



Version Control and Objective ID	Version No: 1	Objective ID: A11569676
Adopted at Council Ordinary Meeting on	19 June 2025	
Date of Review	30 June 2026	

1. Statement

Ipswich City Council is committed to addressing housing supply, diversity, and affordability challenges by incentivising development that meets the diverse needs of the community. This policy supports the construction of eligible multiple dwellings by offering infrastructure contribution reductions and other benefits to encourage sustainable and affordable housing outcomes.

The *Ipswich City Plan 2025* and supporting Ipswich Local Government Infrastructure Plan (*new LGIP*) provide major land use policy reforms to support the delivery of local housing outcomes of housing supply, diversity, choice, and affordability.

This plan has been prepared to guide growth over the next 20 years, with zoned land supply exceeding the requirements to accommodate the *ShapingSEQ 2023* dwelling benchmarks to 2046. It will deliver more homes, faster, through lowering the regulation of dual occupancy and secondary dwellings to Accepted Development Subject to Requirements (ADSR) in most residential zones supporting an increase in housing stock through ‘gentle density’ across established suburbs and new greenfield communities (25,000 lots available through ADSR). The plan also includes a contemporary Multiple Dwelling and Accommodation Code, Dwelling and Dual Occupancy Code, and Form-based policy controls through compatible building form typology in each zone facilitating housing choice in right locations.

Ipswich is one of Queensland’s fastest growing local government areas currently home to more than 260,000 people and is expected to more than double in population to approximately 534,000 people by 2046.

This policy is designed to support the construction of eligible multiple dwelling development, sooner, through reducing upfront financial impacts, promoting the delivery of a diversity of product in well serviced localities.

Where an applicant proposes a variation to this policy, the onus is on the applicant to demonstrate relevant facts and circumstances to justify the variation.

2. Purpose and Principles

This policy provides incentives to support eligible multiple dwelling projects that deliver affordable and diverse housing options by providing relief from infrastructure contributions, deferral payment plan options, application fee relief, parking relief, compressed development assessment timeframes, and concierge service.

3. Strategic Plan Links

This policy aligns with the following iFuture 2021-2026 Corporate Plan themes:

Vibrant and Growing
A Trusted and Leading Organisation

4. Regulatory Authority

Authority for Council to perform this function is determined by s.9 of the *Local Government Act (2009)* giving power to do anything that is necessary or convenient for the good rule and local government of its local government area.

5. Human Rights Commitment

Ipswich City Council (Council) has considered the human rights protected under the *Human Rights Act 2019 (Qld)* when adopting and/or amending this policy. When applying this policy, Council will act and make decisions in a way that is compatible with human rights and give proper consideration to a human right relevant to the decision.

6. Scope

Application of this policy

This policy applies to eligible multiple dwelling projects that are built and the use commenced by 30 June 2029.

Four forms of relief are provided for:

a) Infrastructure contribution relief and deferral payment plan

For eligible multiple dwelling development that provides for a minimum of 20% of the development as an affordable housing component, a 100% reduction to the infrastructure contributions levied by Ipswich City Council for the affordable housing component, and for the balance of the levied charges to be eligible for deferral of payment over a 5-year period.

The affordable housing component is to be provided in perpetuity and the proponent will be required to enter into an Infrastructure Agreement consistent with Section 10.

For eligible multiple dwelling development provided by community housing providers, a 100% reduction to the infrastructure contributions levied by Ipswich City Council capped at \$265,000 per development, and for the balance of the levied charges to be eligible for deferral of payment over a 5-year period.

For other eligible multiple dwelling development, a 50% reduction to the infrastructure contributions levied by Ipswich City Council capped at \$160,000 per development, and for the balance of the levied charges to be eligible for deferral of payment over a 5-year period.

For a mixed-use development, the infrastructure contribution reduction and deferral payment plan apply to the eligible multiple dwelling component of the project only. The deferral payment plan will exclude indexation for community housing providers.

Council has a maximum total fund of \$5,000,000 of contribution relief available for the delivery of eligible multiple dwelling projects by 30 June 2029. Infrastructure contribution relief availability will be confirmed at a pre-lodgement meeting. Where the fund has been expended, a deferral payment plan remains available.

The infrastructure contribution relief and deferral payment plan will only be available for eligible developments that are built, and the use commenced by 30 June 2029, subject to entering into an infrastructure agreement with Council.

Water supply and sewerage trunk infrastructure networks are not Council infrastructure. This policy does not alter any applicable water supply and sewerage infrastructure charges levied by Urban Utilities.

b) Application fee relief

For eligible well-made applications that address all matters raised in a pre-lodgement meeting, the development application fee for a code assessable application is discounted by 100% for community housing providers, and 50% for other entities from the prescribed fee pursuant to the current Ipswich City Council Register of Fees & Charges.

Impact Assessable applications will be calculated based on the equivalent Code Assessable development application fee where in an eligible location.

c) Parking relief

For eligible multiple dwelling development in an eligible location, a 20% on-site car parking rate reduction is supported for the eligible multiple dwelling component. A higher reduction will be considered where the development is located within 800m walking distance of an existing passenger railway station.

The proponent is to demonstrate that suitable provision for on-site carparking has been made, that the development is located for convenient access to public and active transport infrastructure, and that the development minimises any adverse on-street parking impacts.

This relief does not apply to any relevant Building Code of Australia or Queensland Development Code requirements and does not preclude the requirement to comply with bicycle parking, end of trip facility requirements, universal access, the provision of adequate loading and unloading facilities, the provision of adequate waste services, or the provision of adequate emergency services access.

d) **Compressed development assessment timeframes and concierge service**

An assessment manager will be assigned at the pre-lodgement meeting and where possible will be the single point of contact for the remainder of the development assessment process for eligible development.

Council will commit to the following assessment benchmark timeframes for eligible development applications:

- i. provision of the pre-lodgement meeting within 10 business days of the pre-lodgement meeting request where a suitable time can be arranged and agreed upon;
- ii. the issue of an information request (if necessary) within 10 business days of making a properly made application; and
- iii. provision of a draft decision notice within 15 business days of the application entering the decision stage.

This service does not override the statutory timeframes and Council will act in good faith to meet this commitment for well-made and eligible development applications.

7. Eligibility Criteria

- (A) In order to be eligible for infrastructure contribution relief, the deferral payment plan, and parking fee relief offered by this policy, the proposal must satisfy the following criteria:
 - (1) is an eligible multiple dwelling development;
 - (2) is provided in an eligible location;
 - (3) where including an affordable housing component, includes a minimum of 20% of the development as an affordable housing component and is maintained as affordable in perpetuity;
 - (4) the development does not give rise to unacceptable impacts as a result of the parking relief provided;
 - (5) the levied charge for the development has not yet been paid (or otherwise satisfied) or become payable under the Act at the time of the request;
 - (6) the development is subject to a development approval under the Act and has not lapsed or been cancelled under the Act;
 - (7) there are no development offences being committed in relation to the development;
 - (8) the dwellings must not be used for short-term accommodation purposes;
 - (9) the construction of the development has not commenced at the time of the request;
 - (10) the development is to be built and the use commenced by 30 June 2029; and
 - (11) the proponent is to enter into an infrastructure agreement with Council.
- (B) In order to be eligible for development application fee relief and concierge service offered by this policy, the proponent must satisfy the criteria in section (A) above and the following additional criteria:
 - (12) the proponent is to request and undertake a pre-lodgement meeting with Council;

- (13) the proponent is to address all matters raised in the pre-lodgement meeting provided by Council as part of the supporting material at the time of making the application; and
 - (14) the application is to be accompanied with and comply with the Well-made application checklist.
- (C) In order to be eligible for the compressed development assessment timeframe offered by this policy, the proponent must satisfy the criteria in section (A) and (B) above and the following additional criteria:
- (15) the application is to be a properly made application;
 - (16) the application is to be decision ready with no outstanding information requirements to the satisfaction of Council when entering the decision stage;
 - (17) the land subject to the application is not subject to significant development constraints; and
 - (18) the application is eligible to be determined under delegated authority.

8. Roles and Responsibilities

This policy applies to all Council employees who are responsible for the assessment and determination of matters set out in Section 7 and recording as set out in Section 10.

9. Key Stakeholders

The following will be consulted during the review process:

- Planning and Regulatory Services Department in particular the City Design Branch and Development Planning Branch
- Finance Branch
- Economic Development Branch

10. Monitoring and Evaluation

Register of Infrastructure Contributions and Credits

All discounted infrastructure contributions and the amount of the contribution relief shall be recorded in the Register of Infrastructure Contributions and Credits.

Fee Variations Register

All discounted application fees shall be recorded in the Fee Variation Register in accordance with the Variation of Development Applications Fees Procedure.

11. Infrastructure Agreement

The proponent must enter into an infrastructure agreement with Council prior to the commencement of the use. The infrastructure contribution relief and deferral payment plan are only available for eligible multiple dwelling developments that are built, and the use commenced by 30 June 2029.

Full payment of the relevant infrastructure contributions, including indexation, will be applicable otherwise.

The deferral payment plan will provide for any remaining charges to be paid in five (5) equal amounts over a five (5) year period.

No indexation will be applied to these deferred payments for community housing providers.

For development involving an affordable housing component that attracts contribution relief, where the housing is not maintained as affordable in perpetuity, the full payment of the relevant infrastructure contributions, including indexation, will become applicable.

12. Definitions

Definitions of contribution types and other terminology are found in the Ipswich planning scheme and Ipswich Adopted Infrastructure Charges Resolution.

Act means the *Planning Act 2016*.

Affordable housing component means a component of development that—

- (a) involves housing that is affordable for particular types of households; and
- (b) complies with the criteria prescribed by regulation.

Community housing provider means a national provider or a state provider within the meaning of the *Housing Act 2003*.

Dwelling has the same meaning in the Ipswich planning scheme.

Eligible location means a location mapped in the Housing Diversity Area as identified on Map 1 – Housing Diversity Area, or if for a community housing provider, another location which Council determines at its absolute discretion to be suitable for the purpose of this policy.

Eligible multiple dwelling development means:

- (1) For a community housing provider, a material change of use for a multiple dwelling with a built form that is consistent with the planned building height for the locality, or as approved under the Ipswich planning scheme.
- (2) For development involving an affordable housing component, a material change of use for a multiple dwelling with a built form that is consistent with the planned building height for the locality, or as approved under the Ipswich planning scheme.
- (3) For all other entities, a material change of use for a multiple dwelling that provides:
 - a. a minimum of 50 dwellings;
 - b. a minimum of three (3) storeys with a built form that is consistent with the planned building height for the locality, or as approved under the Ipswich planning scheme; and
 - c. a minimum 20% of the dwellings as one-bedroom dwellings.

Ipswich planning scheme / planning scheme means the Ipswich planning scheme, or as varied from time to time.

Multiple dwelling has the same meaning under the Ipswich planning scheme.

Short-term accommodation has the same meaning under the Ipswich planning scheme.

Well-made application means an application that is accompanied with a completed Well-made application checklist and sufficient information to satisfy the checklist to the satisfaction of Council.

13. Policy Owner

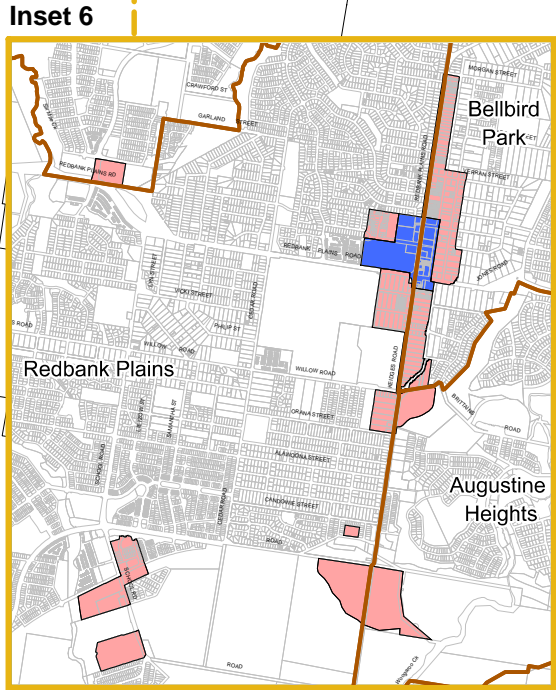
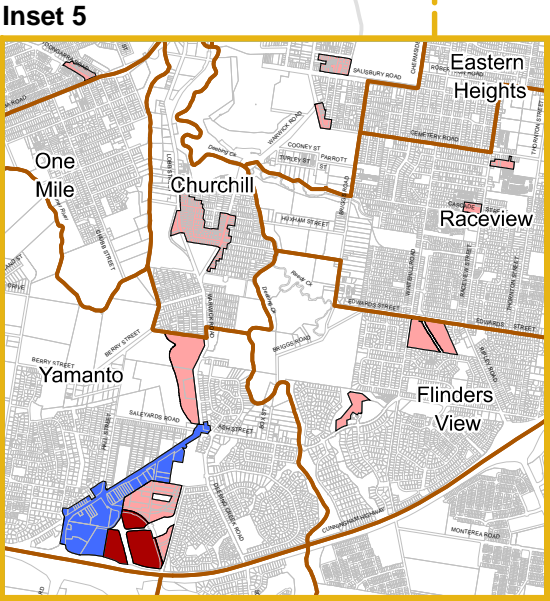
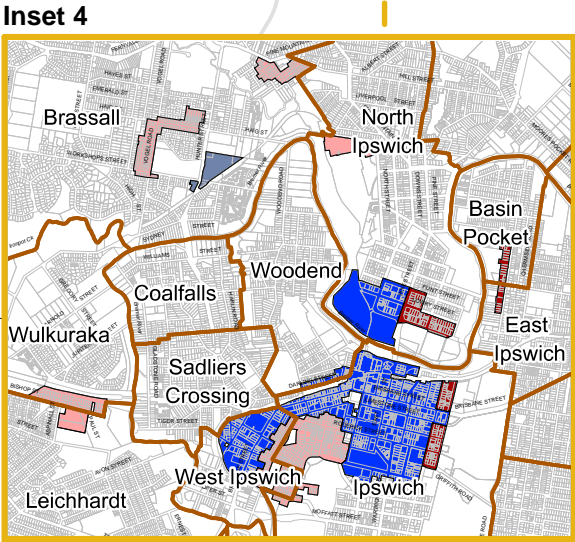
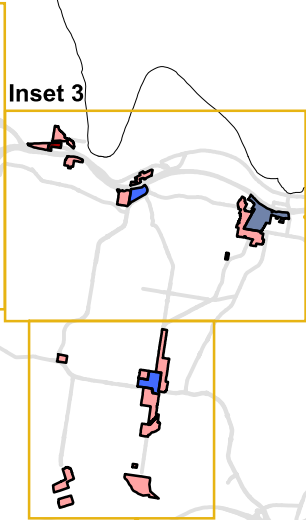
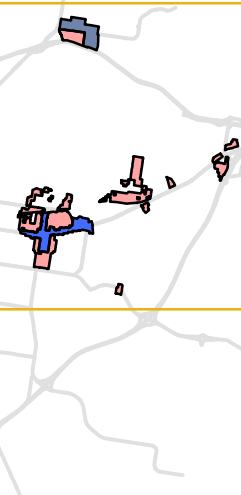
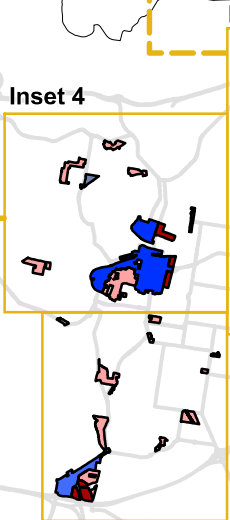
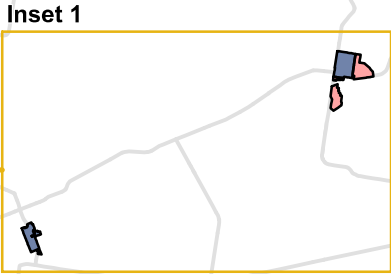
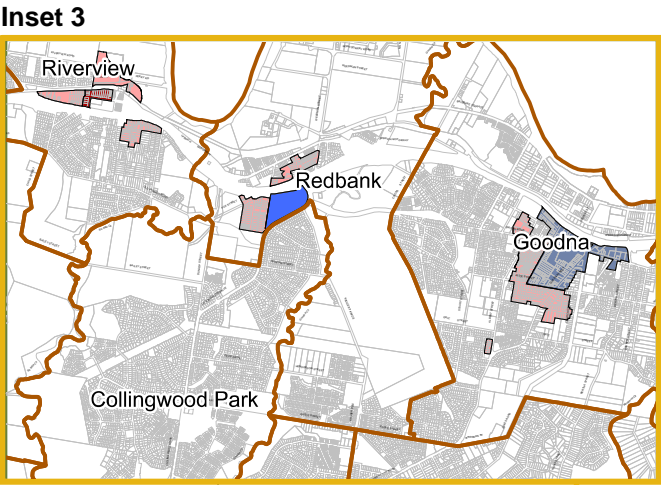
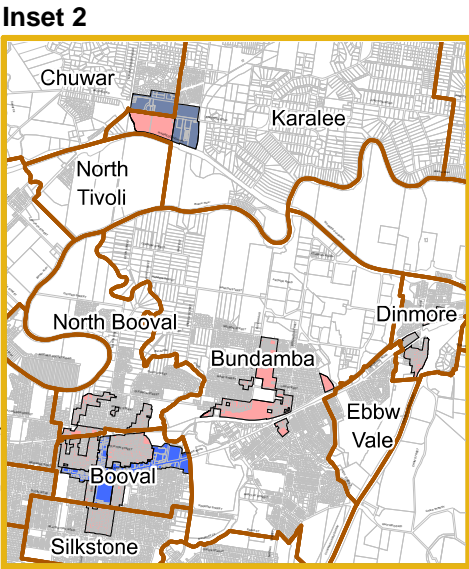
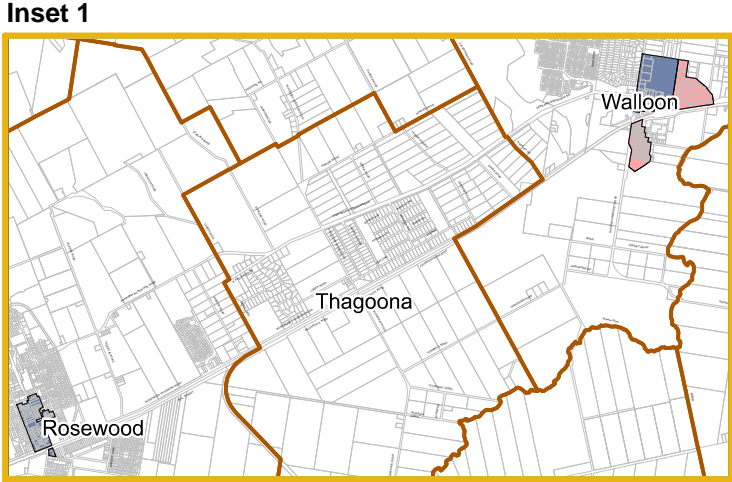
The General Manager (Planning and Regulatory Services) is the policy owner and the Manager, City Design is responsible for authoring and reviewing this policy.



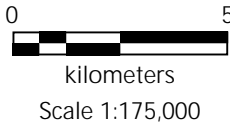
Housing Diversity and Affordability Incentives Policy

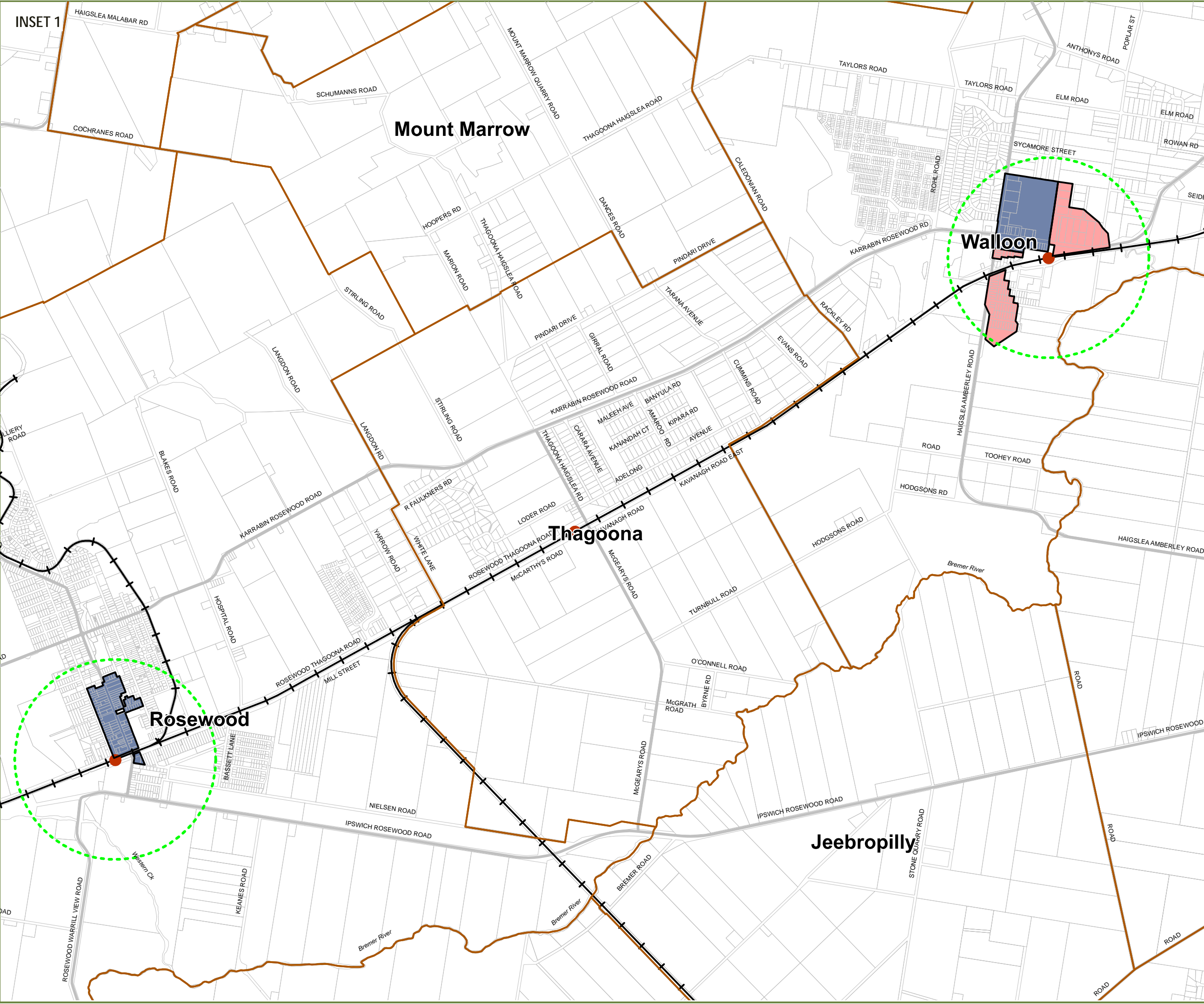
Map 1 - Housing Diversity Area Eligible Areas

- Principal Centre Zone
- Major Centre Zone
- District Centre Zone
- High Density Residential Zone
- Medium Density Residential Zone
- City Boundary
- Major Roads



Legend





INSET 1

Mount Marrow

Walloon

Thagoona

Rosewood

Jeebropilly

IPSWICH PLANNING SCHEME



Housing Diversity and Affordability Incentives Policy

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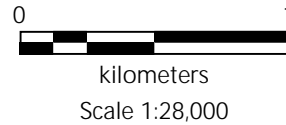
Indicative Parking Relief Areas

- 800m radius circle*

**Note: to be eligible, the development is to be located within 800m walking distance to an existing passenger railway station.*

- City Boundary
- Suburb Boundary
- Major Roads
- Railway Station
- Railway Line

Legend





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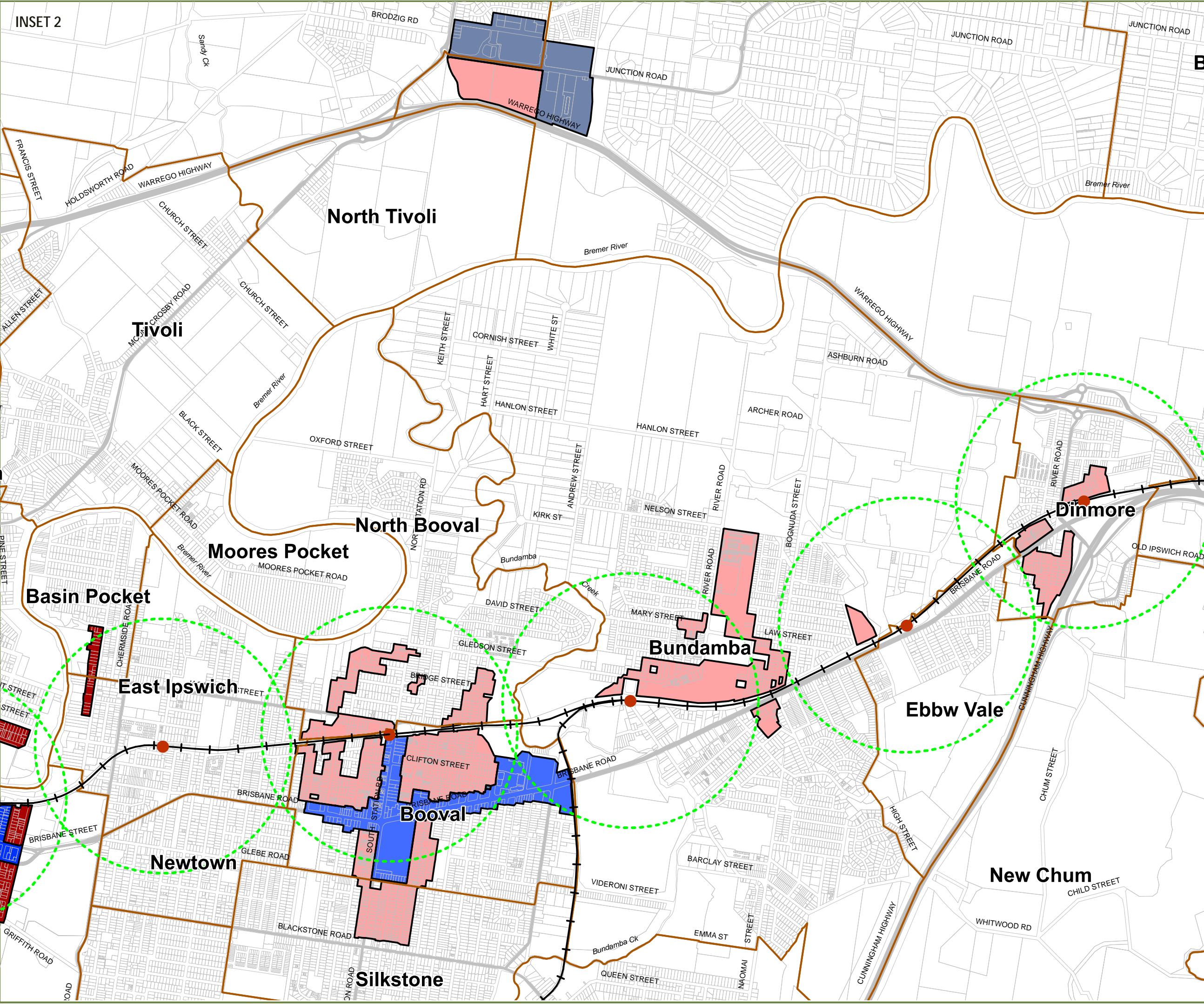
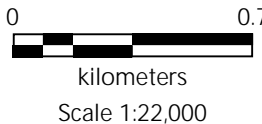
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Legend





Housing Diversity and
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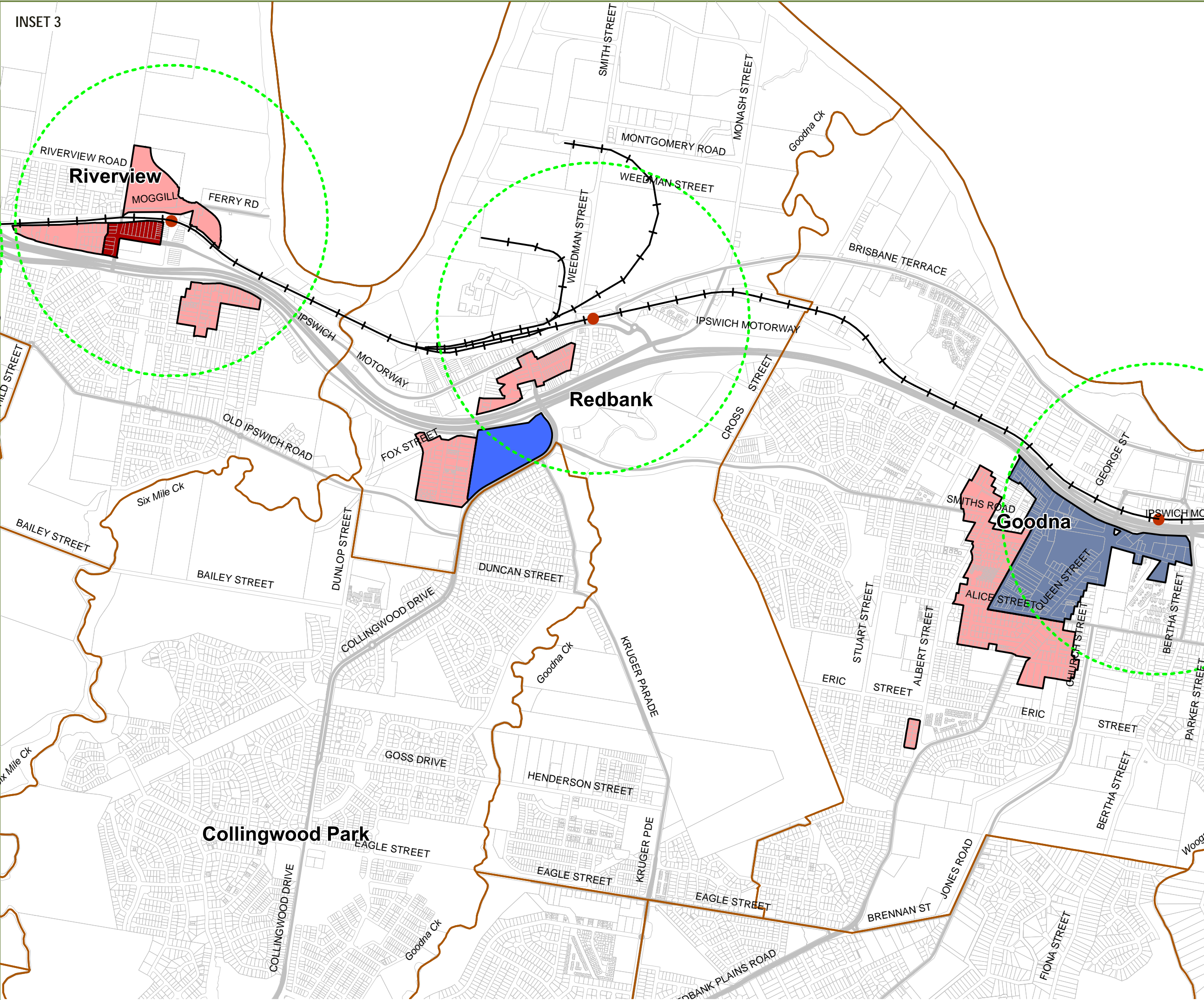
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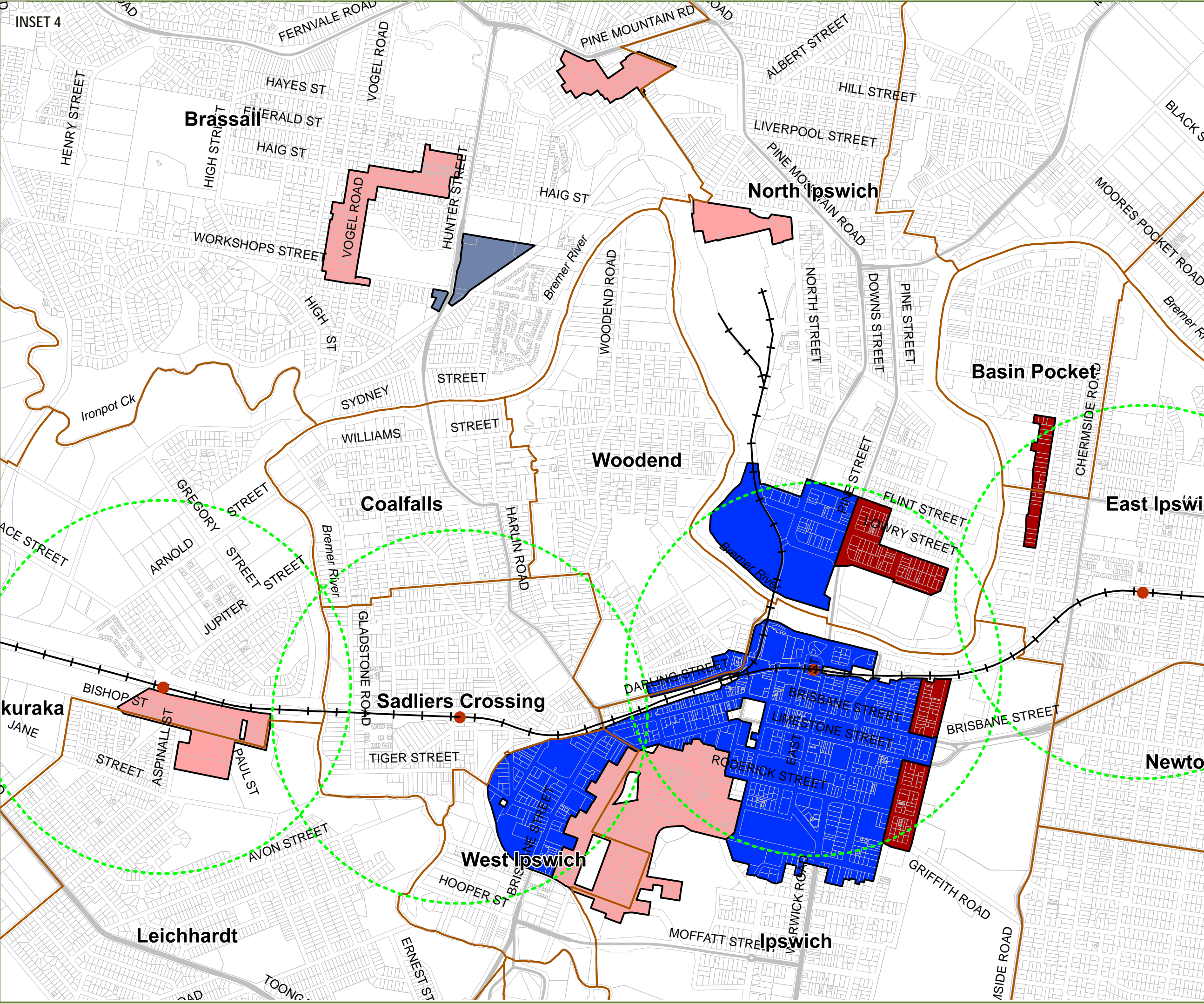
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- City Boundary
- Suburb Boundary
- Major Roads
- Railway Station
- Railway Line

Legend





IPSWICH PLANNING SCHEME

Housing Diversity and Affordability Incentives Policy

Map 1 - Housing Diversity Area

Eligible Areas

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	Major Centre Zone
	District Centre Zone
	High Density Residential Zone
	Medium Density Residential Zone

Indicative Parking Relief Areas

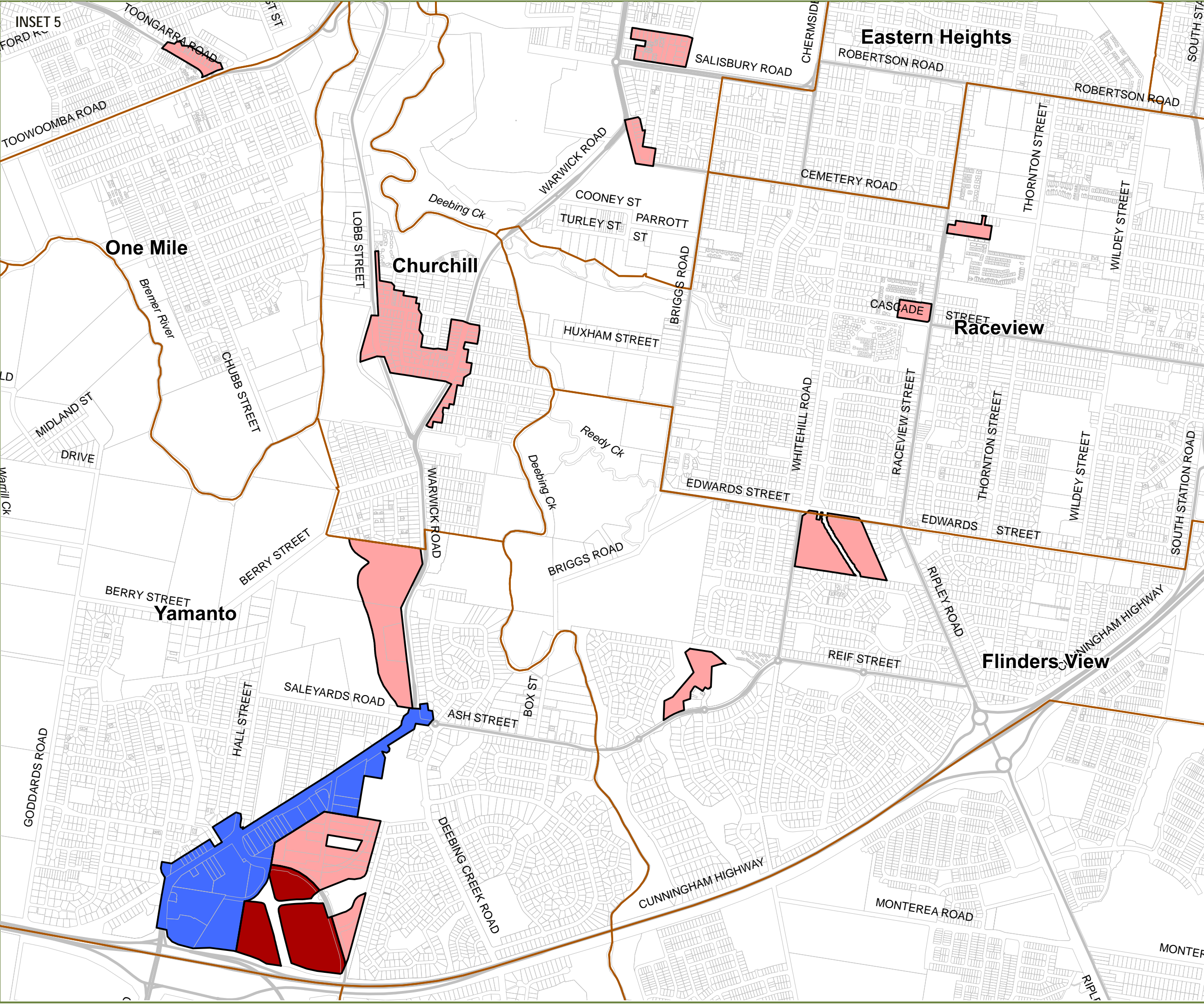
	800m radius circle*
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*Note: to be eligible, the development is to be located within 800m walking distance to an existing passenger railway station.

	City Boundary
	Suburb Boundary
	Major Roads
	Railway Station
	Railway Line

Legend

0 0.5
kilometers
Scale 1:15,000



IPSWICH PLANNING SCHEME

Housing Diversity and Affordability Incentives Policy

Map 1 - Housing Diversity Area

Eligible Areas

- Principal Centre Zone
- Major Centre Zone
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- Medium Density Residential Zone

City Boundary

Suburb Boundary

Major Roads

Legend

N

0

0.5









kilometers

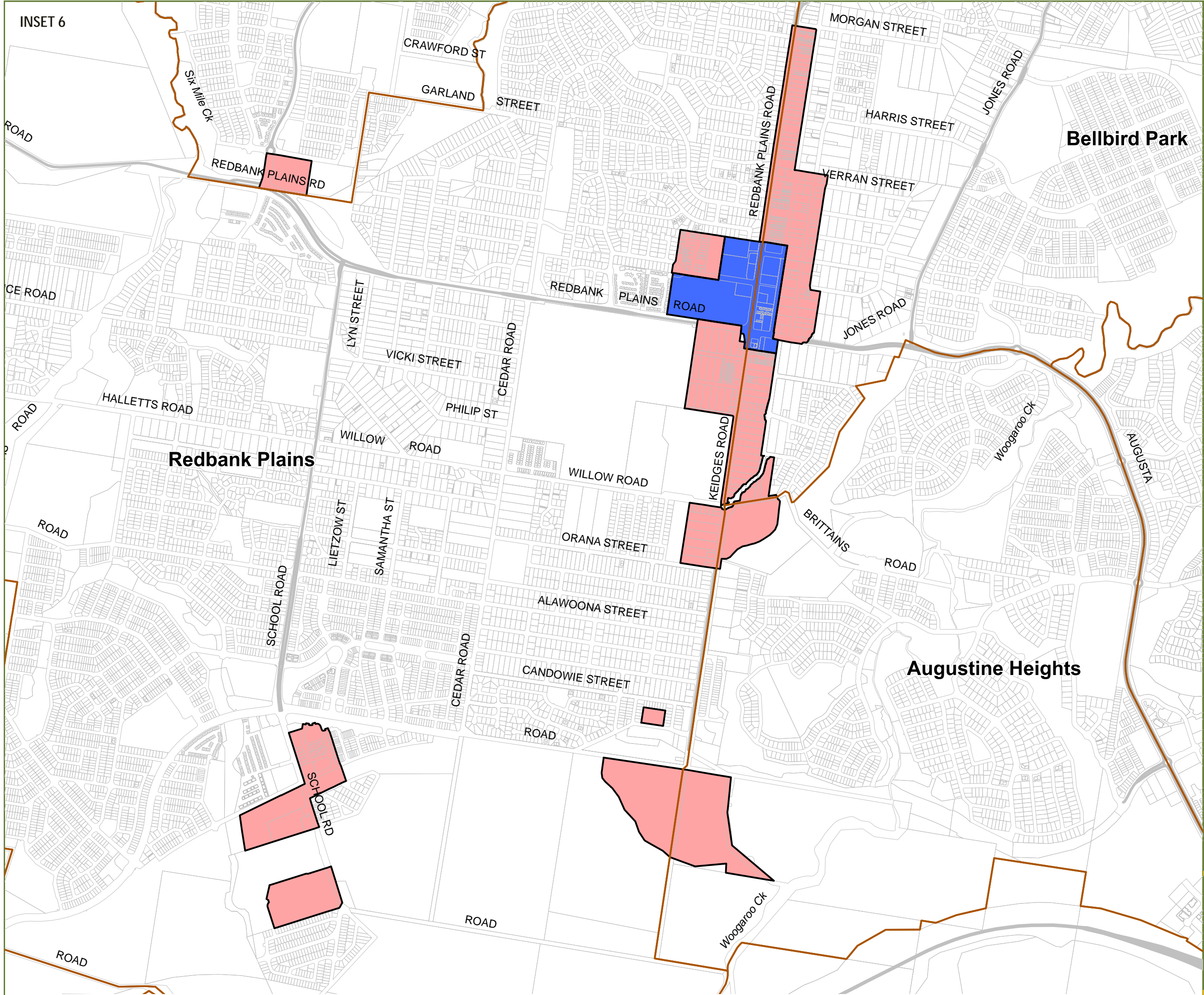
Scale 1:16,000



**Housing Diversity and
Affordability Incentives Policy**
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-  Principal Centre Zone
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-  City Boundary
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Legend

