centres.

- (c) The local and neighbourhood centres at Thagoona are intended to undertake a subservient role to both the Rosewood and Walloon district centres.

- (4) The preferred pattern of land uses is shown on [Local Framework Map 24](#).
- (5) The areas where significant development will occur at Walloon are:
- (a) in and around the Walloon District Centre with:
    - (i) a core area along Queen Street extending south along Haigslea Amberley Road to the Walloon railway station and Redwood Street, providing for mixed use development up to five storeys in height and comprising:
      - (A) a traditional 'main street' style of development with a Queensland country town style of architecture (reflecting the areas' rural setting and character) and active shopfronts with continuous post supported awnings along Queen Street;
      - (B) large format or 'bulky goods' retailers and car parking areas sited behind the active shop fronts;
      - (C) a 'town square' area adjoining Queen Street as a major focus for outdoor dining, community interaction and community events;
      - (D) convenience and comparison retail and supporting commercial, community and entertainment uses on the lower storeys; and
      - (E) residential apartments on the upper storeys;
    - (ii) a frame area north of the district core along Haigslea Amberley Road, comprising a mix of retail, commercial and residential uses, generally 1 to 2 storeys in height and including medium density housing, large format retailers and community uses;
    - (iii) medium density residential (50-75 dwellings per hectare) development that is two to three storeys consisting of terraces, townhouses and low rise apartments in proximity to the Walloon railway station:
      - (A) between Karrabin Rosewood Road, Redwood Street and Maple Street;
      - (B) between Short Street and Sharp Lane; and
      - (C) south of the railway line to Bell Street, between Haigslea Amberley Road and Kinmonth Street;
    - (iv) medium density residential (30-50 dwellings per hectare) development that is one to two storeys consisting of terraces and townhouses adjacent to the Walloon railway station:
      - (A) along Blackwood Street; and
      - (B) south of Bell Street, along Calvin Street;

**Option 3.7.25A:**

Opportunity exists to increase the height of development in the area between Short Street and Sharp Lane, immediately adjacent to the Walloon railway station to two to five stories (development density of 50-100 dwellings per hectare).

- (b) within urban expansion areas comprising new suburban neighbourhoods with low density residential development with a mix of dwelling houses, duplexes, terraces and townhouses:
  - (i) on lot sizes ranging between 300 to 500m<sup>2</sup> and with densities of between 15-25 dwellings per hectare within the urban footprint to the north of Walloon, in areas not constrained by past mining or having significant requirements for environmental management (protection of vegetation or overland flow paths);

**Note 3.7.25B:**

Development at the northern edge of the Walloon urban area is to be 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.

- (ii) on lot sizes ranging between 2,000 to 500m<sup>2</sup> with densities of between 3-15 dwellings per hectare, subject to resolution of constraints caused by underground mining;
- (iii) future neighbourhood centres may be located along Taylors Road (near Kemp Road), and along Haigslea Amberley Road (near Anthonys Road), to provide local convenience shopping in addition to the broader services available in the Walloon District Centre;

- (iv) an industry investigation area is located in the east of the area, to the south of Karrabin Rosewood Road and providing for future extension of the industrial areas located to the east in Wulkuraka;
    - (v) the special opportunity area south of Karrabin Rosewood Road (SA94) adjacent to the Walloon State School provides for:
      - (A) expansion of the school, or a future secondary school; or
      - (B) other community or recreational uses.
  - (6) The areas where significant development will occur at Thagoona are:
    - (a) near the intersection of Karrabin Rosewood Road and Thagoona Haigslea Road, where there is an opportunity to develop a local centre providing convenience retail and local commercial and community uses;
    - (b) either on Adelong Avenue to the north or Kavanagh Road to the south in proximity to the Thagoona railway station, where there is opportunity to establish an additional neighbourhood centre supporting medium density residential development near the railway station;
    - (c) medium density residential (50-75 dwellings per hectare) development that is two to three storeys consisting of terraces, townhouses and low rise apartments, north of the Thagoona railway station and generally along Loder Road, western Adelong Avenue and southern Carara Avenue;
    - (d) medium density residential (30-50 dwellings per hectare) development that is one to two storeys consisting of terraces and townhouses in areas:
      - (i) generally bounded by Karrabin Rosewood Road, Carara Avenue and properties to the east of Clarefield Court; and
      - (ii) bounded by the railway, Caledonian Park, Kanandah Court and Amaroo Road;
    - (e) within urban expansion areas comprising new suburban neighbourhoods with low density residential development with a mix of dwelling houses, duplexes, terraces and townhouses:
      - (i) on lot sizes ranging between 300 to 500m<sup>2</sup> and with densities of between 15-25 dwellings per hectare:
        - (A) within the urban footprint to the north of Thagoona, in areas not constrained by past mining or having significant requirements for environmental management (protection of vegetation or overland flow paths);
        - (B) east of Thagoona bounded by the railway line, the proposed Western Ipswich Bypass, Rosewood Karrabin Road and Banyula Reserve; and
        - (C) the area of Thagoona bounded by the railway, Banyula Reserve, properties to the south of Banyula Road and Amaroo Road;
- Note 3.7.25C:**  
 The *ShapingSEQ* currently identifies the area south of the railway line in Thagoona as Regional Landscape and Rural Production. Including the area in a residential use designation leverages available services and infrastructure, particularly the Thagoona railway station, and provides an opportunity for optimal expansion of the Urban Footprint in an easily serviced location.
- (f) medium density residential (50-75 dwellings per hectare) development that is two to three storeys consisting of terraces, townhouses and low rise apartments concentrated in an area south of the Thagoona railway station to a distance of approximately 400 metres;
  - (g) within urban expansion areas comprising new suburban neighbourhoods with low density residential development with a mix of dwelling houses, duplexes, terraces and townhouses:
    - (i) on lot sizes ranging between 300 to 500m<sup>2</sup> and with densities of between 15-25 dwellings per hectare south of the railway line in Thagoona, in areas greater than 400 metres from the railway station not constrained by having significant requirements for environmental management (protection of vegetation or areas of inundation);



**Option 3.7.25B:**

Opportunity exists to increase the intensity of development in an area south of the railway line greater than 400 metres from the Thagoona railway station to a development density of 30-50 dwellings per hectare with one to storey development consisting of terraces and townhouses.

- (h) in the special opportunity areas:
  - (i) near the corner of Thagoona Haigslea Road and Karrabin Rosewood Road (SA95), provide for a future primary school or additional low density or low to medium density residential development; and
  - (ii) along Caledonian Road, Thagoona (SA96) adjacent to the proposed Western Ipswich Bypass interchange with Karrabin Rosewood Road, provide for highway related services.
- (7) In other existing areas, residential development is to be of an established suburban neighbourhood form, with more intensive development such as terraces, townhouses and concentrations of duplexes generally to be avoided, and subdivision limited to lots for dwelling houses to ensure the existing character is maintained.
- (8) Land within the proposed urban footprint at both Walloon and Thagoona is currently effected by extensive sheet flows from stormwater runoff. There are opportunities to undertake engineering and associated rehabilitation works through urban development in these areas to re-establish vegetated channels, provide stormwater detention and create residential lots that are not adversely affected by stormwater runoff or flooding.
- (9) Significant recreational and environmental management areas adjoin the Bremer River at both Walloon and Thagoona along the Area's southern boundary, providing substantial riparian ecological corridors and an opportunity to complement existing citywide open space and sporting facilities.

**3.7.25.5 Infrastructure**

- (1) The key strategic transport network elements are shown on the Strategic Framework Map 5A - Strategic Transport Network and include:
  - (a) the Ipswich to Rosewood Railway Line, and Walloon and Thagoona railway stations;
  - (b) the Warrego Highway;
  - (c) the proposed Western Ipswich Bypass link between the Warrego Highway at Haigslea and the Cunningham Highway at Willowbank, including potential interchanges at the intersection with Taylors Road, Karrabin Rosewood Road and Haigslea Amberley Road;
  - (d) an arterial and sub-arterial road network including:
    - (i) Karrabin Rosewood Road (the main arterial connecting the Ipswich City Centre in the east and Grandchester to the west);
    - (ii) Haigslea Amberley Road; and
    - (iii) McGeary's Road / Thagoona Haigslea Road.
- (2) The area will be serviced by existing and future parks and recreation facilities including:
  - (a) future citywide sports grounds along the Bremer River to the south of Walloon and Thagoona;
  - (b) a citywide linear park along Guilfoyles Gully;
  - (c) district recreation parks including Henry Lawson Bicentennial Park and Caledonian Park;
  - (d) a network of local sports grounds including Karrabin Rosewood Road Reserve and potential local sports grounds locations along the Bremer River to the east of Walloon; and
  - (e) local linear and local recreation parks throughout the Area.
- (3) The Area also includes an extensive system of environmental corridors containing creeks and stormwater paths, with opportunities for recreation, walking and cycling trails and providing environmental connectivity, particularly along Guilfoyles Gully, Campbells Gully, O'shea Gully and the Bremer River.

- (4) The key elements of the social infrastructure and community facilities network include:
- (a) Walloon State School;
  - (b) Haigslea State School;
  - (c) Mount Marrow State School;
  - (d) Haigslea Cemetery;
  - (e) future Thagoona Local Multi-Purpose Centre; and
  - (f) future Walloon Local Multi-Purpose Centre.

### 3.7.26 Local Framework - Area 25 Marburg

#### 3.7.26.1 Context

- (1) Introduction
  - (a) Area 25 is comprised of the suburb and township of Marburg.

#### 3.7.26.2 Valuable features

- (1) Key valuable features within the Area include:
  - (a) Marburg, an attractive country town containing a large number of heritage character buildings, situated within a beautiful rural setting located on the Warrego Highway, midway between Brisbane and Toowoomba; and
  - (b) the Little Liverpool Range, traversing the western boundary of the Area, extending north to Mount Stradbroke.

#### 3.7.26.3 Development constraints

- (1) The following constraints are likely to have a significant impact on development in the Area:
  - (a) major transport infrastructure corridor of the Warrego Highway;
  - (b) difficult topography found in the extensive areas of steep land associated with the Marburg Range (part of the Little Liverpool Range);
  - (c) bushfire risk areas associated with the steep vegetated slopes of the Marburg Range;
  - (d) the former high pressure oil pipeline;
  - (e) flooding, particularly along Black Snake Creek and its tributaries including in the township (partially mitigated by the Marburg Detention Basin); and
  - (f) Black Snake Creek contains relatively high levels of microbes and the catchment contains high levels of salinity, with Black Snake Creek forming part of a tributary that flows into the Brisbane River above the Mount Crosby Water Treatment Plant intake.

#### 3.7.26.4 Growth management

- (1) The *ShapingSEQ* identifies the majority of the Area as Regional Landscape and Rural Production, with the township of Marburg located in the Urban Footprint - but the growth of the Marburg town as urban centre and settlement is limited whilst it remains unsewered.
- (2) Development within the township continues to be constrained owing to flooding of Black Snake Creek and limitations set by the need for on-site sewerage treatment and the requirements for managing microbes in Black Snake Creek and salinity in the catchment.
- (3) The preferred pattern of land uses is shown on [Local Framework Map 25](#).
- (4) It is intended that Marburg continues to develop as a liveable, vibrant and high amenity rural township and rural area that retains its distinctive rural character and setting by:
  - (a) being focussed on a traditional local centre that services the local needs of its residents and surrounding rural area;
  - (b) containing other service trades and facilities such as the showgrounds that support the township and the surrounding rural area;
  - (c) offering a variety of attractions and accommodation for tourists and visitors within the township and in the form of other rural based activities;
  - (d) conserving the historic character of the township through continuing the traditional development pattern within the established and extended grid of streets and in a form consistent with the existing township residential lot configurations;
  - (e) development avoiding or being designed to mitigate development constraints, particularly flood and stormwater drainage impacts principally along Black Snake Creek and the effective on-site sewerage treatment and management of waste water being achieved;
  - (f) providing for highway service related uses to develop in locations that are safely accessible from the Warrego Highway and which do not undermine the centre of the township through either their scale or offer;
  - (g) rural housing being developed in the designated rural living areas on lots that are of a size and configuration that is consistent with maintaining the prevailing rural character of the area and that do not further degrade Black Snake Creek and its catchment;

- (h) significant natural features such as the Marburg Range and Black Snake Creek being protected and enhanced; and
  - (i) Blacksnake Creek being retained and rehabilitated in its natural form and providing a high amenity open space spine linking through the township and particularly between the township centre and the showgrounds.
- (5) The mixed-use local centre contains heritage character buildings and retains a traditional character focused along and around the intersection of Edmond Street and Queen Street that will continue to develop as a mix of retail, commercial and residential low density uses comprising:
  - (a) a walkable traditional main street of retail, commercial, residential and community uses anchored by the Marburg Community Centre, the Marburg Hotel, Marburg Post Office, local convenience shopping and other boutique shops catering for tourists and visitors;
  - (b) one or two storey traditional commercial style building forms built to the street alignment and providing historic style street awnings for pedestrians; and
  - (c) heritage character houses including those that are adaptively reused for other centre purposes.
- (6) There is limited capacity for further residential development within the township that may occur (subject to the effective management of flooding, salinity and the limitations set by onsite sewerage disposal):
  - (a) within the centre on existing vacant lots in the form of one or two storey buildings designed to be visually sympathetic with the existing character buildings where effective on-site sewerage management can be achieved;
  - (b) in the western and northern parts of township and where the land is relatively unconstrained and there is sufficient land to create lots of a size for effective on-site sewerage management (minimum lot size of 4000m<sup>2</sup>); and
  - (c) the further subdivision of existing residential lots in the township is to be avoided.
- (7) Outside the township there are opportunities for rural living on lots of a minimum of 6 hectares in the designated rural living areas where the lots are created using a transferable dwelling entitlement provided from the amalgamation of lots elsewhere in the rural area within the Ipswich Local Government Area.
- (8) Tourists and visitors will be catered for through attractions and facilities including:
  - (a) the tourism facility at Woodlands,
  - (b) the showgrounds including for rural shows and other community events and for accommodating motorhomes and caravans;
  - (c) the use of heritage character places for accommodation and rural properties for farm stay purposes;
  - (d) boutique rural enterprises including viticulture, olive farms, cottage and craft industries; and
  - (e) nature-based and rural tourism and recreation including walking, cycling and equestrian trails.

### **3.7.26.5 Infrastructure**

- (1) The key strategic transport network elements are shown on the Strategic Framework Map 5A - Strategic Transport Network and include:
  - (a) the Warrego Highway;
  - (b) an arterial and sub-arterial road network including the Rosewood Marburg Road; and
  - (c) a strategic principal cycle network incorporating:
    - (i) an active transport route within the township along Black Snake Creek from the Marburg Showgrounds to the township centre and Marburg State School;
    - (ii) pedestrian / cycle overpass of the Warrego Highway; and
    - (iii) investigation of the Rosewood Marburg Road as a recreational cycle network route.

- (2) The area will be serviced by existing and future parks and recreation facilities including:
  - (a) Marburg Community Oval;
  - (b) Community Park at the corner of Edmond and Queen Streets; and
  - (c) the open space reserve south from the Dr Sirois Bridge along the course of Black Snake Creek.
- (3) The key elements of the social infrastructure and community facilities network include:
  - (a) the Marburg State School;
  - (b) the Marburg Show Society, Dance Hall and Showgrounds; and
  - (c) churches and their associated halls.

### 3.7.27 Local Framework - Area 26 Rosewood

#### 3.7.27.1 Context

- (1) Introduction
  - (a) Area 26 comprises the suburb of Rosewood.

#### 3.7.27.2 Valuable features

- (1) Key valuable features within the Area include:
  - (a) significant natural areas of vegetation, wildlife habitat and linkages particularly along the Bremer River and Western Creek to the south and the ridgeline extending from The Bluff to Perry's Knob, and east to Mount Marrow in the north;
  - (b) character areas and places of cultural heritage significance including:
    - (i) the historic main street of John Street, which presents an attractive mix of character residential, commercial and community buildings; and
    - (ii) significant landmark features including the historic residence 'Glendalough' and St Brigid's Catholic Church; and
  - (c) grazing, cropping and other rural production activities on Good Quality Agricultural Land surrounding Rosewood town and south to the Bremer River.

#### 3.7.27.3 Development constraints

- (1) The following constraints are likely to have a significant impact on development in the Area:
  - (a) operational airspace (height restrictions) associated with RAAF Base Amberley;
  - (b) major transport infrastructure corridors including the Ipswich to Rosewood railway line connecting to the Western railway line;
  - (c) a wastewater treatment plant along Rosewood Warrill View Road and its associated buffer;
  - (d) a former high pressure oil pipeline;
  - (e) significant mining constraints in the north of the area including to the north, north-west and east of Rosewood town;
  - (f) bushfire risk areas predominately in the north-east;
  - (g) difficult topography in the north extending along a ridgeline from The Bluff to Perrys Knob, and toward Mount Marrow to the east; and
  - (h) extensive creek and river flooding along Western Creek and the Bremer River, and major urban catchment flow paths including the 'town drain' which runs through Rosewood town.

#### 3.7.27.4 Growth management

- (1) The *ShapingSEQ* identifies the majority of the Area as Regional Landscape and Rural Production, with the town of Rosewood located in the Urban Footprint and developing as a District Centre supporting an integrated community, enjoying enhanced liveability, sustained economic growth, ecological sustainability and retention of its distinctive character.
- (2) The preferred pattern of land uses is shown on the [Local Framework Map 26](#).
- (3) The areas where significant development will occur are in:
  - (a) the existing urban (consolidation areas) comprising:
    - (i) infill low to medium density residential (20-40 dwellings per hectare) development that is compatible with, and retains and conserves the heritage built character in the areas generally bounded by:
      - (A) Matthew Street and John Street, south of Walloon Road; and
      - (B) Edward Street, Albert Street and Railway Street;
    - (ii) the further development of established suburban neighbourhoods through well-designed subdivision for dwelling houses with lot sizes ranging between 600 and 700m<sup>2</sup> and a minimum lot size of 600m<sup>2</sup> in the areas:
      - (A) along Hospital Road, between Rosewood town and Rosewood Golf Club, subject to historic mining constraints; and
      - (B) east of Rosewood Golf Club, along Yarrow Road.

**Option 3.7.27A:**

Opportunity exists for new suburban neighbourhood development comprising low density residential development with a mix of dwelling houses, duplexes, terraces and townhouses:

- (A) on lot sizes ranging between 300 to 500m<sup>2</sup> and with densities of between 15-25 dwellings per hectare to the east of Rosewood Golf Club, along Yarrow Road; and
- (B) with densities of between 3-15 dwellings per hectare, and responding to potential historic mining constraints along:
  - (I) Hospital Road, between Rosewood town and Rosewood Golf Club; and
  - (II) Blakes Road and north of Karrabin Rosewood Road.

**Note 3.7.27A:**

- (1) The *ShapingSEQ* currently identifies the area north of Karrabin Rosewood Road as Regional Landscape and Rural Production.
- (2) Including the area in the new suburban designation leverages Rosewood's readily available services and infrastructure, and provides opportunity for an optimal expansion of the Urban Footprint in a scenic location, and where an additional population will help to support business activity within the Rosewood Town Centre.

- (b) the Rosewood town centre, developing as a district centre, with a core and frame:
  - (i) the district centre core:
    - (A) includes the properties fronting and immediately behind the southern section of John Street between William Street and the railway line which continues to develop as a traditional 'country town' main street, maintaining its heritage character and its role as the focus of the Area's business and community activities;
    - (B) continues to provide a mix of convenience and comparison retail, financial, personal and medical services, recreational facilities and community uses at ground level with commercial uses and residential apartments above; and
    - (C) large format buildings such as supermarkets are sleeved behind smaller tenancies to create active streetscapes, and are appropriately designed to retain the heritage character of the main street, with any car parking provided located behind the buildings;
  - (ii) the district centre frame fronting John Street between William Street and Makepeace Street / Church Lane continues to develop to accommodate low impact small business, retail and community uses; and
- (c) the business and industry area located on Railway Street adjacent to the Rosewood Showgrounds providing opportunities for service trades and light industry uses.
- (4) In other existing areas residential development is to be of an established suburban neighbourhood form with more intensive development such as terraces, townhouses and concentrations of duplexes generally avoided, and subdivision limited to lots for dwelling houses, to ensure that existing character and urban pattern is maintained.
- (5) Areas outside the town are maintained as sustainable rural areas by continuing to:
  - (a) conserve Good Quality Agricultural Land on the alluvial soils associated with Western Creek and the Bremer River;
  - (b) conserve areas of significant vegetation in the north of the area along the ridgeline extending from The Bluff to Perry's Knob, and the corridors along Western Creek and the Bremer River;
  - (c) produce agricultural commodities including by irrigated and dryland cropping, grazing, specialised crop growing and the development of associated boutique rural industries; and
  - (d) provide housing that primarily supports rural activities and is in the form of single dwellings on existing lots.



### 3.7.27.5 Infrastructure

- (1) The key strategic transport network elements are shown on the Strategic Framework Map 5A - Strategic Transport Network and include:
  - (a) the Ipswich to Rosewood railway line, Western railway line and Rosewood railway station;
  - (b) an arterial and sub-arterial road network including:
    - (i) John Street;
    - (ii) Waight Street;
    - (iii) School Street;
    - (iv) Walloon Road;
    - (v) Lanefield Road;
    - (vi) Rosewood Marburg Road (to Marburg in the north);
    - (vii) Ipswich Rosewood Road;
    - (viii) Karrabin Rosewood Road (to Walloon to the east);
    - (ix) Rosewood Warrill View Road; and
    - (x) Rosewood Laidley Road (to Grandchester in the west).
- (2) The area will be serviced by existing and future parks and recreation facilities including:
  - (a) local sports ground at Anzac Park;
  - (b) a linear environmental reserve along Masons Gully;
  - (c) Johnston Park, Cobb & Co Heritage Park, Tom Lenihan Park, Peace Park, Freemans Park, and Yarrow Corner Park;
  - (d) Anzac Park Memorial Swimming Pool;
  - (e) Rosewood Bowls Club; and
  - (f) Rosewood Golf Club.
- (3) The key elements of the social infrastructure and community facilities network include:
  - (a) Rosewood State Primary School;
  - (b) Rosewood State High School;
  - (c) St Brigids Primary School;
  - (d) Rosewood Library;
  - (e) Rosewood District Multi-Purpose Centre; and
  - (f) Rosewood Showgrounds.

### 3.7.28 Local Framework - Area 27 Ebenezer, Willowbank, Jeebropilly, Mount Forbes, Mutdapilly

#### 3.7.28.1 Context

- (1) Introduction
  - (a) Area 27 comprises the suburbs of Ebenezer, Willowbank, Jeebropilly, Mount Forbes and Mutdapilly.

#### 3.7.28.2 Valuable features

- (1) Key valuable features within the Area include:
  - (a) significant vegetation and wildlife linkages, particularly along the Bremer River, Warrill and Ebenezer Creeks and the Ten Mile Swamp wetlands which contain habitat of state and national significance including Koala habitat and *Melaleuca irbyana* (commonly known as Swamp Tea-Tree Forest), particularly consolidated in the south, centre and north of the Area;
  - (b) places of cultural heritage significance, including historic farm houses reflecting the pastoral history of the area, former Ebenezer School, Stone Quarry Cemetery (formerly known as the 'Jeebropilly General Cemetery'), Warrill Park Lawn Cemetery, remains of the former Smithfield Coal Mine;
  - (c) areas of visual amenity, particularly local views towards Mount Flinders and expansive rural and natural landscape views from the Area and Cunningham Highway;
  - (d) coal resources subject to current and past mining activities; and
  - (e) good quality agricultural land in association with the Bremer River and Warrill Creek floodplains.

#### 3.7.28.3 Development constraints

- (1) The following constraints are likely to have a significant impact on development in the Area:
  - (a) mining constraints, including past and current surface and underground mining and associated mining voids that are subject to current mining leases, mineral development licences and exploration permits;
  - (b) operational air space (height restrictions), wildlife attraction, extraneous lighting restrictions and ANEF (aircraft noise) associated with RAAF Base Amberley;
  - (c) contamination from past and current mining (including waste mine spoil, potential acid mine drainage and potential generation of landfill gas from the putrescible nature of historic mine fill), past and current industrial uses, rural activities and land fill sites;
  - (d) major transport infrastructure corridors including the Cunningham Highway, proposed Western Ipswich Bypass and proposed Southern Freight Rail / Inland Rail corridor alignment;
  - (e) the primary and secondary buffer areas of the Willowbank (Ebenezer) motorsports and events precinct;
  - (f) bushfire risk areas;
  - (g) a decommissioned high pressure oil pipeline;
  - (h) high voltage electricity transmission lines; and
  - (i) flooding of the Bremer River, Warrill and Ebenezer Creeks and major urban catchment flow paths.

**Note 3.7.28A:**

Unidentified stormwater overland flow paths may also occur as a result of altered hydrology owing to the significant landform modifications associated with mining activities.

#### 3.7.28.4 Growth management

- (1) The Area is included in the *ShapingSEQ* Urban Footprint and Regional Landscape and Rural Production Area.

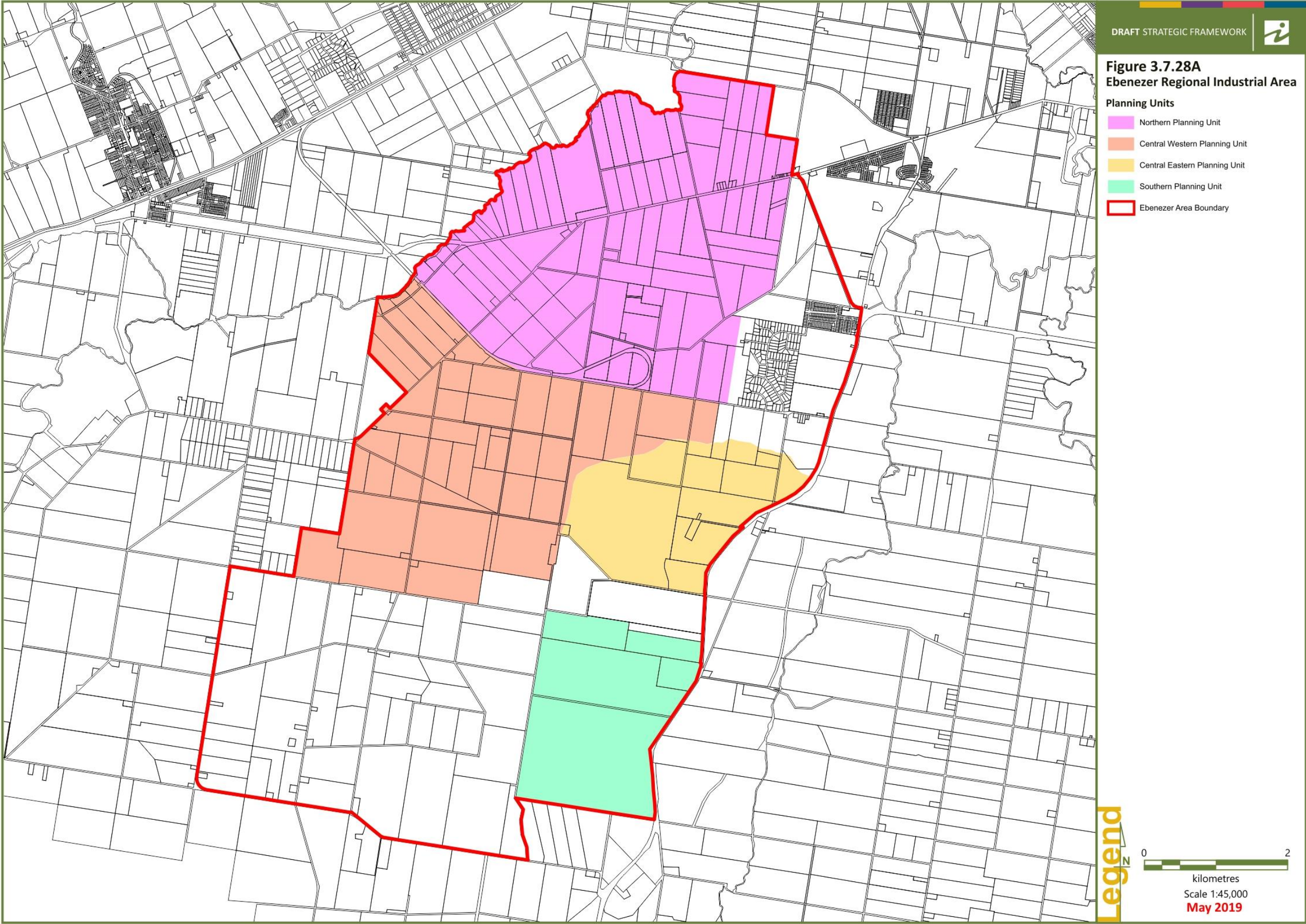
- (2) The parts of the Area in the Urban Footprint predominantly incorporate the Willowbank Township and existing large lot residential area, the Willowbank (Ebenezer) motorsports and events precinct and the emerging regionally significant major enterprise and industrial area at Ebenezer which will form part of the Ipswich Regional Economic Cluster (REC) and includes the existing Ti-Tree Bioenergy Facility and Powerlink site.
- (3) The parts of the Area in the Regional Landscape and Rural Production Area are predominantly rural in character incorporating a mix of established uses including cattle grazing, equestrian establishments, some irrigated and dry-land agriculture, rural living and significant vegetation, habitat areas and linkages predominantly in the south of the Area.
- (4) The preferred pattern of land uses is shown on [Local Framework Map 27](#) promoting a land use pattern that provides for:
  - (a) the emerging Ebenezer Regional Industrial area comprising:
    - (i) a substantial proportion of the broad hectare and serviced industrial land needed in Ipswich and South East Queensland that transitions from lower impact industry uses on the edge and near sensitive uses (e.g. residences), to medium impact industry uses towards the centre;
    - (ii) two major environmental management corridors in the centre and periphery of the emerging industrial area enabling retention, consolidation and linking of significant vegetation and habitat areas, land prone to flooding and major overland stormwater flow paths and providing separation and buffering to nearby sensitive land uses particularly the Willowbank Township, rural living lots and the Cunningham Highway; and
    - (iii) four Planning Units (refer to Figure 3.7.28A - Ebenezer Regional Industrial Area Planning Units) which separate the preferred pattern of land uses into manageable master planning areas with each Planning Unit containing different characteristics and development constraints.

**Note 3.7.28B:**

Comprehensive master planning is expected for each Planning Unit demonstrating an integrated land use, environment, transport and infrastructure master plan outcome for the Planning Unit and relative to other Planning Units in the Ebenezer Regional Industrial Area for lodgement with development applications.

- (b) the protection of the operational efficiency of RAAF Base Amberley;
- (c) the protection of the operational integrity of the Willowbank (Ebenezer) motorsports and events precinct that is located in an established Noise Buffer Area that manages the impacts from noise emanating from the site and that caters for a wide variety of motorsport and motor industry activities such as driver training and vehicle testing and allied or synergistic uses, the holding of noise generating temporary events such as concerts and music festivals and the development of supporting facilities including temporary accommodation and camping sites to cater for visitors;
- (d) vegetation and habitat protection and strategic linkages predominantly along Ebenezer and Warrill Creeks and the Bremer River, associated wetlands (e.g. Ten Mile Swamp) and in consolidated areas including a core habitat area also containing the Gum Tips Nature Refuge located in the south of the Area bounded by Mount Forbes Road to the west, Goebels Road to the south and the Southern Freight Rail / Inland Rail Corridor to the north;





**Note 3.7.28C:**

- (1) The core habitat area is very important as it contains matters of national, state and local environmental significance and affords potential as a future offset receival location which is also critical to achieving the environmental objectives of the emerging Ebenezer Regional Industrial Area.
- (2) The strategic linkages provide fauna movement corridors within and external to the Area (including areas of koala habitat, *Melaleuca irbyana* and remnant vegetation).
- (3) The corridor framing the west of the emerging Ebenezer Regional Industrial Area is particularly important as it provides a critical north-south fauna movement corridor.
- (4) The establishment of a strategic linkage between Ebenezer and the Flinders and Karawatha corridor to the east would also serve as an important fauna movement corridor.

- (e) opportunities for supplementary planting / rehabilitation or offset receival primarily in the core habitat area in the south and centre of the Area and in the strategic linkage corridors in the environmental management areas to:
    - (i) enhance koala and *Melaleuca irbyana* habitat, linkage, buffer and screening effects; and
    - (ii) to offset clearing associated with the development of the emerging Ebenezer Regional Industrial Area;
  - (f) retention of visual amenity values, particularly along riparian areas;
  - (g) conservation of good quality agricultural land on the alluvial soils associated with Warrill Creek and the Bremer River;
  - (h) protection and maintenance of the existing character and lot sizes of the rural area including rural living (constrained) lots, unsewered Willowbank Township and large lot residential area with no further subdivision to occur owing to significant development constraints associated with the operation of RAAF Base Amberley and the Willowbank (Ebenezer) motorsports and events precinct; and
  - (i) development of appropriately designed and located caretaker's residences and appropriately located tourist and event accommodation associated with events at the motorsports and events facility at Ebenezer / Willowbank;
- (5) The areas where significant development will occur are:
- (a) medium impact industry areas that provide for a mix of medium to larger scale industrial activities that may be 'difficult-to-locate' owing to the uses requiring a large footprint and being land extensive and operating outside standard hours;
  - (b) low impact industry areas that provide a mix of industry and service trade uses, that are compatible with sensitive uses (particularly nearby residential uses);
  - (c) a special opportunity area at Willowbank (SA97) providing a land use transition and buffer from the Willowbank Township to the Cunningham Highway and incorporating a potential local centre and uses such as highway related businesses and services, business-park, training centre, trade services, potential highway service centre, fast food outlets and truck rest stops that capitalise on the highway visual exposure and accessibility whilst not adversely impacting on residences in the Willowbank Township;
  - (d) further development within the existing Willowbank (Ebenezer) motorsports and events precinct to:
    - (i) accommodate a wide range of motorsport and motor industry activities;
    - (ii) accommodate difficult to locate temporary events that take advantage of the motorsports precinct noise buffers (e.g. open air music concerts and adventure sports) and temporary accommodation such as camping associated with such events and other permanent accommodation catering for events and highway traffic;
    - (iii) provide opportunities for land uses in proximity to the Willowbank (Ebenezer) motorsports and events precinct that are complementary to and associated with motor sports and automotive and related uses that can leverage off the motorsports and events precinct;

- (e) a future intermodal freight terminal associated with the Southern Freight Rail / Inland Rail corridor with freight dependent businesses and industries located to maximise accessibility to the future intermodal freight terminal;
  - (f) continuation of the Ti-Tree Bioenergy Facility with rehabilitation of completed areas;
  - (g) continuation of the Powerlink and Energex substations and continuation of the existing training facility; and
  - (h) continuation of the existing neighbourhood centre located on O'Neills Road with the provision of an additional four centres (comprising a potential local centre (mentioned above) and 3 neighbourhood centres) in the area that are highly accessible to local users, particularly future employees of these areas, and are located at key junctions to maximise accessibility across the Area.
- (6) Waste is to be managed within a 'circular economy' model and waste management hierarchy with waste activities generally limited to:
- (a) the filling and rehabilitation of mining voids within the identified Waste Activity Areas, as shown on the Strategic Framework Map 4 - Waste Activity and Buffer Areas map;
  - (b) the filling and rehabilitation of mining voids involving only clean earthen material within the identified Waste Activity Buffer Areas, as shown on the Strategic Framework Map 4 - Waste Activity and Buffer Areas map;
  - (c) landfills and enclosed compost manufacturing development within the identified Waste Activity Areas, as shown on the Strategic Framework Map 4 - Waste Activity and Buffer Areas map that are developed in a manner that:
    - (i) establishes and maintains native vegetation buffers to improve amenity or environmental impacts particularly where situated close to residential areas or riparian corridors; and
    - (ii) retains and maintains significant existing vegetation, particularly remnant native vegetation and areas of environmental significance; and
    - (iii) does not adversely affect surface or ground water quality, including through storm water runoff or the dewatering of former mines, and where possible, improves the quality of nearby surface and ground water; and
    - (iv) does not adversely affect stormwater management and where possible, improves the management of the catchment; and
  - (d) waste to energy facilities that have access to the electricity grid, and provide the opportunity for combined heat and power generation to be utilised by high energy users such as industrial activities.
- (7) Waste activity uses are designed, operated and maintained so that:
- (a) no nuisance or disturbance is caused to the amenity of surrounding and nearby residential and other sensitive receiving uses; and
  - (b) airborne emissions, including odours, dust or substances harmful to public health, do not cause nuisance or harm to surrounding and nearby residential and other sensitive receiving uses; and
  - (c) the generation of noise or light overspill does not cause nuisance or disturbance to surrounding and nearby residential and other sensitive receiving uses.
- (8) Filling and earthworks associated with rehabilitation and waste activity uses:
- (a) do not extend beyond the top of the natural ground level of former mining voids, except for approved minor contouring, that improves stormwater management and drainage outcomes; and
  - (b) are designed, operated and maintained so that exposed waste and waste activity operations are not visible from surrounding residential and other sensitive receiving uses at any time.
- (9) Unenclosed compost manufacturing is avoided in the Area.

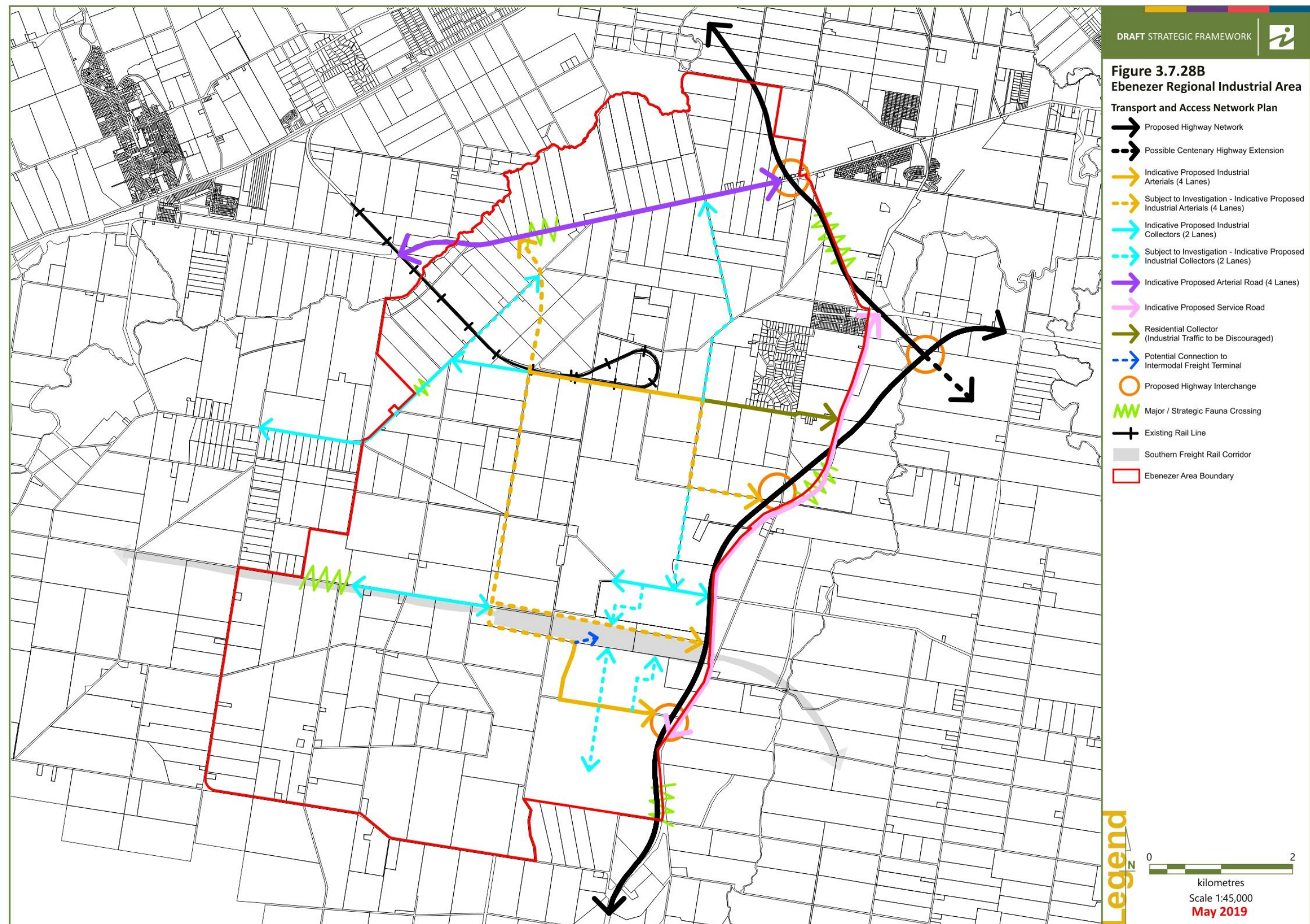
### 3.7.28.5 Infrastructure

- (1) Infrastructure is designed and provided to avoid, manage or mitigate the impacts of potential subsidence associated with development constraints, particularly past mining activities.



- (2) The key strategic transport network elements are shown on the Strategic Framework Map 5A - Strategic Transport Network, Local Government Infrastructure Plan, and Ebenezer Regional Industrial Area transport network (refer to Figure 3.7.28B - Ebenezer Regional Industrial Area Transport and Access Network Plan) and include:
- (a) the upgrade to the highway network to service the area including upgrade to the Cunningham Highway, provision of two interchange points along the Cunningham Highway to facilitate access to the emerging Ebenezer Regional Industrial Area and Willowbank (Ebenezer) motorsports and events precinct, to remove industrial traffic from Coopers Road in proximity to the existing Willowbank Township;
  - (b) the proposed Western Ipswich Bypass link between the Warrego Highway at Haigslea and the Cunningham Highway at Willowbank;
  - (c) the Cunningham Highway upgrade will result in the removal of direct access to and from the highway at Champions Way and will instead rely on an underpass to the Cunningham Highway connecting to Clarrie Halls Road (service road) on the eastern side of the highway allowing traffic to access the proposed interchanges to the north and south resulting in:
    - (i) the traffic from the Willowbank (Ebenezer) motorsports and events precinct avoiding potential conflicts with the industrial traffic within the Ebenezer Regional Industrial Area;
    - (ii) additional queuing capacity for the Willowbank (Ebenezer) motorsports and events precinct, if required, alleviating pressure on the Cunningham Highway;
    - (iii) a number of options for dispersal of the Willowbank (Ebenezer) motorsports and events precinct traffic;
    - (iv) improvement to the overall accessibility of the Willowbank (Ebenezer) motorsports and events precinct; and
    - (v) opportunities to enhance the entry feature into the precinct;
  - (d) upgrading of the majority of arterial, sub-arterial and connecting streets within and entering the area;
  - (e) protection of the proposed Southern Freight Rail / Inland Rail corridor alignment and identified future intermodal freight terminal (freight interchange facility), with the future road layout maximising accessibility and location of freight dependent and logistic business and industries in close proximity to the future intermodal freight terminal;
  - (f) provision of a crucial north-south arterial road providing a link between Coopers Road and Ipswich to Rosewood Road supported by a network of industrial standard sub-arterial roads;
  - (g) investigation of opportunities to capitalise on the existing rail spur line that services the northern part of the Area as a freight facility once current mining activities cease; and
  - (h) provision of six strategic fauna crossings (in addition to localised crossings) between current and potential road alignments that intersect with core habitat areas and linkages, particularly key connections over the Southern Freight Rail / Inland Rail corridor, proposed Western Ipswich Bypass and upgraded Cunningham Highway to the south with exact location, size, type and design to be determined during master planning of the relevant Planning Unit.
- (3) The existing Willowbank Township will continue to be serviced by existing local recreation parks.







### 3.7.29 Local Framework - Area 28 Tallegalla, Woolshed and The Bluff

#### 3.7.29.1 Context

- (1) Introduction
  - (a) Area 28 is comprised of the suburbs of Tallegalla, Woolshed and The Bluff.

#### 3.7.29.2 Valuable features

- (1) Key valuable features within the Area include:
  - (a) significant areas of natural environment including the north eastern extent of the Little Liverpool Range, which continues south to the Main Range along the western boundary of the Ipswich Local Government Area and which contribute to the scenic amenity of the area;
  - (b) grazing, cropping and other rural activities on areas of Good Quality Agricultural Land; and
  - (c) cemeteries at Tallegalla and Two Tree Hill Road that contain the graves of early European settlers.

#### 3.7.29.3 Development constraints

- (1) The following constraints are likely to have a significant impact on development in the Area:
  - (a) areas of land affected by past underground mining operations west of Bluff Road and in the south of Tallegalla;
  - (b) large areas of bushfire risk at Woolshed and the steeper terrain of The Bluff;
  - (c) difficult topography in a number of areas and in particular associated with the prominent ridgeline in The Bluff, Woolshed and the northern areas of Tallegalla;
  - (d) flooding of Woolshed Creek and Plain Creek, and areas of land to the south of The Bluff being subject to overland sheet flows during significant rain events; and
  - (e) Black Snake Creek contains relatively high levels of microbes and the catchment contains high levels of salinity, with Black Snake Creek forming part of a tributary that flows into the Brisbane River above the Mount Crosby Water Treatment Plant intake.

#### 3.7.29.4 Growth management

- (1) The Area is within the *ShapingSEQ* Regional Landscape and Rural Production designation that is predominantly rural in character with, a dispersed pattern of farms and houses, reflecting past and ongoing agricultural, pastoral and other rural activities.
- (2) The preferred pattern of land uses is shown on [Local Framework Map 28](#).
- (3) Tallegalla, Woolshed and The Bluff are maintained as sustainable rural areas by continuing to:
  - (a) conserve good quality agricultural land on the alluvial soils associated with Woolshed Creek, Plain Creek and Black Snake Creek;
  - (b) conserve areas of environmental significance and strategic environmental linkages, particularly along Woolshed Creek and Plains Creek and along the prominent ridgeline and associated slopes connecting The Bluff to the Little Liverpool Range;
  - (c) produce agricultural commodities including by irrigated and dryland cropping, grazing, specialised crop growing such as Olives and the development of associated boutique rural industries; and
  - (d) meet the needs of residents for goods and services through accessing facilities at Marburg Township to the north and Rosewood to the south.
- (4) The Area's location within the Ipswich Local Government Area, including its proximity to existing and future urban areas and on the Regional Recreation Trail running between Rosewood and Marburg provides opportunities for the development of rural, eco and other tourism uses including:
  - (a) historic train experiences on the Rosewood Railway line operated by the Rosewood Railway Museum.;

- (b) the tourist precinct along the Rosewood Marburg Road between the Tallegalla Cemetery to the former Tallegalla State School, facilitating small scale tourist uses that take advantage of the expansive views from it's ridgeline location and proximity to the Regional Recreation Trail;
  - (c) recreation activities including walking, cycling and equestrian trails; and
  - (d) accommodation and farm stays.
- (5) Housing in the Area primarily supports rural activities and is in the form of single dwellings on existing lots, with the amalgamation of lots to consolidate rural land and conservation land holdings supported to accrue transferable dwelling entitlements that can be used to create additional rural living lots in rural living areas.

#### **3.7.29.5 Infrastructure**

- (1) The key strategic transport network elements are shown on the Strategic Framework Map 5A - Strategic Transport Network and mainly comprise an arterial and sub-arterial road network including:
  - (a) Rosewood Marburg Road and Tallegalla Road; and
  - (b) Long Gully Road accessing Woolshed from the Lockyer Valley Region.
- (2) The area will be serviced by the existing park and recreation facilities at the recreation reserve on the site of the former Tallegalla State School.
- (3) The main community facility is the hall at the former Tallegalla State School site.

### 3.7.30 Local Framework - Area 29 Ashwell, Lanefield, Calvert and Grandchester

#### 3.7.30.1 Context

- (1) Introduction
  - (a) Area 29 is comprised of the suburbs of Ashwell, Lanefield, Calvert and Grandchester.

#### 3.7.30.2 Valuable features

- (1) Key valuable features within the Area include:
  - (a) the township of Grandchester, established as a railway construction camp in the 1860's, the Grandchester railway station is the oldest surviving railway station in Queensland;
  - (b) significant areas of natural environment including Mount Grandchester Conservation Estate in north Grandchester, and the Old Hiddenvale Nature Refuge to the south, both of which form part of the Little Liverpool Range environmental corridor; and
  - (c) grazing, cropping and other rural production activities on areas of Good Quality Agricultural Land.

#### 3.7.30.3 Development constraints

- (1) The following constraints are likely to have a significant impact on development in the Area:
  - (a) major transport infrastructure corridors including the Western railway line and which is also the corridor for the proposed Southern Freight Rail / Inland Rail corridor alignment, connecting to the Western railway line in Calvert;
  - (b) a former high pressure oil pipeline;
  - (c) high voltage electricity transmission lines;
  - (d) mining constraints in areas of Ashwell and Lanefield;
  - (e) bushfire risk areas, particularly in the vegetated areas surrounding Grandchester and Calvert;
  - (f) difficult topography in the majority of Grandchester and the northern part of Calvert, and more generally in association with the Little Liverpool Range;
  - (g) flooding of Western, Franklin Vale, Woolshed and Plain Creeks, and dispersed overland sheet flows in areas to the south of the Little Liverpool Range between Mount Grandchester and The Bluff during significant rain events.
- (2) The corridor being investigated for the construction of the proposed Inland Rail also runs through the area and which includes alignments that utilise both the existing railway corridor and new sections of railway line in the vicinity of Grandchester and potentially creates issues of severance, changing flooding characteristics and impacts on township amenity that need to be resolved and mitigated in the planning for the Inland Rail.

#### 3.7.30.4 Growth management

- (1) The Area is in the *ShapingSEQ* Regional Landscape and Rural Production designation that is predominantly rural in character with a dispersed pattern of farms and houses reflecting past and ongoing agricultural, pastoral and other rural activities and the townships of Grandchester and Calvert that were developed in conjunction with the construction of the railway line and its stations.
- (2) Development within the townships continues to be constrained owing to the flooding of Western Creek and limitations set by the need for on-site sewerage treatment.
- (3) The preferred pattern of land uses is shown on [Local Framework Map 29](#).
- (4) It is intended that the townships of Grandchester and Calvert generally maintain their current size, form, function and character through:
  - (a) focussing development within the established grid of streets and current lot configurations where not limited by constraints;
  - (b) development being generally in the form of traditional style detached dwellings;

- (c) the development of neighbourhood level facilities and services, particularly in Grandchester, that are of a scale and form that maintains the residential character and appearance of the townships, and which may include the adaptive reuse of existing dwellings; and
  - (d) the further subdivision of existing township lots being avoided unless the newly created lots are of a sufficient size for effective on-site sewerage management (minimum lot size of 4000m<sup>2</sup>).
- (5) It is intended that the areas outside the townships are maintained as sustainable rural areas by continuing to:
- (a) conserve Good Quality Agricultural Land on the alluvial soils associated with Spring and Franklin Vale Creeks, Western Creek and the Bremer River;
  - (b) conserve areas of environmental significance and strategic linkages, particularly in association with the Little Liverpool Range and along the Bremer River and Spring Creek and Franklin Vale Creek;
  - (c) produce agricultural commodities including by irrigated and dryland cropping, grazing, specialised crop growing and the development of associated boutique rural industries;
  - (d) meet the needs of residents for local goods and services through accessing facilities at Grandchester and Rosewood; and
  - (e) provide housing that primarily supports rural activities and is in the form of single dwellings on existing lots, with the amalgamation of lots to consolidate rural land and conservation land holdings supported to accrue transferable dwelling entitlements that can be used to create additional rural living lots in designated rural living areas.
- (6) The Area's location including its proximity to the major conservation estate areas in the Little Liverpool Range, the Cobb and Co Scenic Route and the historic Ipswich to Grandchester railway line, provides opportunities for the development of rural, eco and other tourism uses including:
- (a) at Old Hidden Vale;
  - (b) small scale tourism attractions such as the Grandchester Model Live Steam Trains and cottage and craft industries, particularly in the township of Grandchester;
  - (c) camping, rural accommodation and farm stays; and
  - (d) other nature-based and rural tourism and recreation activities, for example walking, cycling and equestrian trails.

### 3.7.30.5 Infrastructure

- (1) The key strategic transport network elements are shown on the Strategic Framework Map 5A - Strategic Transport Network and include:
  - (a) an arterial and sub-arterial road network mainly comprising the Rosewood Laidley Road;
  - (b) the potential future extension to the electrification of the Western railway line (to be investigated), facilitating improvements in passenger rail services and connectivity to Ipswich City Centre and Toowoomba; and
  - (c) protection of the proposed Southern Freight Rail / Inland Rail corridor alignment.
- (2) The area will be serviced by existing parks and recreation facilities including the Railway Dam Reserve, Bigges Camp Park and the School Road Reserve.
- (3) The key elements of the social infrastructure and community facilities network include:
  - (a) Grandchester and Ashwell primary schools; and
  - (b) the Grandchester Community Hall.
- (4) There is no other significant infrastructure planned for this sparsely settled rural area.

### 3.7.31 Local Framework - Area 30 Mount Mort, Lower Mount Walker and Mount Walker West

#### 3.7.31.1 Context

- (1) Introduction
  - (a) Area 30 is comprised of the suburbs of Mount Mort, Lower Mount Walker and Mount Walker West.

#### 3.7.31.2 Valuable features

- (1) Key valuable features within the Area include:
  - (a) significant areas of natural environment including the Little Liverpool Range, which forms the western boundary of the area and is a major scenic and environmental corridor for the City; and
  - (b) grazing, cropping and other rural production activities on areas of Good Quality Agricultural Land, particularly associated with the alluvial areas of the Bremer River and the creeks .

#### 3.7.31.3 Development constraints

- (1) The following constraints are likely to have a significant impact on development in the Area:
  - (a) bushfire risk areas, predominantly in the Little Liverpool and Proctor Ranges, and encroaching onto the Spring Creek and Franklin Vale Creek alluvial flats;
  - (b) difficult topography in the southern and western area of Mount Mort, falling to both the Western Creek and Franklin Vale Creek catchments, and also on the western border of Mount Walker West; and
  - (c) riverine flooding from the Bremer River in Lower Mount Walker, and flooding of creeks including Western Creek, Franklin Vale Creek and Spring Creek.

#### 3.7.31.4 Growth management

- (1) The Area is wholly within the *ShapingSEQ* Regional Landscape and Rural Production designation that is predominantly rural in character with, a dispersed pattern of farms and houses, reflecting past (Mount Mort was part of the extensive Laidley Plains lease holding which was taken up as a sheep run in 1843) and ongoing agricultural, pastoral and other rural activities.
- (2) The preferred pattern of land uses is shown on [Local Framework Map 30](#).
- (3) Mount Mort, Lower Mount Walker and Mount Walker West are maintained as sustainable rural areas by continuing to:
  - (a) conserve Good Quality Agricultural Land on the alluvial soils associated with Spring and Franklin Vale Creeks, Western Creek and the Bremer River;
  - (b) conserve areas of environmental significance and strategic linkages, particularly in association with the Little Liverpool Range and along the Bremer River and Spring Creek and Franklin Vale Creek;
  - (c) produce agricultural commodities including by irrigated and dryland cropping, grazing, specialised crop growing and the development of associated rural boutique industries; and
  - (d) meet the needs of residents for local goods and services through accessing facilities at Grandchester to the north and Rosewood to the north-east.
- (4) The Area's location within the Ipswich Local Government Area, including its proximity to the major conservation estate areas in the Little Liverpool Range, provides opportunities for the development of rural, eco and other tourism uses including:
  - (a) the tourism, conference and recreation facilities at Old Hidden Vale;
  - (b) rural accommodation and farm stays; and
  - (c) nature-based and rural tourism and recreation activities including walking, cycling and equestrian trails.

- (5) Housing in the Area primarily supports rural activities and is in the form of single dwellings on existing lots, with the amalgamation of lots to consolidate rural land and conservation land holdings supported to accrue transferable dwelling entitlements that can be used to create additional rural living lots in designated rural living areas.

#### **3.7.31.5 Infrastructure**

- (1) The key strategic transport network elements are shown on the Strategic Framework Map 5A - Strategic Transport Network and mainly comprise an arterial and sub-arterial road network including:
  - (a) Rosewood Warrill View Road, and
  - (b) Grandchester Mount Mort Road.
- (2) There is no other significant infrastructure planned for this sparsely settled rural area.