



# Ipswich Planning Scheme

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QFCI

Date:

18/10/11

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Exhibit Number:

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JANUARY

  
Ipswich  
City Council





# Ipswich Planning Scheme

## Volume 2

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JANUARY



The Ipswich Planning Scheme 2006 can be found online at:

<http://pdonline.ipswich.qld.gov.au/pdonline/user/scheme/default.aspx?page=scheme>



F. JA:JH  
IPA Planning Scheme/Amendments/January 2005/PD&E  
Committee Report [Committee Report – Proposed  
Amendments to Planning Scheme].

Planning, Development & Environment Committee	
Mtg Date: 18/01/05	OAR: YES
Authorisation: Gary White	
Committee to prepare letter: No	
Program No: 02	

10 January 2005

## **MEMORANDUM**

TO: PLANNING AND DEVELOPMENT MANAGER

FROM: PLANNING MANAGER

RE: PROPOSED AMENDMENTS TO THE IPSWICH PLANNING SCHEME

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### **INTRODUCTION:**

This is a report by the Planning Manager dated 10 January 2005, in relation to proposed amendments to the Ipswich Planning Scheme.

### **SUMMARY:**

The attached Tables 1-5 (See Attachment A) propose a series of amendments to the Ipswich Planning Scheme and the Planning Scheme Policies:

- Table 1A and Table 1B – deal with Ipswich Planning Scheme Documents Parts 1-14;
- Table 2A and Table 2B – deal with the Schedules;
- Table 3 – deals with Overlay Mapping;
- Table 4A and Table 4B – deal with Zone Mapping; and
- Table 5 – deals with Planning Scheme Policies.

The amendments have been formulated from feedback received from staff, Councillors, residents and development industry clients based mainly on the operational aspects of the planning scheme since it came into force on 5 April 2004.

Each of the proposed amendments are explained in the attached Tables.

In summary, the amendments mostly deal with:

- correction of errors in relevant documents and maps;
- land use consistency changes across documents;
- updating standards contained in codes;
- clarification of definitions;
- increasing the standard width of carports in Character Zones/Character Places (before an application is required);



- ‘tightening’ tree clearing controls in urban zones from one hectare of native vegetation to 0.5 hectares;
- clarifying that ‘management of understorey vegetation to maintain existing grazing activities does not include:
  - removal of vegetation listed as rare, endangered or vulnerable under the Nature Conservation Act or the Environment Protection and Biodiversity Conservation Act; or
  - other vegetation which has a circumference of 50cm measured at breast height;
- clarifying the approval process for pools, retaining walls and other structures in Character Zones/Character Places;
- clarification of land management payments in Conservation and Rural E Zones;
- requiring public notification (impact assessment) for split zone reconfigurations involving Residential zoned land;
- clarification of the use of the term “Poultry Feedlots” and increased separation distances as a result of odour complaints;
- including provisions to enable small stable developments for up to 2 horses to be “self assessable” in the Rural Living Zone;
- requiring paved footpaths within Access Places, Access Streets and Collector Streets in Large Lot Residential areas (i.e. acreage housing areas);
- including new provisions to ensure new subdivision estate layouts and multiple residential developments (cluster housing) facilitate rapid response for fire fighting services;
- including new provisions based on the Queensland Development Code (QDC) for small lot houses;
- revamping provisions for single residential uses (on other than small lots) to incorporate relevant provisions of the QDC;
- including provision for covered drive through service and waiting bays for fast food restaurants;
- including provisions for parking of motor homes and vehicles towing caravans at tourist facilities;
- updating the Springfield Structure Plan Map to reflect actual reconfiguration boundaries;
- updating zone boundaries to take account of reconfigurations and approved “material changes of use”;
- amendments to Schedule 2 (Character Places) to include sites identified in the recent QR Heritage Report on the Brisbane to Toowoomba line, such as:
  - the historic passenger station buildings, footbridges and timber platform shelters at Bundamba, Dinmore, East Ipswich, Ebbw Vale, Riverview and Rosewood Railway Stations;
  - the Ipswich Signal Cabin and Turntable; and
  - the Woogaroo Creek railway bridge;
- consequential amendments to Schedule 3 (Identified Places of Interest);
- amendments to Schedule 7 (Key Reference Maps) (see Attachment C) to incorporate previous Council decisions regarding changes to the Strategic Road Network;
- changes to Overlay Map OV2 to incorporate DNRM advice (see Attachment D) regarding reductions in Key Resource Areas at Jeebroopilly/Ebenezer, Oakleigh and Swanbank;
- changes to Overlay Map OV5 (Flooding and Urban Stormwater Flow Paths) to incorporate advice received from the Works Department (see Attachment E) regarding:
  - additional 1 in 100 flood mapping at Peak Crossing and Marburg;
  - minor amendments to the 1 in 100 flood line at Mihi Creek and the Bremer River (at Rosewood);

- minor amendments to the 1 in 20 development line in the upper reaches of Woogaroo and Bundamba Creeks; and
- minor adjustments to the urban stormwater flow path network;
- changes to the parks infrastructure charges to reflect updated parks embellishment costs, as recommended by the Conservation, Parks and Sport Manager (see Attachment G);
- updates and minor amendments to the Standard Drawings for Parks Infrastructure and an amendment to the Rosewood/Thagoona Parks Infrastructure Contributions Sector boundaries, as recommended by the Conservation, Parks and Sport Manager (see Attachment H);
- including within the “General Works Policy” new provisions regarding electricity reticulation and telecommunications infrastructure (including installation of ‘spare’ conduits) to match Council’s current development conditions;
- changes to the roadworks infrastructure charges to take account of road project revisions and updated cost estimates, as recommended by the Works Department (see Attachment I); and
- amendments to the standard engineering drawings, as recommended by the Works Department (see Attachment J) involving:
  - an additional standard drawing relating to bus indents;
  - the deletion of the existing standard drawing for bus stop signs and sewerage pump stations; and
  - minor changes to some existing standard drawings for roadworks and water reticulation.

## **PROCESS:**

The *Integrated Planning Act* (IPA) has a process for amending planning schemes and a process for amending planning scheme policies (both proposed).

The process for amending planning schemes under the IPA (i.e. Schedule 1) normally includes two stages:

- Stage 1 – Consideration of State Interests and Consultation Stage (which includes a minimum 30 business day public submission and display period); and
- Stage 2 – Adoption Stage.

If the amendment is deemed to be “minor”, then the local government need not publicly notify the proposed amendments. (IPA defines a “minor amendment” of a planning instrument as an amendment correcting or changing:–

- (a) an explanatory matter about the instrument; or
  - (b) the format or presentation of the instrument; or
  - (c) a grammatical or mapping error in the instrument; or
  - (d) a factual matter incorrectly stated in the instrument; or
- redundant or outdated terms.).

A number of the proposed amendments would constitute a ‘minor amendment’ as defined under the IPA, however from a logistical and ‘customer friendly’ perspective it would be highly preferable to keep all of the amendments in one ‘package’ so that all of the relevant documentation can be approved, reprinted and referenced at one date.

The process for making or amending planning scheme policies (i.e. Schedule 3) has two stages:



- Stage 1 – Consultation Stage (which includes a minimum 20 business day public submission and display period); and
- Stage 2 – Adoption Stage.

The process for making or amending planning scheme policies is shorter than that for amending the planning scheme. The option exists to split the proposed amendments apart (planning scheme amendments and planning scheme policy amendments) to enable the planning scheme policies to be implemented at a earlier date.

**RECOMMENDATION:**

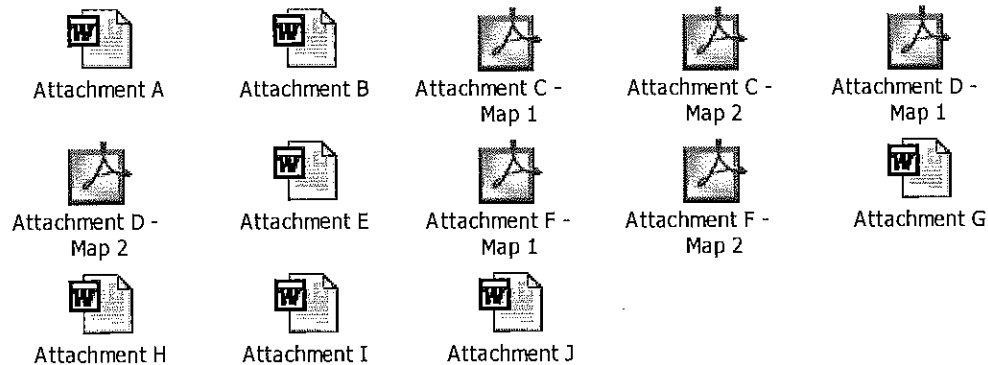
- A. That Council resolve to amend the Ipswich Planning Scheme (pursuant to Schedule 1 of IPA) in the manner outlined in Tables 1-4 of the report by the Planning Manager dated 10 January 2005.
- B. That Council resolve to amend the Planning Scheme Policies (pursuant to Schedule 3 of IPA) in the manner outlined in Table 5 of the report by the Planning Manager dated 10 January 2005.
- C. That Tables 1-5 of the report by the Planning Manager dated 10 January 2005 and the associated reports from the Conservation, Parks and Sport Manager dated 4 January 2005 and the Senior Transport Planner dated 6 January 2005 and the Senior Engineer dated 6 January 2005, form the core elements of the explanatory statements in relation to the proposed planning scheme and planning scheme policies amendments.
- D. That in accordance with the provisions of Section 12.2 of the Planning Scheme, Springfield Land Corporation be notified about the proposed amendments to the Springfield Structure Plan – Map 2.
- E. That the Planning Manager be requested to attend to all relevant matters associated with the proposed amendments to the planning scheme and planning scheme policies, including:
  - giving public notice of the proposals;
  - advising affected landowners; and
  - advising relevant government agencies.

John Adams  
**PLANNING MANAGER**

I concur with the recommendations contained in this report.

Gary White

## PLANNING AND DEVELOPMENT MANAGER



### List of Attachments

Attachment A – Tables 1-5

Attachment B – Tables 12.6.1 and 12.6.2

Attachment C – Maps 1 and 2

Attachment D – DNRM KRA Updates

Attachment E – Report of the Senior Engineer dated 6/01/05 regarding OV5 – Flooding

Attachment F – Amendments to Zoning Boundaries, Maps 1 and 2

Attachment G – Conservation, Parks and Sport Manager's Report of 4/01/05 re: Parkland Embellishments

Attachment H – Conservation, Parks and Sport Manager's Report of 4/01/05 re: Amendments to Standard Drawings and Rosewood Thagoona Contributions Sector Boundaries

Attachment I – Senior Transport Planner's Report of 6/01/05 re: Roadworks Infrastructure

Attachment J – Senior Transport Planner's Report of 6/01/05 re: Standard Drawings



## Attachment A (includes Tables 1-5)

**TABLE 1A: Proposed Amendments to the Ipswich Planning Scheme Documents – Parts 1 to 14**

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
	<b>PART 4 – URBAN AREAS</b>			
4-1	4.17.5(1)(d)" Page 4-198	Typographical error, 4.17.5(1)(d) "wort" should read work.	Correction of a misspelt word in the Planning Scheme.	That the word 'wort' be replaced by the word 'work'. Clause (d) will read:  "carrying out building work not associated with a material change of use, if building work on an existing building on site and complying with the Planning Scheme Building Matters Code;"  That the word 'metres' be included after the number ten (10).  Clause (i) will read:  "new uses and works are setback a minimum of ten (10) metres from the alignment of the Warrego Highway."
4-2	4.11.4 (3) (d)(i) Page 4-121	Clause (d) reads without the 'metres' as part of the probable solution. The probable solution needs to clarify what the ten (10) stands for.	The addition of the word "metres" clarifies the intent of the Probable Solution.	
4-3	4.1.1 (1) Page 4-1	Section 4.1.1 the first three provisions refer to the wrong section of the Planning Scheme.	The current wording does not provide the correct reference to the relevant sections.	That the wording be amended to read:- <ul style="list-style-type: none"> <li>compliance with the Urban Areas Code (division 3, section 4.3.1)</li> <li>overall outcomes for the Urban Areas (division 3, section 4.3.2)</li> <li>specific outcomes for the Urban Areas (division 3, section 4.3.3).</li> </ul>

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
4-4	Part 4-Urban Areas, Div 21 – Special Opportunity Zone: 4.21.4(25) Page 4-237	Granville Tobacco site continues to be used for the manufacture of tobacco products, whereas the Planning Scheme indicates that this was the former use of the site.	Part 4 – Division 21 – Special Opportunity Zone, Sub Area 25 refers to the “Bundamba (formerly Granville Tobacco site, north east of Bundamba Creek and the rail line, south of Creek Street).”	That the word ‘former’ be removed from the title to read:  “Sub Area SA25 – Bundamba (Granville Tobacco site, north east of Bundamba Creek and the rail line, south of Creek Street).”
4-5	Table 4.7.2 and Table 4.14.2	The standard design width for a carport is 3.6m, whereas the exempt criteria for the erection of a carport within a character zone lists a maximum width of 3.5m.	Increasing the maximum width for a carport in a character zone to 3.6m would reduce the need to obtain development approval without significantly affecting historic streetscapes.	That the width of the carport be increased from 3.5m to 3.6m. Clause (k) (ii) (A) to read: “is a maximum of 3.6m wide”; Clause (k) (iii) (B) to read: “is a maximum of 3.6m wide”;
4-6	Table 4.4.2; Table 4.5.2; Table 4.7.2; Table 4.8.2; Table 4.12.2; Table 4.14.2; Table 4.15.2; and Table 4.17.2;	Tree clearing controls require tightening to reduce incidences of large tracts of vegetation from being removed.	Current controls require no application for the clearing of up to 1 hectare (10,000m <sup>2</sup> ) of native vegetation in any one year. A reduction of this limit to 5000m <sup>2</sup> will provide Council with greater control over broad scale clearing without ‘over regulating’ clearing on individual home sites.	That clearing of vegetation – not associated with a material change of use - Column 2, be amended to read: “Self assessable if – involving the clearing of 0.5 hectare or less of native vegetation in any one year; and”
4-7	Clause 4.8.6 (1) (e) Page 4-74	Tree clearing controls require tightening to reduce incidences of large tracts of vegetation from being removed.	Current controls require no application for the clearing of up to 1 hectare (10,000m <sup>2</sup> ) of native vegetation in any one year. A reduction of this limit to 5000m <sup>2</sup> will provide Council with greater control over broad scale clearing without ‘over regulating’ clearing on individual home sites.	That the area of “1 hectare” be changed to “0.5 hectares”.



No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
4-8	Table 4.18.2 Page 4-211	Incorrect reference regarding 'Clearing of Vegetation' in Column 3.	Column 3 should refer to 'If Impact or Code Assessable'.	That the words 'or Code' be added after the word 'impact'.
4-9	Table 4.18.1 Single Residential Page 4-208	Single Residential development does not call up the Residential Code.	Single Residential uses are subject to the Residential Code in all other zones.	That Column 3 be amended to include reference to: Residential Code (Part 12, Division 6)
4-10	Table 4.7.2 and Table 4.14.2	Clarification of approval processes for pools, retaining walls and other structures within Character Zones.	The current planning scheme provisions have created confusion regarding the approval processes for pools, retaining walls and other structures within the Character Zones. These matters would be clarified by inserting reference to the front boundary fencing and 'outbuilding' provisions as already contained in the assessment tables.	That the following amendments be made to the wording for 'Carrying out building work not associated with a material change of use':- <ul style="list-style-type: none"> <li>remove the word 'or' from clause (o);</li> <li>include ' ; or' at the end of clause (p) (ii); and</li> <li>include a new clause (q) to read as follows:- <p>"(q) constructing a pool, retaining wall or other structure-</p> <p>(i) where the construction takes place at the rear of the main building (see Area A in Schedule 6, Figure 3), provided no structure is higher than the main building;</p> <p>or</p> <p>(ii) where the construction takes place at the side or in front of the main building (see Areas B and C in Schedule 6, Figure 3) provided no structure is more than 1.2 metres above the existing ground level."</p> </li> </ul>
4-11	Clause 4.12.4 (2)(d)(iii) (Page 4-143) and Clause 4.13.3 (6)(b)(iii) (Page 4-153)	The term 'defined watercourse' has been incorrectly used instead of 'designated watercourse'.	'Defined Watercourse' is not defined in the Planning Scheme. The term 'Designated Watercourse' is defined in the Planning Scheme. As such the terminology needs to be amended.	That the following be amended to read:-  Part 4 Urban Areas, Section 4.12.4 (2)(d)(iii) – change 'defined watercourse' to 'designated watercourse'.  Part 4 Urban Areas, Section 4.13.3 (6)(b)(iii) – change 'defined watercourse' to 'designated watercourse'.

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
4-12	4.18.2(2) Page 4-205	Clarification of land management payments – Conservation Zone	It is proposed that a new Note 4.18.2C be inserted to clarify the land management payments applicable to the Conservation Zone.	That a new Note 4.18.2C be added to the end of Section 4.18.2 (2) to read as follows:- (1) Land within the zone is eligible for a land management payment from Council which is equivalent to 66% of the general rate, subject to entering in to a Partnering Agreement. (2) Land within the zone may be eligible for a land management payment from Council which is equivalent to 100% of the general rate, subject to an on-ground assessment and entering into a Nature Conservation Agreement.
4-13	Table 4.9.2; Table 4.10.2; Table 4.11.2; Table 4.12.2; Table 4.13.2; Table 4.14.2; Table 4.15.2; Table 4.20.3 and Table 4.21.2.	Split zone reconfigurations, involving Residential zoned land.	The 'standard' approach to reconfigurations in Queensland has been to make this form of development 'code assessable' (i.e. no public notification or third party appeal rights). However there is a persuasive case that where a reconfiguration involves Residential zoned land, it should be publicly notified (i.e. made 'impact assessable') owing to the potentially significant change in land use activity which may affect the amenity of nearby land.	That the wording used in Column 2, opposite the term 'Reconfiguring a lot', be amended to read:- "Impact Assessable where involving land within a Residential Zone. Code Assessable otherwise."
4-14	Table 4.4.1 Table 4.5.1 Table 4.6.1 Table 4.8.1 Table 4.15.1 and Table 4.16.1	Consequential amendments as a result of incorporation of Qld Development Code provisions.	Amendments to the MCU Assessment Tables are necessitated by the amendments to Section 12.6.5(8) as outlined for item 12-7 below.	That the first paragraph in column 3, opposite the term 'Single Residential' in column 1, be amended to read:- "If Self Assessable – acceptable solutions for Single Residential in section 12.6.5(8) – Table 12.6.1, in the Residential Code (Part 12, division 6)".

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
<b>PART 5 – CITY CENTRE</b>				
5-1	5.11 (1) (e) Page 5-22	Reference to relocation of Railway Signal Box	As a result of the listing of the Railway Signal Box on the Queensland Heritage Register, the reference to its relocation to the 'Workshops Railway Museum' should be removed.	That Section 5.11 (1)(e) be deleted.

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
<b>PART 6 – REGIONAL BUSINESS AND INDUSTRY INVESTIGATION ZONE</b>				
6-1	Table 6.4 Page 6-42	A Plant Nursery (Wholesale) is exempt development, but Column 3 – Relevant Assessment Criteria lists applicable codes	Development which is exempt does not have to comply with Codes.	That the following text be removed from Column 3 of Table 6.4:  "Regionally Significant Business and Industry Areas Code (part 6) – particularly the specific outcomes in section 6.7 and the Regional Business and Industry Investigation Zone (division 5)  Commercial and Industrial Code (Part 12, division 7)  Parking Code (Part 12, division 9)"
6-2	Table 6.5	Tree clearing controls require tightening to reduce incidences of large tracts of vegetation from being removed.	Current controls require no application for the clearing of up to 1 hectare (10,000m <sup>2</sup> ) of native vegetation in any one year. A reduction of this limit to 5000m <sup>2</sup> will provide Council with greater control over broad scale clearing without 'over regulating' clearing on individual home sites.	That clearing of vegetation – not associated with a material change of use - Column 2, be amended to read: "Self assessable if – involving the clearing of 0.5 hectare or less of native vegetation in any one year; and"
6-3	Table 6.2; Table 6.5; Table 6.7; and Table 6.10.	Split zone reconfigurations, involving Residential zoned land.	The 'standard' approach to reconfigurations in Queensland has been to make this form of development 'code assessable' (i.e. no public notification or third party appeal rights). However there is a persuasive case that where a reconfiguration involves Residential zoned land, it should be publicly notified (i.e. made 'impact assessable') owing to the potentially significant change in land use activity which may affect the amenity of nearby land.	That the wording used in Column 2, opposite the term 'Reconfiguring a lot', be amended to read:- "Impact Assessable where involving land within a Residential Zone. Code Assessable otherwise."

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
<b>PART 8 – ROSEWOOD AREA</b>				
8-1	Table 8.9	The standard design width for a carport is 3.6m, whereas the exempt criteria for the erection of a carport within a character zone lists a maximum width of 3.5m.	Increasing the maximum width for a carport in a character zone to 3.6m would reduce the need to obtain development approval without significantly affecting historic streetscapes.	That the width of the carport be increased from 3.5m to 3.6m. Clause (k) (ii) (A) to read: “is a maximum of 3.6m wide”; Clause (k) (iii) (B) to read: “is a maximum of 3.6m wide”;
8-2	Table 8.9	Clarification of approval processes for pools, retaining walls and other structures within Character Zones.	The current planning scheme provisions have created confusion regarding the approval processes for pools, retaining walls and other structures within the Character Zones. These matters would be clarified by inserting reference to the front boundary fencing and ‘outbuilding’ provisions as already contained in the assessment tables.	That the following amendments be made to the wording for ‘Carrying out building work not associated with a material change of use’:- <ul style="list-style-type: none"> <li>remove the word ‘or’ from clause (o);</li> <li>include ‘; or’ at the end of clause (p) (ii); and</li> <li>include a new clause (q) to read as follows:-</li> </ul> “(q) constructing a pool, retaining wall or other structure- <ul style="list-style-type: none"> <li>(i) where the construction takes place at the rear of the main building (see Area A in Schedule 6, Figure 3), provided no structure is higher than the main building; or</li> <li>(ii) where the construction takes place at the side or in front of the main building (see Areas B and C in Schedule 6, Figure 3) provided no structure is more than 1.2 metres above the existing ground level.”</li> </ul>
8-3	Table 8.9; Table 8.11; Table 8.15; and Table 8.17.	Tree clearing controls require tightening to reduce incidences of large tracts of vegetation from being removed.	Current controls require no application for the clearing of up to 1 hectare (10,000m <sup>2</sup> ) of native vegetation in any one year. A reduction of this limit to 5000m <sup>2</sup> will provide Council with greater control over broad scale clearing without ‘over regulating’ clearing on individual home sites.	That clearing of vegetation – not associated with a material change of use - Column 2, be amended to read: “Self assessable if – involving the clearing of 0.5 hectare or less of native vegetation in any one year; and”



No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
8-4	Table 8.19 Page 8-86	The level of assessment (Impact Assessment) for a 'Major Utility' is not consistent with other zones.	Except for 'Conservation Zones', all other zones (including Residential Zones) state that a 'Major Utility' is 'impact assessable' only where involving the treatment or disposal of putrescible waste. Otherwise the use is 'code assessable'.	That 'Column 2 Assessment category', in respect of a 'Major Utility' use be amended to read – "Impact Assessable, if involving treatment or disposal of putrescible waste. Code Assessable otherwise."
8-5	Table 8.5; Table 8.7; and Table 8.20.	Split zone reconfigurations, involving Residential zoned land.	The 'standard' approach to reconfigurations in Queensland has been to make this form of development 'code assessable' (i.e. no public notification or third party appeal rights). However there is a persuasive case that where a reconfiguration involves Residential zoned land, it should be publicly notified (i.e. made 'impact assessable') owing to the potentially significant change in land use activity which may affect the amenity of nearby land.	That the wording used in Column 2, opposite the term 'Reconfiguring a lot', be amended to read:- "Impact Assessable where involving land within a Residential Zone. Code Assessable otherwise."
8-6	Table 8.10 and Table 8.12	Consequential amendments as a result of incorporation of Qld Development Code provisions.	Amendments to the MCU Assessment Tables are necessitated by the amendments to Section 12.6.5(8) as outlined for item 12-7 below.	That the first paragraph in column 3, opposite the term 'Single Residential' in column 1, be amended to read:- "If Self Assessable – acceptable solutions for Single Residential in section 12.6.5(8) – Table 12.6.1, in the Residential Code (Part 12, division 6)".

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
<b>PART 9 – TOWNSHIP AREAS</b>				
9-1	Table 9.2; Table 9.4; and Table 9.6.	Tree clearing controls require tightening to reduce incidences of large tracts of vegetation from being removed.	Current controls require no application for the clearing of up to 1 hectare (10,000m <sup>2</sup> ) of native vegetation in any one year. A reduction of this limit to 5000m <sup>2</sup> will provide Council with greater control over broad scale clearing without 'over regulating' clearing on individual home sites.	That clearing of vegetation – not associated with a material change of use – Column 2, be amended to read: "Self assessable if – involving the clearing of 0.5 hectare or less of native vegetation in any one year; and"

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
9-2	Table 9.4 and Table 9.6	The standard design width for a carport is 3.6m, whereas the exempt criteria for the erection of a carport within a character zone lists a maximum width of 3.5m.	Increasing the maximum width for a carport in a character zone to 3.6m would reduce the need to obtain development approval without significantly affecting historic streetscapes.	That the width of the carport be increased from 3.5m to 3.6m. Clause (k) (ii) (A) to read: “is a maximum of 3.6m wide”; Clause (k) (iii) (B) to read: “is a maximum of 3.6m wide”;
9-3	Table 9.4 and Table 9.6	Clarification of approval processes for pools, retaining walls and other structures within Character Zones.	The current planning scheme provisions have created confusion regarding the approval processes for pools, retaining walls and other structures within the Character Zones. These matters would be clarified by inserting reference to the front boundary fencing and ‘outbuilding’ provisions as already contained in the assessment tables.	That the following amendments be made to the wording for ‘Carrying out building work not associated with a material change of use’:- <ul style="list-style-type: none"> <li>remove the word ‘or’ from clause (o);</li> <li>include ‘; or’ at the end of clause (p) (ii); and</li> <li>include a new clause (q) to read as follows:-  “(q) constructing a pool, retaining wall or other structure-  (i) where the construction takes place at the rear of the main building (see Area A in Schedule 6, Figure 3), provided no structure is higher than the main building;  or  (ii) where the construction takes place at the side or in front of the main building (see Areas B and C in Schedule 6, Figure 3) provided no structure is more than 1.2 metres above the existing ground level.”</li> </ul>
9-4	Table 9.14 Page 9-74	The level of assessment (Impact Assessment) for a ‘Major Utility’ is not consistent with other zones.	Except for ‘Conservation Zones’, all other zones (including Residential Zones) state that a ‘Major Utility’ is ‘impact assessable’ only where involving the treatment or disposal of putrescible waste. Otherwise the use is ‘code assessable’.	That ‘Column 2 Assessment category’, in respect of a ‘Major Utility’ use be amended to read – “Impact Assessable, if involving treatment or disposal of putrescible waste. Code Assessable otherwise”.

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
9-5	Table 9.10; Table 9.12; and Table 9.15.	Split zone reconfigurations, involving Residential zoned land.	The 'standard' approach to reconfigurations in Queensland has been to make this form of development 'code assessable' (i.e. no public notification or third party appeal rights). However there is a persuasive case that where a reconfiguration involves Residential zoned land, it should be publicly notified (i.e. made 'impact assessable') owing to the potentially significant change in land use activity which may affect the amenity of nearby land.	That the wording used in Column 2, opposite the term 'Reconfiguring a lot', be amended to read:- "Impact Assessable where involving land within a Residential Zone. Code Assessable otherwise."
9-6	Table 9.1 and Table 9.7	Consequential amendments as a result of incorporation of Qld Development Code provisions.	Amendments to the MCU Assessment Tables are necessitated by the amendments to Section 12.6.5(8) as outlined for item 12-7 below.	That the first paragraph in column 3, opposite the term 'Single Residential' in column 1, be amended to read:- "If Self Assessable – acceptable solutions for Single Residential in section 12.6.5(8) – Table 12.6.1, in the Residential Code (Part 12, division 6)".

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
<b>PART 10 – RURAL AREAS</b>				
10-1	Table 10.12 Page 10-48	The level of assessment (Impact Assessment) for a 'Major Utility' is not consistent with other zones.	Except for 'Conservation Zones', all other zones (including Residential Zones) state that a 'Major Utility' is 'impact assessable' only where involving the treatment or disposal of putrescible waste. Otherwise the use is 'code assessable'.	That 'Column 2 Assessment category', in respect of a 'Major Utility' use be amended to read – "Impact Assessable, if involving treatment or disposal of putrescible waste. Code Assessable otherwise".
10-2	Part 10, Division 5 (page 10-13), item (i) of part 10.15 (3) and Table 10.3 (Page 10-16) - reference to 'poultry feedlots.'	The use of the term 'where the animals are kept predominantly in cages (e.g. battery hens)' to describe poultry feedlots' as an 'inconsistent use class'.	Most contemporary poultry feedlots no longer use 'battery hen' cages. Instead they tend to use large pens. This has lead to some challenges regarding the terminology 'where animals are kept predominantly in cages (e.g. battery hens)' to describe an inconsistent use class. One planning consultant has interpreted the provisions to be that 'non battery hen' poultry farms are a consistent use. Given the amenity complaints which have occurred with poultry farms it is considered prudent to remove references to 'battery hen cages', thereby listing all poultry feedlots as an inconsistent use class.	That the words 'particularly where the animals are kept predominantly in cages (e.g. battery hens)' be removed from Column 1 of Table 10.3 and from section 10.15 (3).

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
10-3	Section 10.19.3 (o)(iii) – Page 10-21 and Table 10.6, Page 10-25	Impact of development constraints overlays on Rural Living reconfigurations	The current scheme wording may be interpreted to state that the entire parcel (rather than any newly created lot) must be free from development constraints.	That the wording of s10.19.3 (o)(iii) and clause (c) in Columns 1 and 2 of Table 10.6 for 'Reconfiguring a Lot' be amended to read: "where it can be demonstrated that the land is free from development constraints (see Part 11) and there has been no net increase in the number of lots within the Rural Locality".
10-4	Table 10.5 Page 10-23	The use of a Stable in a Rural Zone C (Rural Living) be self assessable if it meets certain minimum standards.	<p>Small stables development (i.e. for up to 2 horses) are 'self assessable' in the Rural A (Agriculture) and Rural B (Pastoral) Zones, subject to:-</p> <ul style="list-style-type: none"> <li>• a minimum lot size of 1ha; and</li> <li>• prescribed setbacks, e.g. 40m to a road reserve, 15m to a side or rear boundary, and 30m to a dwelling.</li> </ul> <p>Similar standards could be used in relation to the Rural C (Rural Living) Zone.</p>	<p>1. That Column 2 of Table 10.5, in respect of Intensive Animal Husbandry, be amended to read as follows:-</p> <p>“ Self Assessable if involving a stable which is designed to accommodate up to 2 horses.</p> <p>Code Assessable if a stable and the criteria for self assessable do not apply.</p> <p>Impact Assessable otherwise.”</p> <p>2. That Column 3 of Table 10.5, in respect of Intensive Animal Husbandry, be amended to read as follows:-</p> <p>“If Self Assessable-acceptable solutions in the Intensive Animal Husbandry code (Part 12, division 8 sections 12.8.4(2)(g) and (11)).</p> <p>If Code Assessable-</p> <p>(a) Intensive Animal Husbandry Code (Part 12, division 8);</p> <p>(b) Rural Areas Code (Part 10)-particularly the specific outcomes for Rural C (Rural Living) Zone (division 6); and</p> <p>(c) Parking Code (Part 12, division 9)”.</p>



No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
10-5	10.25(2) Page 10-35	Clarification of land management payments – Rural E Zone	It is proposed that Note 10.25B be amended to clarify the land management payment applicable within the Rural E zone.	That Note 10.25B be amended by :- 1. Replacing the existing Clause (1) with the following:- “(1) Land within the zone is eligible for a land management payment from Council which is equivalent to 66% of the general rate, subject to entering in to a Partnering Agreement. (1) Land within the zone may be eligible for a land management payment from Council which is equivalent to 100% of the general rate, subject to an on-ground assessment and entering into a Nature Conservation Agreement”. 2. Renumbering the existing Clauses (2) and (3) to become Clauses (3) and (4) respectively.
10-6	Table 10.6 and Table 10.5	Consequential amendments as a result of incorporation of Qld Development Code provisions.	Amendments to the MCU Assessment Tables are necessitated by the amendments to Section 12.6.5(8) as outlined for item 12-7 below.	That the first paragraph in column 3, opposite the term ‘Single Residential’ in column 1, be amended to read:- “If Self Assessable – acceptable solutions for Single Residential in section 12.6.5(8) – Table 12.6.1, in the Residential Code (Part 12, division 6)”.

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
<b>PART 11 – OVERLAY CODES</b>				
11-1	Table 11.3.2 (k)(ii)(A) (k)(iii)(B)	The standard design width for a carport is 3.6m, whereas the exempt criteria for the erection of a carport within a character zone lists a maximum width of 3.5m.	Increasing the maximum width for a carport in a character zone to 3.6m would reduce the need to obtain development approval without significantly affecting historic streetscapes.	That the width of the carport be increased from 3.5m to 3.6m. Clause (k) (ii) (A) to read: “is a maximum of 3.6m wide”; Clause (k) (iii) (B) to read: “is a maximum of 3.6m wide”;

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
11-2	Table 11.3.2	Clarification of approval processes for pools, retaining walls and other structures within Character Zones.	The current planning scheme provisions have created confusion regarding the approval processes for pools, retaining walls and other structures within the Character Zones. These matters would be clarified by inserting reference to the front boundary fencing and 'outbuilding' provisions as already contained in the assessment tables.	<p>That the following amendments be made to the wording for 'Carrying out building work not associated with a material change of use':-</p> <ul style="list-style-type: none"> <li>remove the word 'or' from clause (o);</li> <li>include ' ; or' at the end of clause (p) (ii); and</li> <li>include a new clause (q) to read as follows:-</li> </ul> <p>"(q) constructing a pool, retaining wall or other structure-</p> <p>(i) where the construction takes place at the rear of the main building (see Area A in Schedule 6, Figure 3), provided no structure is higher than the main building; or</p> <p>(ii) where the construction takes place at the side or in front of the main building (see Areas B and C in Schedule 6, Figure 3) provided no structure is more than 1.2 metres above the existing ground level".</p>
11-3	Clause 11.4.7 (2)(e)(i) Figure 11.4.12 Page 11-28	The term 'defined watercourse' has been incorrectly used instead of 'designated watercourse'.	'Defined Watercourse' is not defined in the Planning Scheme. The term 'Designated Watercourse' is defined in the Planning Scheme. As such the terminology needs to be amended.	<p>That the following be amended to read:-</p> <p>Section 11.4.7 (2)(e)(i) Flooding and Urban Stormwater Flow Path Areas - replace 'defined watercourse' with 'designated watercourse'.</p> <p>Figure 11.4.12 – replace 'defined watercourse stream bed' with 'designated watercourse stream bed'.</p>
11-4	Table 11.4.3 Page 11-42	Single Residential Use within High Pressure Pipelines Overlay	There is some uncertainty whether or not the provisions of Section 11.4.13 (High Pressure Pipelines) apply in respect to single residential uses. As these provisions are intended to focus on 'major concentrations of people' within a 200m wide buffer, they should not apply to single residential uses. Accordingly, Table 11.4.3 should be amended to clarify that these provisions do not apply to single residential uses.	<p>That the following amendments be made to Column 2, opposite the term 'Single Residential':--</p> <ol style="list-style-type: none"> <li>include " ; or" at the end of clause (b); and</li> <li>include a new clause (c) to read as follows:- "(c) within the High Pressure Pipelines Overlay (refer Map OV11)".</li> </ol>

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
<b>PART 12- ASSESSMENT CRITERIA FOR DEVELOPMENT FOR A STATED PURPOSE OR OF A STATED TYPE</b>				
12-1	12.14.5 (29) Page 12-189	Confusion regarding placement of 'Pole Signs'.	The current wording of this section has created some confusion that a Pole Sign must be attached to a non-residential building.	That the words 'on a non-residential building' be deleted from this section.
12-2	Table Of Contents Division 12 – Community Use Code Page 12-ii	The page numbers in the Table of Contents for this code are incorrect.	The page numbers in the tables of contents do not reflect the actual page numbers that the headings refer to.	That the Table Of Contents for Part 12 be amended to reflect the correct page numbers for the relevant subject headings.
12-3	Lot Reconfiguration Code, Table 12.5.2, Column 2	There are inconsistencies re: the lot -v- construction widths for access handles on hatchet lots in pages 12-20 and 12-21.	Notes 5 and 6 both have different access width requirements for the same type of development as compared to the requirements listed in Table 12.5.1.	That Note 5, Clause (1) (a) be amended to read: '(a) Multiple Residential Lots – 7m <sup>(4)</sup> ,'  That Note 6, Clause (a) be amended to read: '(a) multiple residential purposes – 5.5 metres';
12-4	Div 5 – Reconfiguring a Lot Code - Appendix E Page 12-48	Footpaths/cycle paths are not currently provided for in Large Lot residential areas.	As a result of community complaints, the PD & E Committee at its meeting of 26 October 2004 requested that the planning scheme be amended to provide for footpath/cycle paths in large lot areas.	1. That the Table in Appendix 'E' be amended to read in the row opposite Footpaths/Cyclepaths:- (1) Under the second Column: Access Place and Access Street:- "Footpath one side. Footpaths to be coordinated with street lighting and other appropriate community facilities." (2) Under the third Column: Collector Street:- "Footpath one side, cyclepath on carriageway. Footpaths to be coordinated with street lighting and other appropriate community facilities." 2. That Note 10 be amended to read as follows: "Typical only – varies with pedestrian/cyclist network planning. Additional footpaths may be required in areas where – (a) access places or streets lead to an attraction/destination that would encourage greater than normal pedestrian traffic or where characteristics of the land require the construction of footpaths on both sides of the street; and (b) collector streets may require footpaths on both sides where traffic volumes are such that it is dangerous to encourage children to cross the collector street, or near the entry to estates or where the street leads to an attraction/destination

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
12-5	Table 12.5.1 and Table 12.5.2	New subdivisional layouts should facilitate rapid response times for fire fighting services.	<p>Some new lots (particularly large lot residential hatchet lots) are being created with building locations beyond rapid response times from fire hydrants. New subdivisional standards are proposed to ensure that:-</p> <ul style="list-style-type: none"> <li>the subdivisional layout facilitates rapid response times for fire fighting services; or</li> <li>suitable fire fighting facilities or water storage are provided on site to enable fire fighting equipment to be used; or</li> <li>applicants acknowledge that the subdivisional design and the associated building locations do not facilitate rapid response times for fire fighting services and subsequent purchasers are advised accordingly.</li> </ul>	<p>that would encourage greater than normal pedestrian traffic or where characteristics of the land require the construction of footpaths on both sides of the street.</p> <p>NB: All footpaths are to be a minimum of 1.5m in width and dual use paths are to be a minimum of 2.0m in width."</p> <p>1. That a new clause (10) be added to the end of Table 12.5.1 with the following wording:-  (1) Under Column 1 – Specific Outcomes:-  <b>"Fire Fighting</b>  (10) Lots are designed with adequate water supply and access for fire fighting purposes."  (2) Under Column 2 – Probable Solutions:-  <b>"Fire Fighting</b>  (10) Either :-  (a) (i) fire hydrants are located no further than 80m apart within road reserves; and  (ii) all dwellings are able to be located within the fire appliance access distances shown in Diagram A below; or  (b) building envelopes are created on new lots such that the building envelope meets the fire appliance access distances shown in Diagram A below; or  (c) (i) the water supply service to a hatchet lot is sized for the provision of fire fighting flows via a hydrant and a metered bypass across a check valve in accordance with AS2419.1 and a fire hydrant and building envelope are provided to meet the fire appliance access distances shown in Diagram A below; and  (ii) vehicular access to the lot is via :-  (A) a minimum 3 metre wide concrete driveway;  (B) with a minimum 3 metres in horizontal clearance and 4.5 metres in vertical clearance;  (C) with a maximum gradient of 15%; and  (D) with a sufficient hardstand turnaround area at the end of the access strip for the turning of a fire fighting vehicle;  or</p>

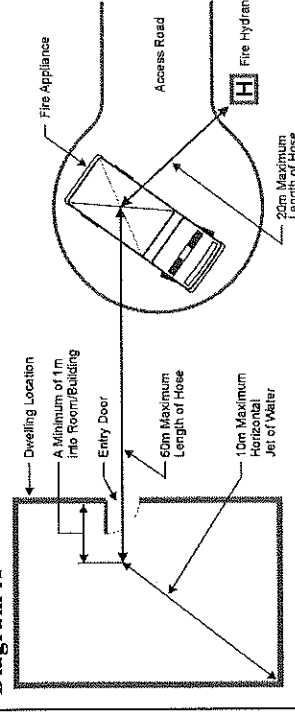


No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
				<div data-bbox="165 103 478 835"> <p style="text-align: center;"><b>Diagram A</b></p> </div> <div data-bbox="510 103 1359 835"> <p>(d) (i) a minimum water supply of 5000 litres (per dwelling) is permanently available on site for fire fighting purposes as either –</p> <ul style="list-style-type: none"> <li>(A) a separate onsite water tank; or</li> <li>(B) a reserve section in the bottom part of the main water supply tank; or</li> <li>(C) a swimming pool installed immediately upon construction of the dwelling; or</li> <li>(D) a dam or lake; and</li> </ul> <p>(ii) where onsite water supply tanks are provided they are-</p> <ul style="list-style-type: none"> <li>(A) above ground and located adjacent to the building;</li> <li>(B) fitted with a 50mm outlet pipe and a 50mm male camlock coupling (standard rural fire brigade fitting) to allow fire hose connection; and</li> <li>(C) of precast concrete or steel construction and supported by a fireproof structure; and</li> </ul> <p>(iii) vehicular access to the lot is via :-</p> <ul style="list-style-type: none"> <li>(A) a minimum 3 metre wide concrete driveway;</li> <li>(B) with a minimum 3 metres in horizontal clearance and 4.5 metres in vertical clearance;</li> <li>(C) with a maximum gradient of 15%; and</li> <li>(D) with a sufficient hardstand turnaround area at the end of the access strip for the turning of a fire fighting vehicle;</li> </ul> <p style="text-align: center;">or</p> </div>

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
				<p><b>Note 14</b></p> <p>(1) Hatchet lots should be generally avoided in Large Lot Residential areas (i.e. areas where the average lot size is 4000m<sup>2</sup> or greater) owing to the inherent difficulties associated with providing access to fire hydrants for fire fighting vehicles.</p> <p>(2) Rather than providing access via multiple hatchet lots it is preferable to extend the street network and the associated water mains and fire hydrants.</p> <p>(e) where there is no other prudent or feasible alternative, the submission of a written acknowledgement from the owner/applicant at the time of lodging a development application that the applicant/owner is aware of the issues in relation to fire fighting, with the ability to convey this information to subsequent purchasers.</p> <p>2. That a new clause (32) be added to the end of Table 12.5.2 with similar wording to that outlined in recommendation 1 above for Table 12.5.1 (except that Note 14, to become Note 37 within Table 12.5.2).</p> <p>That in respect of Hatchet Lots an additional Note 6A be added to the end of Clause (3) in Table 12.5.1 and an additional Note 7A be added at the end of Clause (4) in Table 12.5.2, to state that "Particular regard should also be given to the Fire Fighting provisions contained in Clause (10) Table 12.5.1/Clause (32) Table 12.5.2."</p>

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
12-6	New sections 12.6.4 (37) and (38) in Part 12 Div 6 – Residential Code Page 12-73	Lack of fire fighting provisions for multiple residential developments in which there are separate residential buildings with a gross floor area less than 500m <sup>2</sup> .	The fire fighting provisions contained in the Building Code of Australia only apply to residential buildings which each have a gross floor area in excess of 500m <sup>2</sup> . Consequently there is a gap in the provision of fire services to cluster developments which contain separate buildings of less than 500m <sup>2</sup> gross floor area. It is proposed to rectify this situation through the inclusion of new provisions within Councils' Residential Development Code.	<p>That the following new sub-sections be added to Section 12.6.4 <b>Fire Fighting</b></p> <p><b>(36) Specific Outcomes</b> Residential uses are designed with adequate water supply and access for fire fighting purposes.</p> <p><b>(37) Probable Solution for sub-section (36)</b> (a) All dwellings are located within the fire appliance access distances shown in Diagram A below; or (b) (i) The water supply service to the development is sized for the provision of fire fighting flows via hydrants and a metered bypass across a check valve in accordance with AS2419.1, such that new fire hydrants are installed to enable all dwellings to achieve the fire appliance access distances shown in Diagram A below; and (ii) vehicular access, through the site is via:- (A) a minimum 3 metre wide concrete driveway; (B) with a minimum 3 metres in horizontal clearance and 4.5 metres in vertical clearance; and (C) with a sufficient hard stand turnaround area or through route configuration to enable fire fighting vehicles to enter and leave the site in a forward gear.</p>

**Diagram A**



No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
12-7	12.6.5 (8) (b) (iv) Page 12-79	Integration with Queensland Development Code, including provisions for houses on small lots.	<p>Since the Ipswich IPA planning scheme was prepared, the Queensland Development Code has come into force. This code contains a number of enhanced provisions for small lot housing which the Ipswich Planning Scheme would benefit from their inclusion.</p> <p>Small lot dwellings in excess of 50% site cover are generating a large number of applications. It is considered that an increase of the site cover from 50% to 60% of the site would not compromise the liveability of the lot.</p>	<p>1. That section 12.6.5(8) be replaced by the following:—</p> <p><b>(8) SINGLE RESIDENTIAL (DETACHED HOUSES)</b></p> <p>(a) <b>Specific Outcomes, Probable Solutions and Acceptable Solutions</b></p> <p>(i) The specific outcomes sought for Single Residential Uses on lots 450m<sup>2</sup> or more in area are set out in column 1 of Table 12.6.1 and the acceptable solutions (if self assessable) and the probable solutions (if code assessable) are set out in column 2 of Table 12.6.1.</p> <p>(ii) The specific outcomes sought for Single Residential Uses on lots under 450m<sup>2</sup> in area are set out in column 1 of Table 12.6.2 and the probable solutions are set out in column 2 of Table 12.6.2.</p> <p><b>Insert Table 12.6.1 (See Attachment B)</b></p> <p><b>Insert Table 12.6.2 (See Attachment B)</b></p> <p>2. That the Table of Contents for Part 12 be amended to include reference to Table 12.6.1 and Table 12.6.2.</p>
12-8	Table 12.9.1 Business Use (f) - Fast Food Premises Page 12-122	Health, safety and amenity issues associated with uncovered drive through and waiting bays.	Fast food drive through health, safety and amenity can be improved through the inclusion of requirements for covered service areas and waiting bays.	<p>That the Notes adjacent to 'fast food' be amended to include the following text:</p> <p>"If including a drive-through facility, the parking provisions apply with additional provision for queuing for 12 vehicles at the drive-through servery, covered serving areas, plus a covered waiting/standby area sufficient to accommodate 2 vehicles near the servery".</p>
12-9	Part 12, Div 14 - Advertising Devices Code 12.14.5 (2) Pages 12-184 and 12-185	Reference is made to 2 tables in section 12.14.5 (2) as figures 12.24.22 and 12.24.23 which are the incorrect numbers.	The two figures mentioned are incorrect. The correct numbers are 12.14.22 and 12.14.23.	<p>That the reference to Figure 12.24.22 be changed to Figure 12.14.22 and the reference to Figure 12.24.23 be changed to Figure 12.14.23.</p>



No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
12-10	12.12.4 (2)(d)(ii)	12.12.4(2)(d)(ii) refers to 'sub section (2) (a) above' – This reference should be to sub section '(2)(c)(ii)'.	The width of the buffer required for community uses is referenced to the wrong section of the code. The correct reference is sub-section "(2)(c)(ii)".	That the reference to 'sub-section (2)(a)' be changed to 'sub-section (2)(c)(ii)'.
12-11	Table 12.4.1 Column 2, Clause (1) (b), Page 12-6 and Figure 12.4.1, Page 12-8	The term 'defined watercourse' has been incorrectly used instead of 'designated watercourse'.	'Defined Watercourse' is not defined in the Planning Scheme. The term 'Designated Watercourse' is defined in the Planning Scheme. As such the terminology needs to be amended.	That the following be amended to read:- 1. Table 12.4.1 Column 2, Clause (1) (b), the term 'defined watercourse' be replaced with 'designated watercourse'. 2. Figure 12.4.1 – the term 'defined watercourse' be changed to 'designated watercourse'.
12-12	12.10.4 (22) Clause (b)(i) and Clause (c)(ii)	The standard design width for a carport is 3.6m, whereas the exempt criteria for the erection of a carport within a character zone lists a maximum width of 3.5m.	Increasing the maximum width for a carport in a character zone to 3.6m would reduce the need to obtain development approval without significantly affecting historic streetscapes.	That the width of the carport be increased from 3.5m to 3.6m. Clause (b) (i) to read: "is a maximum of 3.6m wide"; Clause (c) (ii) to read: "is a maximum of 3.6m wide";

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments																																			
12-13	12.8.4, Table 12.8.1 Page 12-104	Setback/Separation Distances for Poultry Feedlots	Owing to significant community concerns regarding poultry feedlots (mostly involving odour complaints) it is considered that the setback/separation distances should be increased and contained within the actual poultry feedlot land holding. The standards included in the recommended amendments to Table 12.8.1 are based on a combination of the current planning scheme provisions and the Victorian Code for Broiler Farms.	<p>That the references to Poultry Feedlots in Table 12.8.1 be amended to read as follows:—</p> <p><b>Table 12.8.1 – Intensive Animal Husbandry Setbacks</b></p> <table> <tr> <th>Purpose</th><th>Road frontage setback</th><th>Side and rear boundary setback</th><th>Existing Rural Dwellings, not associated with the use</th><th>Other Sensitive Uses (e.g. land zoned for residential use)</th></tr> <tr> <td>Poultry feedlot up to 160,000 birds</td><td>480m</td><td>500m</td><td>500m</td><td>2000m</td></tr> <tr> <td>Poultry feedlot 160,001 to 200,000 birds</td><td>530m</td><td>550m</td><td>550m</td><td>2000m</td></tr> <tr> <td>Poultry feedlot 200,001 to 240,000 birds</td><td>580m</td><td>600m</td><td>600m</td><td>2000m</td></tr> <tr> <td>Poultry feedlot 240,001 to 280,000 birds</td><td>630m</td><td>650m</td><td>650m</td><td>2000m</td></tr> <tr> <td>Poultry feedlot 280,001 to 320,000 birds</td><td>680m</td><td>700m</td><td>700m</td><td>2000m</td></tr> <tr> <td>Poultry feedlot over 320,000 birds</td><td>Setback/ Separation distances to be determined by modelling.</td><td>Setback/ Separation distances to be determined by modelling.</td><td>Setback/ Separation distances to be determined by modelling.</td><td>Setback/ Separation distances to be determined by modelling.</td></tr> </table>	Purpose	Road frontage setback	Side and rear boundary setback	Existing Rural Dwellings, not associated with the use	Other Sensitive Uses (e.g. land zoned for residential use)	Poultry feedlot up to 160,000 birds	480m	500m	500m	2000m	Poultry feedlot 160,001 to 200,000 birds	530m	550m	550m	2000m	Poultry feedlot 200,001 to 240,000 birds	580m	600m	600m	2000m	Poultry feedlot 240,001 to 280,000 birds	630m	650m	650m	2000m	Poultry feedlot 280,001 to 320,000 birds	680m	700m	700m	2000m	Poultry feedlot over 320,000 birds	Setback/ Separation distances to be determined by modelling.	Setback/ Separation distances to be determined by modelling.	Setback/ Separation distances to be determined by modelling.	Setback/ Separation distances to be determined by modelling.
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12-14	12.9.4, Table 12.9.1 Page 12-128	Tourist Facility Parking Provisions	The parking standards for tourist facilities should include provision for the parking of motor homes and vehicles towing caravans. There is also an incorrect Note reference which should be changed.	<p>That Table 12.9.1 be amended in respect to 'Tourist Facility' by:—</p> <ol style="list-style-type: none"> <li>1. Changing the Note reference in Column 2 to "Note 12.9.5D(7)".</li> <li>2. Including in Column 3 the words— "Provision should also be made for the parking of motor homes and vehicles towing caravans".</li> </ol>																																			

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
12-15	12.4.4, Table 12.4.1 Page 12-6	Vegetation Management Code	Discussions with Rural landowners regarding clearing activities has identified a need to clarify the extent of 'exempt' clearing of 'under storey vegetation to maintain existing grazing activities'.	That Clause (3) in Column 2 of Table 12.4.1 be amended to read as follows:-- (3) (a) The removal of the vegetation involves a continuation of existing agricultural or animal husbandry activities, including the management of understorey vegetation to maintain existing grazing activities (e.g. through removing early regrowth such as fast growing wattles). (b) The removal of vegetation under Clause (a) above does not involve the removal of:-- (i) species identified as endangered, vulnerable or rare under the <i>Nature Conservation Act 1992</i> and associated subordinate legislation; or (ii) species identified as critically endangered, endangered, vulnerable or conservation dependent under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> and associated subordinate legislation; or (iii) other vegetation which has a circumference of 50cm measured at a height of 1.2m above the ground.
12-16	12.4.4, Table 12.4.1 Page 12-6	Update reference to Rural Lands Protection Act	The <i>Rural Lands Protection Act 1985</i> has been superseded by the <i>Land Protection (Pest and Stock Routes Management) Act 2002</i> .	That the reference to the <i>Rural Lands Protection Act 1985</i> be changed to the <i>Land Protection (Pest and Stock Routes Management) Act 2002</i> .

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
<b>PART 14 – SPRINGFIELD</b>				
14-1	Springfield Structure Plan – Map 2.	Mismatch between actual lot configurations and 'zoning' designations.	Certain anomalies (mainly involving open space designations) have been created through actual lot configurations compared to the broad 'zoning' designations contained in Map 2. These anomalies may be rectified to reflect the actual lot configurations.	That the RBB zoning boundary be amended to match the actual lot boundaries, as shown in Map 1 of Attachment F.

**Table 1B – Proposed Amendments to Footnotes**

No	Footnote No.	Current Note	Proposed Note
	<b>THE FOLLOWING FOOTNOTES ARE TO BE AMENDED TO REFLECT CHANGES TO THE INTEGRATED PLANNING ACT 1997:</b>		
	<b>PART 4 – URBAN AREAS</b>		
	13; 23; 33; 43; 55; 68; 78; 89; 100; 111; 121; 131; 142; 152; 163; 173; 182; 193.	This does not include building work that under IPA Schedule 8, Part 3, is exempt and cannot be made self-assessable or assessable by a planning scheme.	This does not include building work that under IPA Schedule 8, is exempt and cannot be made self-assessable or assessable by a planning scheme.
	14; 24; 34; 44; 56; 69; 79; 90; 101; 112; 122; 132; 143; 153; 164; 174; 183; 194.	Under IPA, Schedule 8, part 3 the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.	Under IPA, Schedule 9, the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.
	3; 12; 22; 32; 42; 54; 67; 77; 88; 99; 110; 120; 130; 141; 151; 162; 172; 181; 192.	See Ipswich Planning Scheme Explanatory Notes giving examples that explain the type of development involved in different proposals.	See Ipswich Planning Scheme Users Guide 2 for examples that explain the type of development involved in different proposals.
	<b>PART 5 – CITY CENTRE</b>		
	13; 23; 33; 43; 53; 63; 73.	This does not include building work that under IPA Schedule 8, Part 3, is exempt and cannot be made self-assessable or assessable by a planning scheme.	This does not include building work that under IPA Schedule 8, is exempt and cannot be made self-assessable or assessable by a planning scheme.
	14; 24; 34; 44; 54; 64; 74.	Under IPA, Schedule 8, part 3 the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.	Under IPA, Schedule 9, the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.
	3; 12; 22; 32; 42; 52; 62; 72.	See Ipswich Planning Scheme Explanatory Notes giving examples that explain the type of development involved in different proposals.	See Ipswich Planning Scheme Users Guide 2 for examples that explain the type of development involved in different proposals.

No	Footnote No.	Current Note	Proposed Note
	<b>PART 6 – REGIONALLY SIGNIFICANT BUSINESS ENTERPRISE &amp; INDUSTRY AREAS</b>		
	13; 26; 37; 46.	This does not include building work that under IPA Schedule 8, Part 3, is exempt and cannot be made self-assessable or assessable by a planning scheme.	This does not include building work that under IPA Schedule 8, is exempt and cannot be made self-assessable or assessable by a planning scheme.
	14; 27; 38; 47.	Under IPA, Schedule 8, part 3 the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.	Under IPA, Schedule 9, the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.
	3; 12; 25; 36; 45.	See Ipswich Planning Scheme Explanatory Notes giving examples that explain the type of development involved in different proposals.	See Ipswich Planning Scheme Users Guide 2 for examples that explain the type of development involved in different proposals.
	<b>PART 7 – AMBERLY AREA</b>		
	13.	This does not include building work that under IPA Schedule 8, Part 3, is exempt and cannot be made self-assessable or assessable by a planning scheme.	This does not include building work that under IPA Schedule 8, is exempt and cannot be made self-assessable or assessable by a planning scheme.
	3; 12.	See Ipswich Planning Scheme Explanatory Notes giving examples that explain the type of development involved in different proposals.	See Ipswich Planning Scheme Users Guide 2 for examples that explain the type of development involved in different proposals.
	<b>PART 8 – ROSEWOOD AREA</b>		
	12; 22; 32; 42; 52; 62; 72; 81.	This does not include building work that under IPA Schedule 8, Part 3, is exempt and cannot be made self-assessable or assessable by a planning scheme.	This does not include building work that under IPA Schedule 8, is exempt and cannot be made self-assessable or assessable by a planning scheme.
	13; 23; 33; 43; 53; 63; 73; 82.	Under IPA, Schedule 8, part 3 the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.	Under IPA, Schedule 9, the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.
	3; 11; 21; 31; 41; 51; 61; 71; 80.	See Ipswich Planning Scheme Explanatory Notes giving examples that explain the type of development involved in different proposals.	See Ipswich Planning Scheme Users Guide 2 for examples that explain the type of development involved in different proposals.
	<b>PART 9 – TOWNSHIP AREAS</b>		
	13; 24; 35; 46; 57; 68; 78.	This does not include building work that under IPA Schedule 8, Part 3, is exempt and cannot be made self-assessable or assessable by a planning scheme.	This does not include building work that under IPA Schedule 8, is exempt and cannot be made self-assessable or assessable by a planning scheme.

No	Footnote No.	Current Note	Proposed Note
	14; 25; 36; 47; 58; 69; 79.	Under IPA, Schedule 8, part 3 the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.	Under IPA, Schedule 9, the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.
	19; 30.	For impact assessable development, 'relevant assessment criteria' are provided to assist the preparation of an application and in no way affect the regard given to the planning scheme as a whole in accordance with section 3.5.5 of the IPA.	For impact assessable development, 'relevant assessment criteria' are provided to assist the preparation of an application and in no way affect the regard given to the planning scheme as a whole in accordance with section 3.5.5 of the IPA.
	3; 12; 23; 34; 45; 56; 67; 77.	See Ipswich Planning Scheme Explanatory Notes giving examples that explain the type of development involved in different proposals.	See Ipswich Planning Scheme Users Guide 2 for examples that explain the type of development involved in different proposals.
	<b>PART 10 – RURAL AREAS</b>		
	13; 24; 35; 46; 57; 67.	This does not include building work that under IPA Schedule 8, Part 3, is exempt and cannot be made self-assessable or assessable by a planning scheme.	This does not include building work that under IPA Schedule 8, is exempt and cannot be made self-assessable or assessable by a planning scheme.
	14; 25; 36; 47; 58; 68.	Under IPA, Schedule 8, part 3 the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.	Under IPA, Schedule 9, the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.
	3; 12; 23; 34; 45; 56; 66.	See Ipswich Planning Scheme Explanatory Notes giving examples that explain the type of development involved in different proposals.	See Ipswich Planning Scheme Users Guide 2 for examples that explain the type of development involved in different proposals.
	<b>PART 11 – OVERLAYS</b>		
	1.	Information about assessment categories is provided in the Ipswich Planning Scheme User's Guide ( <b>insert number</b> )	Information about assessment categories is provided in the Ipswich Planning Scheme User's Guide (2)
	2.	Works associated with an application for a material change of use may be assessed together with the material change of use. Also, see Ipswich Planning Scheme Explanatory Notes ( <b>insert reference</b> ) giving examples that explain the type of development involved in different proposals.	Works associated with an application for a material change of use may be assessed together with the material change of use.
	3; 9; 13.	See Ipswich Planning Scheme Explanatory Notes ( <b>insert reference</b> ) giving examples that explain the type of development involved in different proposals.	See Ipswich Planning Scheme Users Guide 2 for examples that explain the type of development involved in different proposals.

No	Footnote No.	Current Note	Proposed Note
	10.	This does not include building work that under IPA Schedule 8, Part 3, is exempt and cannot be made self-assessable or assessable by a planning scheme.	This does not include building work that under IPA Schedule 8, is exempt and cannot be made self-assessable or assessable by a planning scheme.
	11; 14.	Under IPA, Schedule 8, part 3 the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.	Under IPA, Schedule 9, the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.

**Table 2A: Proposed Amendments to the Schedules to the Ipswich Planning Scheme**

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
<b>SCHEDULES TO THE PLANNING SCHEME</b>				
S1	Schedule 1, Division 2	Amended Administrative Definitions to incorporate Qld Development Code provisions.	The amendments to Section 12.6.5(8) (item 12-7 of Table 1) also necessitate amendments to the administrative definitions contained in Schedule 1, Division 2. The amendments include incorporation of new definitions.	<p>(1) That the definitions for 'Area', 'Building' and 'Building Height' be amended to read as follows—  "Area" means—  (a) the area of a lot, but in the case of a hatchet lot does not include the area of the access strip; and  (b) for enclosed spaces, the area including the outside wall; and  (c) for unenclosed spaces, the area is measured along a line 600mm in from the perimeter of the roof.</p> <p>"Building" has the same meaning as in the Building Act 1975.</p> <p>"Building height" means the vertical distance between natural surface level of the ground and the apex of the building's roof, but not including any antennae, chimneys or flues.</p> <p>(2) That the definitions for "Hillside Lot" and "Homestead or Township Lot" be relocated to their correct alphabetical position.</p> <p>(3) That the following new definitions be included in their appropriate alphabetical locations—  "Balcony" means any external platform, attached to and accessed from a building and 1 metre or more above adjacent finished ground level.</p>



No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
				<p>“Carport” means a class 10a building, other than a garage, providing covered vehicular parking.</p> <p>“Community Title” refers to title created by subdivision of land by way of a standard format plan of a community title scheme given under the provisions of the <i>Body Corporate and Community Management Act 1997 (BCCM Act)</i>.</p> <p>“Depth of a lot” means either the dimension at right angles to the road boundary or the average of the relevant dimensions at right angles to an irregular road boundary.</p> <p>“Detached dwelling” means a single dwelling not attached to another dwelling and on an individual lot.</p> <p>“Garage” means an enclosed class 10a building, providing covered vehicular parking.</p> <p>“Habitable room” has the same meaning as in the Building Code of Australia.</p> <p>“Height” of a building or structure at any point for the purpose of determining its setback from a boundary means the vertical distance between the outermost projection and the natural ground.</p> <p>“Mean height”, of a building or structure, means the vertical height worked out by dividing—</p> <ol style="list-style-type: none"> <li>the total elevational area of the wall of a building or structure facing the boundary; by</li> <li>the horizontal length of the building or structure facing the boundary.</li> </ol> <p>“Natural ground surface”, for a lot, means</p> <ol style="list-style-type: none"> <li>the ground level of the lot on the day the first plan of survey showing the lot was registered; or</li> <li>if the ground level on the day mentioned in paragraph (a) is not known, the natural ground surface as determined by the Local Government.</li> </ol> <p>“Nominated road frontage” means the road frontage nominated by the Local Government.</p> <p>“Open Carport” means a carport with—</p> <ol style="list-style-type: none"> <li>two sides or more open, and a side is also considered open where the roof covering adjacent to that side is not less than 500mm from another building or a side or rear lot boundary; and</li> <li>not less than one-third of its perimeter open.</li> </ol> <p>“Outermost projection” means the outermost projection of any</p>

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
				<p>part of a building or structure including, in the case of a roof, the outside face of the fascia, or the roof structure where there is no fascia, or attached sunhoods or the like, but does not include retractable blinds, fixed screens, rainwater fittings, or ornamental attachments.</p> <p>“Road boundary clearance”, for a building or structure on a lot, means the shortest distance measured horizontally from the outermost projection of the building or structure to the vertical projection of the boundary of the lot adjacent to the road.</p> <p>“Secondary frontage” means the road frontage of a lot as determined by the Local Government.</p> <p>“Setback” means the shortest distance measured horizontally from the outermost projection of the building or structure to the vertical projection of the boundary of the lot.</p> <p>“Side and rear boundary clearance” for a building or structure on a lot, means the shortest distance measured horizontally from the outermost projection of the building or structure to the vertical projection of the boundary of the lot but does not include a road boundary clearance.</p> <p>“Slope” means the gradient of the natural ground of a lot measured across a 20m x 20m area over the building location, or where the lot is less than 20m wide – 20m x width of lot.</p> <p>“Structure” has the same meaning as in the Building Act 1975.</p> <p>“Window” has the same meaning as in the Building Code of Australia.</p> <p>“Window/Balcony Screen” means a translucent, perforated or slatted barrier, including a fence, constructed of durable material and having—</p> <p>(a) if perforated—</p> <ul style="list-style-type: none"> <li>(i) a maximum 25% openings; and</li> <li>(ii) each opening not more than 50mm square; or</li> </ul> <p>(b) if slatted or louvred—</p> <ul style="list-style-type: none"> <li>(i) a maximum of 25% opening with clear vision at 90° to the plane of the window; and</li> <li>(ii) each opening not more than 50mm clear vision at 90° to the plane of the window.</li> </ul>

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
S2	Schedule 2 – Part 2 – Trees and Vegetation 22 Byrne Street Bundamba Lot 503 on CP910076 Page SCH2-25	22 Byrne Street, Bundamba, the brackets need to be closed on the botanical name for the grass trees.	The brackets are not closed.	That a bracket be placed after the word “johnstoni”).
S3	Schedule 3	The Karrabin Rosewood Road, ‘Coal loading gantry’ has been removed. The dwellings at Pottery Road, Dinmore have been approved for demolition.	The Karrabin Rosewood Road, ‘Coal loading gantry’ has been removed, so the reference is recommended to be removed from Schedule 3, Identified Places of Interest. Approval has been given for the removal of the dwellings, necessitating their removal from Schedule 3.	The following line on page SCH3-3 be removed: ‘Karrabin Rosewood Road, Coal loading gantry’.
S4	Schedule 3	The dwellings at Pottery Road, Dinmore have been approved for demolition.	Approval has been given for the removal of the dwellings, necessitating their removal from Schedule 3.	The following entries be removed from Schedule 3: <ul style="list-style-type: none"> <li>• Pottery Road, 2, L42 RP22533 – Dwelling;</li> <li>• Pottery Road, 2, L41 RP22533 – Dwelling;</li> <li>• Pottery Road, 4, L40 RP22533 – Dwelling;</li> <li>• Pottery Road, 6, L39 RP22533 – Dwelling; and</li> <li>• Pottery Road, 8, L38 RP22533 – Dwelling.</li> </ul>
S5	Schedule 7 Maps 4a and 4b	Bremer Business Park Connection Road	Maps 4a and 4b should be amended to reflect the Bremer Business Park approval.	That Maps 4a and 4b be amended to include the Future Major Intersuburban Link as shown in Attachment C, Map 1.
S6	Schedule 7 Maps 4a and 4b	The preservation of the Warwick Road to Edward Street Transport Corridor.	Council resolved at its meeting of 3 November 2004 to preserve a future transport corridor in an alignment adjoining Deebling Creek (Also refer to PD&E Committee Meeting of 26 October 2004).	The Maps 4a and 4b be amended to:– 1. include a ‘transport corridor to be preserved’, as shown in Attachment C, Map 2; and 2. delete reference to the associated investigation area.

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
S7	Schedule 5	Consequential amendments as a result of incorporation of Qld Development Code provisions.	Amendments to the title and introductory provisions for Schedule 5 are necessitated by the inclusions of boundary setback provisions for single residential uses in Section 12.6.5(8) (see item 12-7 of Table 1).	<ol style="list-style-type: none"> <li>1. That the title of Schedule 5 be changed to:- “SCHEDULE 5 – BOUNDARY CLEARANCES FOR BUILDINGS AND STRUCTURES”</li> <li>2. That Clause (1) be amended to read as follows:- “(1) The boundary clearances in Table 1 below apply as default provisions unless other provisions are specified elsewhere in this planning scheme”.</li> <li>3. That Clause (2) be amended to read as follows:- “(b) a structure, other than a pool, that is not part of a building and that is not more than 1m in height”.</li> </ol>

**Table 2B – Proposed Amendments to Schedules 2 and 3 – Character Places**

Address/Site Name	Street Number	Suburb	RPD	Description	Extent of Significance	Comments
<b>SCHEDULE 2</b>						
Mining Street		Bundamba	L476 SP130152	Bundamba Railway Station	Rail Passenger Station Building and Timber Platform Shelters	New Listing
Brisbane Road	44	Dinmore	L121 SP130149	Dinmore Railway Station	Passenger Station Building, Footbridge and northern Timber Platform Shelter	New listing
Merton Street		East Ipswich	L144 SP130156	East Ipswich Railway Station	Rail Footbridge and Timber Platform Shelters	New listing
Brisbane Road		Ebbw Vale	L131 SP130151	Ebbw Vale Railway Station	Rail Passenger Station Building, Timber Platform Shelters and Footbridge	New Listing
Ipswich City Mall	Lot 1	Ipswich	L1 RP212242	Ipswich Signal Cabin	Ipswich Signal Cabin	Move from Schedule 3 to Schedule 2
Ipswich City Mall	Lot 1	Ipswich	L1 RP212242	Ipswich Turntable	Ipswich Turntable	New listing for turntable
Station Road		Riverview	L2 RP22337 and L112 SP130148	Riverview Railway Station	Footbridge and Timber Platform Shelter	New Listing
Railway Street 'Rosewood Railway Station Complex'		Rosewood	L231 M333225	Rosewood Railway Station	Area including main station, south platform shelter, overhead footbridge, Bondwood Hut and turntable as outlined on attached Plan 31.	Amendment to existing listing, Plan 31 to be extended to west to include Bondwood Hut.

Address/Site Name	Street Number	Suburb	RPD	Description	Extent of Significance	Comments
Woogaroo Street "Woogaroo Creek Railway Bridge" at eastern end of Woogaroo Street Goodna		Goodna	L91 SP130140 L94 SP130139	Bridge	Bridge	Move from Schedule 3 to Schedule 2

**Table 3 - Proposed Changes to Overlay Mapping**

No	Overlay Map	Key Issue	Explanation	Recommended Amendments
01	OV2	Updated information from DNRm regarding KRA Buffers and Haul Routes	DNRm have provided updated information (see Attachment D) recommending reductions in the Key Resource Areas and Buffers for Jeebropilly/Ebenezer, Oakleigh and Swanbank. Some of the information shown on the DNRm mapping conflicts with existing zonings or development approvals.	That Overlay Map -- OV2 be amended to reflect the reductions in the KRA/Buffer boundaries as recommended by the Planning Branch in the information contained in Attachment D.
02	OV5	Updated information from ICC Works Department regarding Flooding and Urban Stormwater Flow Path areas.	<p>The Works Department have provided updated information regarding flooding and urban stormwater flow path areas (see Attachment E) recommending:-</p> <ul style="list-style-type: none"> <li>• additional 1 in 100 flood mapping at Peak Crossing and Marburg;</li> <li>• minor amendments to the 1 in 100 flood line at Mihi Creek and the Bremer River (at Rosewood);</li> <li>• minor amendments to the 1 in 20 development line in the upper reaches of Woogaroo and Bundamba Creeks; and</li> <li>• minor adjustments to the urban stormwater flow path network.</li> </ul>	That Overlay Map 5 be amended to reflect the updated information on flooding and urban stormwater flow path areas as outlined in the report by the Senior Engineer dated 6 January 2005, contained in Attachment E.

**Table 4A - Proposed Changes to Zoning Maps**

RPD	OWNER	LOCATION	CURRENT ZONE	PROPOSED ZONE
Lot 602 RP163046	Ipswich City Council Program WS	104-106 Eagle Street, Redbank Plains Qld 4301	Special Uses 17 (Sewerage Pumping Station)	Special Uses 19 (Water Supply Purposes)
Lot 2 RP89654	Harrisville Pastoral Co Pty Ltd	25-29 Dunns Avenue Harrisville Qld 4307	Rural A	Township Character Housing
Lot 26 SP161915	Education Queensland	54 High Street Blackstone Qld 4304	Special Uses – Education (Inconsistent Approval - IA01)	Residential Low Density
Lot 17 SP162756	Kimbarra Pastoral Pty Ltd	Flinders Dolomite Road Peak Crossing QLD 4306	Split Zone - Rural A/Rural B	Rural B
Lot 241 SP130155	Queensland Rail	Lot 241 SP130155	Character Housing Mixed Density	Special Uses 2 (Railways)
Lot 9 SP165955	Devine Ltd	235 Eagle Street Collingwood Park Qld 4301	Residential Low Density/Recreation	Residential Low Density
Lot 10 SP165955	Devine Ltd	1 McCorrey Drive Collingwood Park Qld 4301	Residential Low Density/Recreation	Residential Low Density
Lot 11 SP165955	Mr/Ms X Wu	3 McCorrey Drive Collingwood Park Qld 4301	Recreation	Residential Low Density
Lot 99 SP165955	Ipswich City Council Program 30	243 Eagle Street Collingwood Park Qld 4301	Residential Low Density/Recreation	Recreation
Lot 163 SP163207	Ms M McCann and Ms M M West	107 Currajong Place Brassall Qld 4305	Residential Low Density/Recreation	Residential Low Density
Lot 916 SP163207	Ipswich City Council Program 30	109-117 Currajong Place Brassall Qld 4305	Residential Low Density/Recreation	Recreation
Lot 164 SP163207	Mr R G McAuley and Mrs S R McAuley	105 Currajong Place Brassall Qld 4305	Residential Low Density/Recreation	Residential Low Density
Lot 16 RP133627	Ipswich City Council Program 35	16 Tudor Street, Camira Qld 4300	Recreation	Residential Low Density
Lot 2 SP157097	Mr A P Krause and Mrs S Krause	162 Marburg Quarry Road Marburg Qld 4346	Special Uses 15 (Local Government Purposes)	Stables Residential Investigation
Lot 41 SP164619	Mr PJ Taylor and Mrs GF Taylor	41 Station Road, Booval Qld 4304	Major Centres/Residential Medium Density	Major Centres
Lot 1 SP165816	Krenview Pty Ltd	5 Hamilton Street, Booval Qld 4304	Major Centres/Residential Medium Density	Major Centres
Lot 19 9864259	Ipswich City Council Program 30	15 Ascot Street, Goodna, Qld 4300	Recreation	Recreation – Shifting Boundaries to the northern side.
Lot 2 SP164612	Kelly Consolidated Pty Ltd As Trustee	Lot 2 Deebling Creek Connection Road, Deebling Heights Qld 4306	Recreation	Recreation – Shifting Boundaries to the eastern side.

RPD	OWNER	LOCATION	CURRENT ZONE	PROPOSED ZONE
Lot 24 SP173888	Mr J A Clarry	13 Welsby Street, North Booval Qld 4304	Character Housing Mixed Density/Residential Medium Density	Character Housing Mixed Density
Lot 17 SP173894	Mrs T R Gill and Mr S J Gill	1A Briggs Road, Ipswich Qld 4305	Character Housing Low Density/Character Housing Low Density (Sub Area 4)	Character Housing Low Density
Lot 29 SP174711	Ipswich City Council Program 21	4 Moriarty Lane, Marburg Qld 4346	Township Residential/Special Uses 70 (Park, Recreation and Community Uses)	Special Uses 70 (Park, Recreation and Community Uses)

**Table 4B – Zoning Map Changes for Synergy Park Estate**

AREA	KEY ISSUE	EXPLANATION	RECOMMENDED AMENDMENTS
Synergy Park Estate (See Attachment F – Map 1)	Mismatch between actual lot configurations and zoning boundaries.	The buffer area zoning along the western edge of the Synergy Park Estate does not conform to the 'final' reconfiguration layout. It is considered that the zoning boundaries should match the actual lot layout.	That the RBB zoning boundary be amended to match the actual lot boundaries, as shown in Map 2 of Attachment F.

**Table 5 – Proposed Amendments to Ipswich Planning Scheme Policies**

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
<b>PLANNING SCHEME POLICIES</b>				
P-1	PSP3-General Works, Part 9. Page 3-46, 3-48, 3-50 and 3-52.	The headers are incorrectly labelled "Part 10 Sewerage Reticulation Construction". They should be Part 9 – Stormwater Drainage Construction.	The headers on the pages do not display the correct section on the page beneath to which it should be referring.	The headers used throughout Part 9 of PSP 3, be amended to read: "Planning Scheme Policy 3, Part 9 – Stormwater Drainage Construction"



No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments												
P-2	PSP 3 – General Works, Part 7, Clause 7.2.1 (1)  PSP 3, Part I3, Clause 13.1.2 (4)	Developers are attempting to substitute their own consultants to certify municipal construction works.	<p>Planning and Development engineering staff are concerned with the trend/attempts of developers trying to install their own staff in the role of the Consultant who supervises and certifies intended municipal construction works.</p> <p>This represents a very clear conflict of interest and is definitely not in the interests of Council, as in the role of auditors ICC is heavily dependent on independent and unbiased design and supervision.</p>	<p>That clauses 7.2.1 (1) and 13.1.2 (4) be replaced with the following wording:</p> <p>“The Consultant who designs and supervises Municipal works is independent and is not an employee or associate of the developer or the contractor carrying out the works”.</p>												
P-3	PSP 5 - Infrastructure	Recent amendments to IPA cast some doubt about the ability to use the “Register of General Charges” to set the infrastructure contributions ‘unit rates’.	<p>It has recently come to Council’s attention that Section 2.1.8 of the Integrated Planning Act (IPA) has been amended by inserting a new subsection (2) as follows –</p> <p>“(2) A planning scheme policy must not apply, adopt or incorporate another document prepared by the local government.”</p> <p>The effect of this Amendment to IPA is to cast some doubt about Council’s ability to use the Register of General Charges as the document containing the ‘unit charge’ for infrastructure contributions.</p> <p>Rather than debate the validity or otherwise of the ‘unit charge’ concept as outlined in Planning Scheme Policy 5 – Infrastructure, it is considered more prudent to amend the current policy to ‘remove any doubt’ about the ‘unit charge’ concept.</p> <p>To ensure that the indexing process is still streamlined, it is considered appropriate to –</p> <ol style="list-style-type: none"><li>1. nominate the relevant unit charges in the Policy;</li><li>2. introduce a deemed annual indexing formula in the Policy (thus removing the need for a Schedule 3 Amendment under the IPA to simply index a contribution rate); and</li><li>3. within a note box refer, for convenience only, readers to the Register of General Charges which outlines the current year’s unit charges.</li></ol> <p>It is also considered appropriate that for these policies (which are currently in force until March 2006) that reference to the land valuation index be deleted and that the capital cost of infrastructure (including land acquisition costs) that is represent by the ‘unit charge’ is only indexed annually by applying the</p>	<p>It is recommended the following be amended/inserted:</p> <ol style="list-style-type: none"><li>1. Amend Clause 2.4 (9) as follows – delete the words ‘annual Land Valuation Index (for each locality) for the City of Ipswich produced by the Valuer General’ and insert in its stead the following words ‘Consumer Price Index (all Groups) for the City of Brisbane published by the Australian Bureau of Statistics’.</li><li>2. Delete for Section 2.5 Clauses (9) and (10) and insert in their stead the following clauses – (9) The infrastructure unit charges for the 2004/2005 financial year for the infrastructure networks outlined in this planning scheme policy are contained in Table 2.5.1.</li></ol>												
<p><b>Table 2.5.1: Infrastructure Unit Charges (per unit)</b></p> <table><tr><th>Infrastructure Network</th><th>2004/2005 Unit Charge (excl.GST)</th></tr><tr><td>Water Supply Infrastructure</td><td>\$1.060</td></tr><tr><td>Sewerage Infrastructure</td><td>\$1.060</td></tr><tr><td>Roadworks Infrastructure</td><td>\$1.00</td></tr><tr><td>Public Parks Infrastructure</td><td>\$1.00</td></tr><tr><td>Local Community Infrastructure</td><td>\$1.060</td></tr></table> <p>(10) The infrastructure unit charge for each infrastructure network is deemed to be indexed annually (to apply for 1 July each year) by applying the Consumer Price Index (all Groups) for the City of Brisbane published by the Australian Bureau of Statistics from the base</p>					Infrastructure Network	2004/2005 Unit Charge (excl.GST)	Water Supply Infrastructure	\$1.060	Sewerage Infrastructure	\$1.060	Roadworks Infrastructure	\$1.00	Public Parks Infrastructure	\$1.00	Local Community Infrastructure	\$1.060
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Local Community Infrastructure	\$1.060															

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
			<p>Consumer Price Index.</p> <p>(NB: The use of the \$1.00 rate for Roadworks and Public Parks Infrastructure in Table 12.5.1 is based on Council's adoption of the amended Parks Infrastructure embellishment costs as per item P-4 below and the road project revisions and updated cost estimates as per item 6-10 below).</p>	<p>year of 2004 (March quarter) using the following formula:</p> $\$C = \frac{X}{Y} \times \text{2004/2005 Unit Charge (refer Table 2.5.1)}$ <p>where</p> <p>C equals the infrastructure unit charge in dollars for the relevant infrastructure network for the year in which payment is made.</p> <p>X equals the Consumer Price Index (All Groups) figure for the City of Brisbane for the March quarter immediately preceding the date of payment.</p> <p>Y equals the Consumer Price Index (All Groups) figure for the City of Brisbane for the March quarter 2004.</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p><b>Note</b></p> <p>For convenience, the updated infrastructure unit charges for the infrastructure networks are contained in the Local Government's Register of General Charges.</p> </div>
P-4	PSP5 – Infrastructure, Division 6 and Appendix 6	Updating Infrastructure Charges relating to parkland embellishment	By report dated 4 January 2005 (see Attachment G) the Conservation, Parks and Sport Manager has recommended increases to the Parks Infrastructure unit rates to take account of revised cost estimates carried out by Rawlinsons (Construction Cost Planners).	<p>3. Amend Notes 3.10A, 4.10A, 5.10A, 6.10A and 7.10A by deleting the words 'the Local Government's Register of General Charges' and inserting in its stead the following words 'Clauses 2.5 (9) and (10)'.</p> <p>That Planning Scheme Policy 5 – Infrastructure, Division 6 and Appendix 6 be amended in the manner outlined in the report by the Conservation, Parks and Sport Manager dated 4 January 2005 (see Attachment G).</p>

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
P-5	PSP3 - General Works, Standard Drawings	Updates and minor amendments to Standard Drawings for Parks Infrastructure	By report dated 4 January 2005 (see Attachment H) the Conservation, Parks and Sport Manager has recommended a series of minor amendments and updates to the Standard Drawings for Park Infrastructure.	That the Standard Drawings be amended in the manner outlined in the report by the Conservation, Parks and Sport Manager dated 4 January 2005 (see Attachment H).
P-6	PSP5 – Infrastructure Map A6.1	Proposed amendment to Rosewood/Thagoona Parks Infrastructure Contributions Sector boundaries.	By report dated 4 January 2005 (see Attachment H) the Conservation, Parks and Sport Manager has recommended an amendment to the boundaries for the Rosewood and Thagoona Parks Infrastructure Contribution Sector boundaries to take account of recent development activity adjoining Rosewood Township.	That Map A6.1 be amended as outlined in the report by the Conservation, Parks and Sport Manager dated 4 January 2005 (see Attachment H).
P-7	PSP3 – General Works, Part 7 – General Construction Division 1 Page 3-35	Electricity Reticulation and Telecommunications Infrastructure	The General Works Policy would benefit from the inclusion of new provisions regarding electricity reticulation and telecommunications infrastructure (including installation of 'spare' conduits) to match Council's current conditions in relation to these matters.	<p>That the following provisions be added to Part 7, Division 1:–</p> <p><b>7.1.7 Electricity Reticulation</b></p> <p>(1) Except where specifically varied hereafter, all electricity reticulation shall be constructed in accordance with the Ipswich City Council Standard Drawings and this planning scheme policy.</p> <p>(2) Council's standard requirement for the provision of electricity to new development involves underground reticulation.</p> <p><b>7.1.8 Telecommunications Infrastructure</b></p> <p>(1) Except where specifically varied hereafter, all telecommunications infrastructure shall be constructed in accordance with the Ipswich City Council Standard Drawings and this planning scheme policy.</p> <p><b>NOTE 7.1.8</b> Telecommunications infrastructure includes telephone and cable (high-speed network) infrastructure.</p> <p>(2) (a) Telecommunications infrastructure shall be provided to all lots/tenancies within a development where connection to an existing network is available. (b) These services shall be located within the road reserve and include cross road conduits.</p> <p>(3) (a) Where connection to an existing network is not available, cable conduits shall be provided in the form of</p>

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
				<p>100mm diameter white uPVC telecommunications conduits with drawstring and warning tape with “communications” notification.</p> <p>(b) The conduits shall be—</p> <ul style="list-style-type: none"> <li>(i) located within the road reserve adjacent to and at the same depth as the conduit installed for the telecommunications provider for the area, including all of the required cross road conduits; provided, and maintained during the “on-maintenance” period, by the developer;</li> <li>(ii) shown on the ‘As Constructed’ information; and</li> <li>(iv) a Local Government asset in the ownership of Council.</li> </ul> <p>(4) Brass indicator discs shall be installed in accordance with Ipswich City Council’s Standard Drawing SR.24 for each telephone and cable service crossing.</p>
				<p><b>NOTE 7.1.8B</b></p> <p>Documentary evidence that discussions have commenced with an authorised telephone/cable service provider, on the provision of telephone/cable services, shall be provided prior to the signing and dating of the plan of survey by Council.</p>
P-8	PSP3 – General Works, Part 7, Division 2, Clause 7.2.8 (2) Page 3-36	Reference to burning combustible materials.	Former practices relating to on-site burning of combustible materials are no longer allowed, therefore reference to this practice should be removed.	That the following words be removed— “or combustible materials burnt”.
P-9	PSP5 – Infrastructure Appendix 1 Page 5-43	Typographical error	Typographical error	That the amount “58.1” be changed to “58” in the 4 <sup>th</sup> column, opposite the term “Business Incubator”.
P-10	PSP5 – Infrastructure Appendix 5 Page 5-50	Updating roadworks infrastructure charges	By report dated 6 January 2005 (see Attachment I) the Works Department has recommended changes to the roadworks infrastructure charges to take account of road project revisions and updated cost estimates.	That Table 5.6.1 and Appendix 5 be amended as outlined in the report by the Senior Transport Planner dated 6 January 2005 (see Attachment I).

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
P-11	PSP3 – General Works, Standard Drawings	Amendments to Standard Engineering Drawings	<p>By report dated 6 January 2005 (see Attachment J) the Works Department have recommended amendments to the standard engineering drawings involving:--</p> <ul style="list-style-type: none"> <li>• an additional standard drawing relating to bus indents;</li> <li>• the deletion of the existing standard drawings for bus stop signs and sewerage pump stations; and</li> <li>• minor changes to some existing standard drawings for roadworks sand water reticulation.</li> </ul>	That the Standard Drawings be amended in the manner outlined in the report by the Senior Transport Planner dated 6 January 2005 (see Attachment J).

**Table 12.6.1: Specific Outcomes, Acceptable Solutions and Probable Solutions for Single Residential Uses on Lots 450m<sup>2</sup> or more in area.**

Column 1 Specific Outcomes	Column 2 Acceptable/Probable Solutions																																						
<b>Design and Siting of Buildings and Structures</b> <b>(1)</b> The location of a building or structure facilitates an acceptable streetscape, appropriate for— <ol style="list-style-type: none"> <li>the bulk of the building or structure; and</li> <li>the road boundary setbacks of neighbouring buildings or structures; and</li> <li>the outlook and views of neighbouring residents; and;</li> <li>the physical characteristics of the site and its surrounds; and;</li> <li>nuisance and safety to the public.</li> </ol>	<b>Design and Siting of Buildings and Structures</b> <b>(1)</b> (a) There are no requirements for structures, other than swimming pools, less than 1m above natural ground. (b) For a dwelling, garage or a carport the minimum road setback is 6m. (c) No building or structure over 2m high is built within a 9m by 9m truncation at the corner of the 2 road frontages (Refer to Diagram A). (d) For open carports, the minimum road setback may be less than required by (1)(b) or (c) above if— <ol style="list-style-type: none"> <li>the maximum width of the carport does not exceed 3m, excluding an eaves overhang of 600mm maximum; and</li> <li>the building height of the carport does not exceed 4.5m.</li> </ol> (e) For structures the minimum road setbacks are as for (1)(b), (c), and (d) above, except for— <ol style="list-style-type: none"> <li>swimming pools where the minimum distance from the water to the road frontage is—               <ol style="list-style-type: none"> <li>where the vertical distance to the coping above the finished ground level is not more than 1.2m – a setback of 1.5m; or</li> <li>where a solid wall at least 1.5m high above the coping is constructed between the water and the road frontage – no setback requirement; and</li> </ol> </li> <li>screens/fences not more than 2m high; and</li> <li>roofed gatehouses and arches having—               <ol style="list-style-type: none"> <li>a maximum area of 4m<sup>2</sup>; and</li> <li>not more than 2m wide elevation to the street; and</li> <li>not more than 3m in height.</li> </ol> </li> </ol>																																						
<b>Diagram A</b> 																																							
<b>(2)</b> Buildings and structures— <ol style="list-style-type: none"> <li>provide adequate daylight and ventilation to habitable rooms; and;</li> <li>allow adequate light and ventilation to habitable rooms of buildings on adjoining lots; and</li> <li>are compatible with the physical characteristics of the site and its surrounds.</li> </ol>	<b>(2)</b> (a) There are no requirements for structures, other than swimming pools, less than 1m above natural ground. (b) The side and rear boundary clearance for a part of the building or structure on a lot with a road frontage greater than 15m is— <ol style="list-style-type: none"> <li>where the height of that part is 4.5m or less -1.5m; and</li> <li>where the height of that part is greater than 4.5m but not more than 7.5m – 2m; and</li> <li>where the height is greater than 7.5m – 2m plus 0.5m for every 3m or part exceeding 7.5m.</li> </ol> (c) For a rectangular or near rectangular narrow lot with a 15m or less frontage, the minimum side and rear setbacks for that part are— <ol style="list-style-type: none"> <li>where the height is not more than 7.5m – in accordance with Table A; and</li> <li>where the height is more than 7.5m – 2m plus 0.5m for every 3m or part of 3m by which the height exceeds 7.5m.</li> </ol> (d) Structures may be exempted from (2)(b) and (c) above, where— <ol style="list-style-type: none"> <li>a screen or fence is not more than 2m high; or</li> <li>a pergola or other structure which is—               <ol style="list-style-type: none"> <li>not enclosed by walls or roofed; and</li> <li>not more than 2.4m in height at the boundary; and</li> <li>primarily ornamental or for horticultural purposes.</li> </ol> </li> </ol>																																						
<b>Table A</b> <table> <tr> <th rowspan="2">Road Frontage (in metres)</th><th colspan="2">Side and Rear Boundary Clearances</th></tr> <tr> <th colspan="2">Building Height (in metres)</th></tr> <tr> <th></th><th>4.5 or less</th><th>4.5 to 7.5</th></tr> <tr> <td>14.501 – 15.000</td><td>1.425</td><td>1.900</td></tr> <tr> <td>14.001 – 14.500</td><td>1.350</td><td>1.800</td></tr> <tr> <td>13.501 – 14.000</td><td>1.275</td><td>1.700</td></tr> <tr> <td>13.001 – 13.500</td><td>1.200</td><td>1.600</td></tr> <tr> <td>12.501 – 13.000</td><td>1.125</td><td>1.500</td></tr> <tr> <td>12.001 – 12.500</td><td>1.050</td><td>1.400</td></tr> <tr> <td>11.501 – 12.000</td><td>0.975</td><td>1.300</td></tr> <tr> <td>11.001 – 11.500</td><td>0.900</td><td>1.200</td></tr> <tr> <td>10.501 – 11.000</td><td>0.825</td><td>1.100</td></tr> <tr> <td>10.500 or less</td><td>0.750</td><td>1.000</td></tr> </table>	Road Frontage (in metres)	Side and Rear Boundary Clearances		Building Height (in metres)			4.5 or less	4.5 to 7.5	14.501 – 15.000	1.425	1.900	14.001 – 14.500	1.350	1.800	13.501 – 14.000	1.275	1.700	13.001 – 13.500	1.200	1.600	12.501 – 13.000	1.125	1.500	12.001 – 12.500	1.050	1.400	11.501 – 12.000	0.975	1.300	11.001 – 11.500	0.900	1.200	10.501 – 11.000	0.825	1.100	10.500 or less	0.750	1.000	
Road Frontage (in metres)		Side and Rear Boundary Clearances																																					
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Table 12.6.1 continued

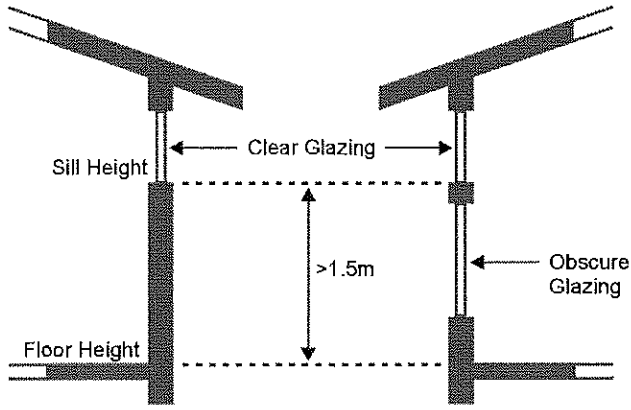
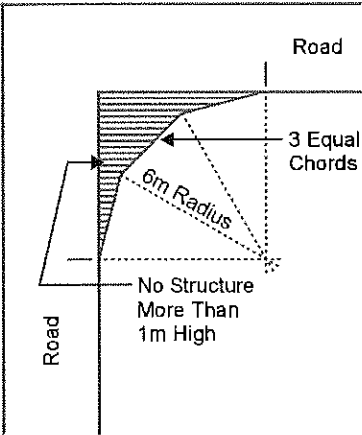
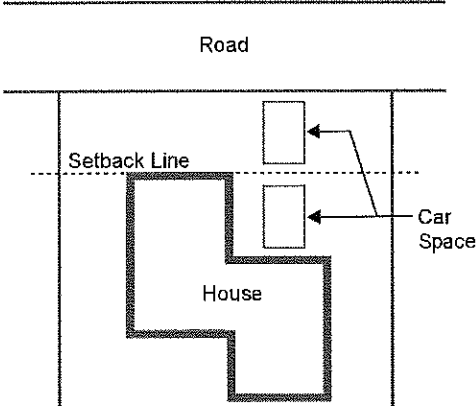
Column 1 Specific Outcomes	Column 2 Probable Solutions
	<p>(e) Class 10a buildings or parts may be within the boundary clearances nominated in (2)(b) and (c) above, where—</p> <ul style="list-style-type: none"> <li>(i) the height of a part within the boundary clearance is not more than 4.5m and has a mean height of not more than 3.5m; and</li> <li>(ii) the total length of all buildings for parts, of any class, within the boundary clearance is not more than 9m along any one boundary; and</li> <li>(iii) the class 10a buildings or parts within the boundary clearance are located no closer than 0.9m to a window in a habitable room of an adjoining dwelling.</li> </ul>
<p>(3) Adequate open space is provided for recreation, service facilities and landscaping.</p>	<p>(3) The maximum area covered by all buildings and structures roofed with impervious materials, does not—</p> <ul style="list-style-type: none"> <li>(a) exceed 60% of the lot area for lots 600m<sup>2</sup> or less in area; or</li> <li>(b) exceeds 50% of the lot area for lots greater than 600m<sup>2</sup> in area.</li> </ul>
<p>(4) The height of a building is not to unduly—</p> <ul style="list-style-type: none"> <li>(a) overshadow adjoining houses; and</li> <li>(b) obstruct the outlook from adjoining lots.</li> </ul>	<p>(4) For lot slopes—</p> <ul style="list-style-type: none"> <li>(a) up to 15%, the building height is not more than 8.5m; and</li> <li>(b) of 15% or more, the building height is not more than 10m.</li> </ul>
<p>(5) Buildings are sited and designed to provide adequate visual privacy for neighbours.</p> <p><b>Diagram B</b></p>  <p style="text-align: center;">Window Openings for Visual Privacy</p>	<p>(5) Where the distance separating a window or balcony of a Class 1 building from the side or rear boundary is less than 1.5m—</p> <ul style="list-style-type: none"> <li>(a) a permanent window and a balcony has a window/balcony screen extending across the line of sight from the sill to at least 1.5m above the adjacent floor level; or</li> <li>(b) a window has a sill height more than 1.5m above the adjacent floor level; or</li> <li>(c) a window has obscure glazing below 1.5m (Refer to Diagram B).</li> </ul>
<p>(6) The location of a building or structure facilitates normal building maintenance.</p>	<p>(6) (a) A wall which is 1m or more above natural ground, is—</p> <ul style="list-style-type: none"> <li>(i) set back a minimum of 750mm from the side or rear boundary; or</li> <li>(ii) where less than 750mm to the boundary, maintenance free.</li> </ul> <p>(b) There are no requirements for structures, other than swimming pools, less than 1m above natural ground.</p> <p><b>NOTE 1</b></p> <p><b>Examples of maintenance free</b></p> <ul style="list-style-type: none"> <li>(1) Uninhabited structural masonry</li> <li>(2) Protected and shaded</li> </ul>



Table 12.6.1 continued

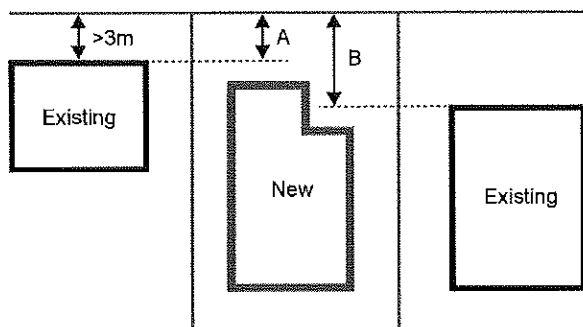
Column 1 Specific Outcomes	Column 2 Probable Solutions
<p>(7) The size and location of structures on corner sites provide for adequate sight lines.</p> <p><b>Diagram C</b></p> 	<p>(7) Fences, screens, retaining walls and other structures are not more than 1m high within a truncation made by 3 equal chords of a 6m radius curve at the corner of the 2 road frontages (Refer to Diagram C).</p>
<p><b>On Site Car Parking</b></p> <p>(8) Sufficient space is provided for on-site carparking to satisfy the projected needs of residents and visitors, whilst having regard to—</p> <ul style="list-style-type: none"> <li>(a) the availability of public transport; and</li> <li>(b) the availability of on-street parking; and</li> <li>(c) the desirability of on-street parking in respect to the streetscape; and</li> <li>(d) the likely parking needs of residents.</li> </ul> <p><b>Diagram D</b></p> 	<p><b>On Site Car Parking</b></p> <p>(8) (a) Space is provided for parking two vehicles on the lot.</p> <p>(b) Space allocated for uncovered parking is a minimum of 4.9m by 2.6m wide per vehicle.</p> <p>(c) Car Parking spaces maybe in tandem, provided one space is behind the road setback required under (1) above (see Diagram D).</p>
<p>(9) Dwellings are provided with physical access and connection to a constructed road.</p>	<p>(9) The lot has physical access to a sealed road or a 'constructed road on the maintenance list'.</p>
<p>(10) Dwellings are provided with, either on site, or via connection to an external network—</p> <ul style="list-style-type: none"> <li>(a) a potable water supply;</li> <li>(b) effluent treatment and disposal;</li> <li>(c) solid waste storage and disposal;</li> <li>(d) stormwater drainage; and</li> <li>(e) power generation.</li> </ul>	<p>(10) (a) The lot is connected to a reticulated sewerage network or is capable of providing for on site effluent treatment and disposal in accordance with the Standard Sewerage Law and the On Site Sewerage Code.</p> <p>(b) Where the land is situated within a Residential Zone, the lot is connected to a reticulated water supply network.</p> <p>(c) The lot is connected to a reticulated electricity network.</p>

**Table 12.6.2: Specific Outcomes, Acceptable Solutions and Probable Solutions for Single Residential Uses on Lots under 450m<sup>2</sup> in area.**

Column 1	Column 2												
Specific Outcomes	Acceptable/Probable Solutions												
<b>Design and Siting of Buildings and Structures</b> <b>(1)</b> The location of a building or structure facilitates an acceptable streetscape, appropriate for— (f) the bulk of the building or structure; and (g) the road boundary setbacks of neighbouring buildings or structures; and (h) the outlook and views of neighbouring residents; and; (i) the physical characteristics of the site and its surrounds; and; (j) nuisance and safety to the public.	<b>Design and Siting of Buildings and Structures</b> <b>(1)</b> (a) There are no requirements for structures, other than swimming pools, less than 1m above natural ground. (b) For a dwelling the minimum road setback is— (i) as in Table A; or												
<b>Diagram A</b>  Where B Less A is Not More Than 2m Setback = Any Distance at or Between A and B	<table><tr><th colspan="3">TABLE A</th></tr><tr><th>Street Type</th><th>Minimum Setback from Nominated Road Frontage (m)</th><th>Minimum setback to Secondary Road Frontage (m)</th></tr><tr><td>Access place and Access street</td><td>3.0</td><td>1.0</td></tr><tr><td>Collector street</td><td>4.0</td><td>2.0</td></tr></table> (ii) where there are existing dwellings on both adjoining lots and at least one of the dwellings is setback from the road between 3m and 6m, and the difference between their road setbacks is— (A) not more than 2m— a distance at or between the two dwellings (See Diagram A); or (B) more than 2m— the average of the road setbacks of the adjacent dwellings (See Diagram B). (iii) where adjacent buildings have road setbacks of 3m or less – any distance at or between the setbacks (see Diagram C).	TABLE A			Street Type	Minimum Setback from Nominated Road Frontage (m)	Minimum setback to Secondary Road Frontage (m)	Access place and Access street	3.0	1.0	Collector street	4.0	2.0
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Street Type	Minimum Setback from Nominated Road Frontage (m)	Minimum setback to Secondary Road Frontage (m)											
Access place and Access street	3.0	1.0											
Collector street	4.0	2.0											
<b>Diagram B</b>  Where B Less A is 2m or More Setback = Average Distance Between A and B	(c) For a garage or carport the minimum road setback is— (i) as for (1)(b) above; and (ii) for a rectangular or near rectangular lot, the elevational dimension of openings facing the street is the lesser of 6m or 50% of the street frontage. (See Diagram D). (d) For a corner lot the minimum road setback is as for (1)(b), and (c) (i) and (ii) above, except no building or structure over 2m high is built within a 9m by 9m truncation at the corner of the 2 road frontages (See Diagram E). (e) For structures, the minimum road setbacks are as for (1)(b), (c), and (d) above, except for— (i) swimming pools where the minimum distance from the water to the road frontage is— (A) where the vertical distance to the coping above the finished ground level is not more than 1.2m – a setback of 1.5m; or (B) where a solid wall at least 1.5m high above finished ground level is constructed between the water and the road frontage – no requirement. (ii) screen/fences not more than 2m high; and (iii) roofed gatehouses and arches having a— (A) maximum area of 4m <sup>2</sup> ; and (B) not more than 2m wide elevation to the street; and (C) not more than 3m in height.												

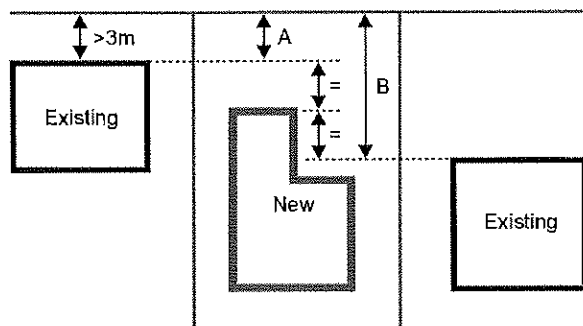
**Diagram A**

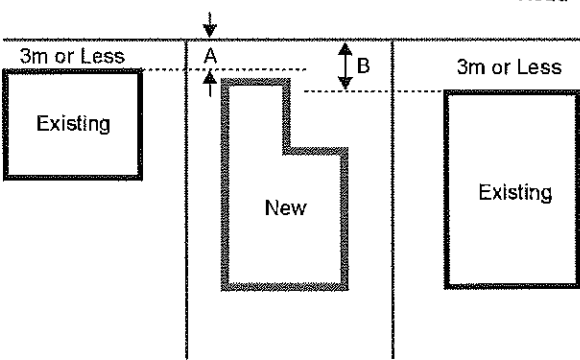
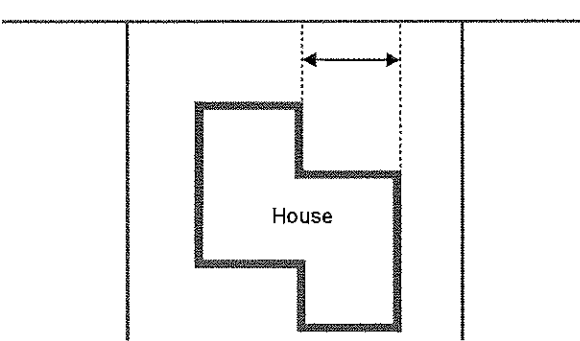
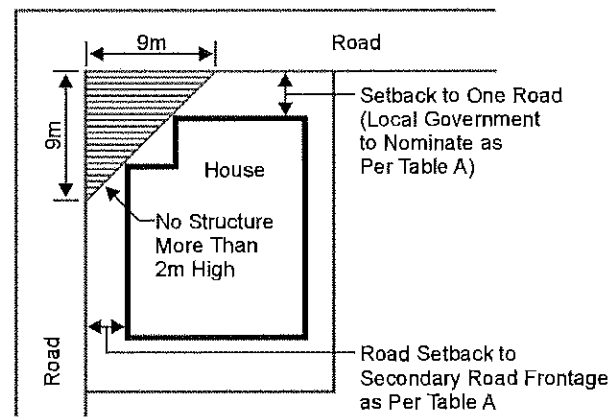
Where B Less A is Not More Than 2m  
Setback = Any Distance at or Between A and B



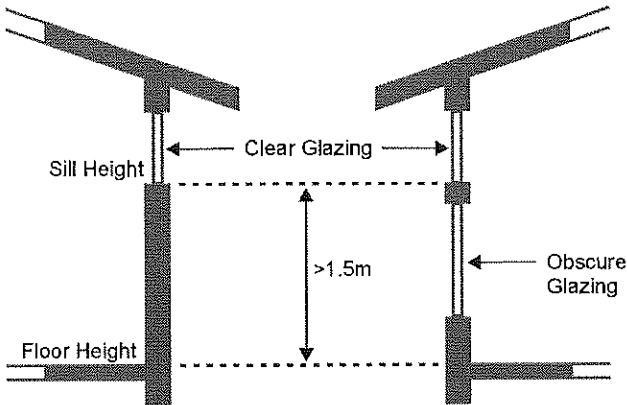
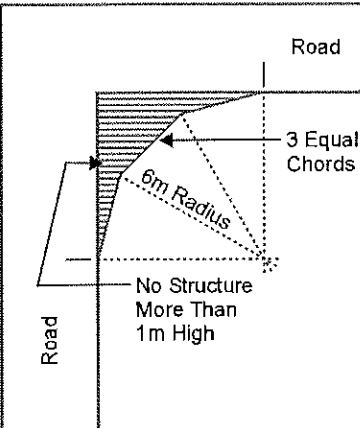
**Diagram B**

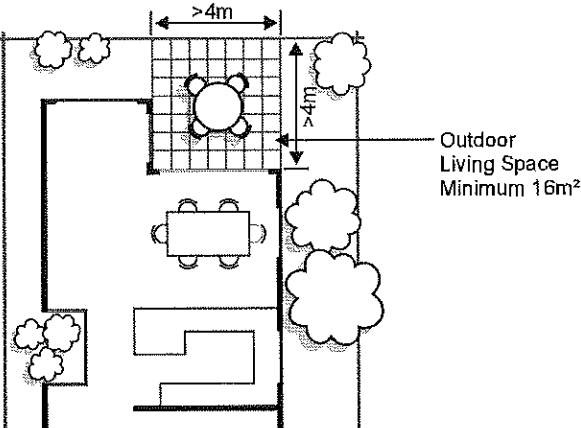
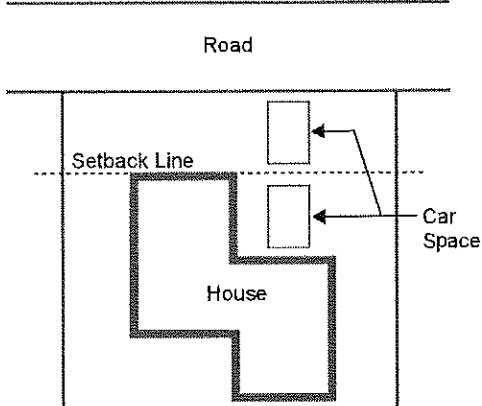
Where B Less A is 2m or More  
Setback = Average Distance Between A and B

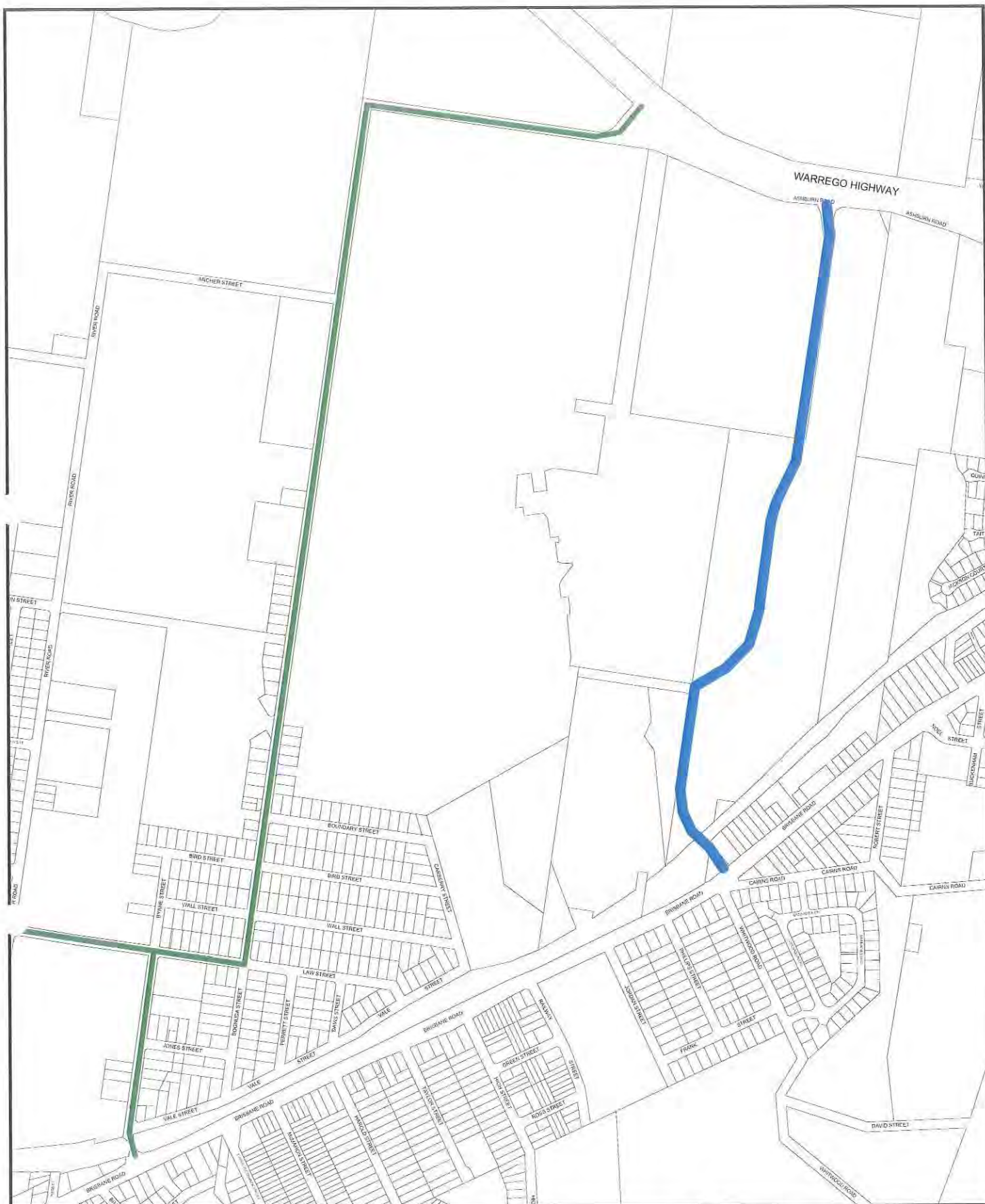


Column 1 Specific Outcomes	Column 2 Acceptable/Probable Solutions
<p data-bbox="145 277 245 304"><b>Diagram C</b></p> <div data-bbox="165 333 748 725"><p data-bbox="165 333 748 367">Setback = Average Distance at or Between A and B Road</p><p>Diagram C illustrates a setback calculation for a new building. A horizontal road is at the top. Below it, from left to right, are three rectangular structures: 'Existing', 'New', and 'Existing'. The 'New' building is L-shaped. Point A is the top-left corner of the 'New' building. Point B is the top-right corner of the 'New' building. A dashed horizontal line connects A and B. The distance from the road to this dashed line is labeled 'Setback = Average Distance at or Between A and B Road'. The setback distance is also indicated by a vertical double-headed arrow on the left, labeled '3m or Less'. The setback distance on the right is also indicated by a vertical double-headed arrow, labeled '3m or Less'.</p></div> <p data-bbox="145 739 245 766"><b>Diagram D</b></p> <div data-bbox="165 795 748 1187"><p data-bbox="165 795 748 848">Face of Garage or Carport Openings Lesser of Maximum 6m or 50% Frontage Road</p><p>Diagram D shows a house with a garage or carport opening. A horizontal road is at the top. The house is below it. A vertical dashed line indicates the setback from the road to the face of the garage or carport opening. The setback distance is labeled 'Face of Garage or Carport Openings' and 'Lesser of Maximum 6m or 50% Frontage Road'.</p></div> <p data-bbox="145 1200 245 1227"><b>Diagram E</b></p> <div data-bbox="165 1234 780 1648"><p>Diagram E shows a house at a road intersection. A horizontal road is at the top, and a vertical road is on the left. The house is in the corner. A 9m setback is shown from the horizontal road to the house. A 9m setback is shown from the vertical road to the house. A shaded triangular area is shown in the corner. Labels include: '9m', 'Road', 'House', 'Setback to One Road (Local Government to Nominate as Per Table A)', 'No Structure More Than 2m High', and 'Road Setback to Secondary Road Frontage as Per Table A'.</p></div>	

Column 1 Specific Outcomes	Column 2 Acceptable/Probable Solutions																																						
<p>(2) Buildings and structures—</p> <p>(d) provide adequate daylight and ventilation to habitable rooms; and</p> <p>(e) allow adequate light and ventilation to habitable rooms of buildings on adjoining lots.</p> <p><b>Table B</b></p> <table><tr><th rowspan="2">Road Frontage (in metres)</th><th colspan="2">Side and Rear Boundary Clearances</th></tr><tr><th colspan="2">Building Height (in metres)</th></tr><tr><th></th><th>4.5 or less</th><th>4.5 to 7.5</th></tr><tr><td>14.501 — 15.000</td><td>1.425</td><td>1.900</td></tr><tr><td>14.001 — 14.500</td><td>1.350</td><td>1.800</td></tr><tr><td>13.501 — 14.000</td><td>1.275</td><td>1.700</td></tr><tr><td>13.001 — 13.500</td><td>1.200</td><td>1.600</td></tr><tr><td>12.501 — 13.000</td><td>1.125</td><td>1.500</td></tr><tr><td>12.001 — 12.500</td><td>1.050</td><td>1.400</td></tr><tr><td>11.501 — 12.000</td><td>0.975</td><td>1.300</td></tr><tr><td>11.001 — 11.500</td><td>0.900</td><td>1.200</td></tr><tr><td>10.501 — 11.000</td><td>0.825</td><td>1.100</td></tr><tr><td>10.500 or less</td><td>0.750</td><td>1.000</td></tr></table>	Road Frontage (in metres)	Side and Rear Boundary Clearances		Building Height (in metres)			4.5 or less	4.5 to 7.5	14.501 — 15.000	1.425	1.900	14.001 — 14.500	1.350	1.800	13.501 — 14.000	1.275	1.700	13.001 — 13.500	1.200	1.600	12.501 — 13.000	1.125	1.500	12.001 — 12.500	1.050	1.400	11.501 — 12.000	0.975	1.300	11.001 — 11.500	0.900	1.200	10.501 — 11.000	0.825	1.100	10.500 or less	0.750	1.000	<p>(2) (a) There are no requirements for structures, other than swimming pools, less than 1m above natural ground.</p> <p>(b) The side and rear boundary clearance for a part of the building or structure on a lot with a road frontage greater than 15m is—</p> <p>(i) where the height of that part is 4.5m or less -1.5m; and</p> <p>(ii) where the height of that part is greater than 4.5m but not more than 7.5m – 2m; and</p> <p>(iii) where the height is greater than 7.5m – 2m plus 0.5m for every 3m or part exceeding 7.5m.</p> <p>(c) For a rectangular or near rectangular narrow lot with a 15m or less frontage, the minimum side and rear setbacks for that part are—</p> <p>(i) where the height is not more than 7.5m – in accordance with Table B; and</p> <p>(ii) where the height is more than 7.5m – 2m plus 0.5m for every 3m or part of 3m by which the height exceeds 7.5m.</p> <p>(d) Structures may be exempted from (2)(b) and (c) above, where—</p> <p>(i) a screen or fence is not more than 2m high; or</p> <p>(ii) a pergola or other structure which is—</p> <ul style="list-style-type: none"><li>not enclosed by walls or roofed; and</li><li>not more than 2.4m in height at the boundary; and</li><li>primarily ornamental or for horticultural purposes.</li></ul> <p>(e) Class 10a buildings or parts may be within the boundary clearances nominated in (2)(b) and (c) where—</p> <p>(i) the height of a part within the boundary clearance is not more than 4.5m and has a mean height of not more than 3.5m; and</p> <p>(ii) the total length of all buildings or parts, or any class, within the boundary clearance is not more than 9m along any one boundary; and</p> <p>(iii) the class 10a buildings or parts within the boundary clearance are located no closer than 0.9m to a window in a habitable room of an adjoining dwelling.</p>
Road Frontage (in metres)		Side and Rear Boundary Clearances																																					
	Building Height (in metres)																																						
	4.5 or less	4.5 to 7.5																																					
14.501 — 15.000	1.425	1.900																																					
14.001 — 14.500	1.350	1.800																																					
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10.501 — 11.000	0.825	1.100																																					
10.500 or less	0.750	1.000																																					
<p>(3) Adequate open space is provided for recreation, service facilities and landscaping.</p>	<p>(3) The maximum area covered by all buildings and structures roofed with impervious materials, does not exceed 60% of the lot area.</p>																																						
<p>(4) The height of a building is not to unduly—</p> <p>(c) overshadow adjoining houses; and</p> <p>(d) obstruct the outlook from adjoining lots.</p>	<p>(4) For lot slopes—</p> <p>(a) up to 15%, the building height is not more than 8.5m; and</p> <p>(b) of 15% or more, the building height is not more than 10m.</p>																																						
<p>(5) The frontage of dwellings and their entries are to address the street.</p>	<p>(5) (a) Dwellings address the street by presenting front doors and living room windows to the street.</p> <p>(b) Street frontage elevations are articulated by use of verandahs, balconies, bay windows, window hoods or wall offsets (minimum 1m deep).</p>																																						

Column 1 Specific Outcomes	Column 2 Acceptable/Probable Solutions
<p>(6) Buildings are sited and designed to provide adequate visual privacy for neighbours.</p> <p><b>Diagram F</b></p>  <p>Window Openings for Visual Privacy</p>	<p>(6) Where the distance separating a window or balcony of a Class 1 building from the side or rear boundary is less than 1.5m—</p> <ul style="list-style-type: none"> <li>(a) a permanent window and a balcony has a window/balcony screen extending across the line of sight from the sill to at least 1.5m above the adjacent floor level; or</li> <li>(b) a window has a sill height more than 1.5m above the adjacent floor level; or</li> <li>(c) a window has obscure glazing below 1.5m (See Diagram F).</li> </ul>
<p>(7) The location of a building or structure facilitates normal building maintenance.</p>	<p>(7) (a) A wall is—</p> <ul style="list-style-type: none"> <li>(i) set back a minimum of 750mm from the side or rear boundary; or</li> <li>(ii) where less than 750mm to the boundary, maintenance free.</li> </ul> <p>(b) There are no requirements for structures, other than swimming pools, less than 1m above natural ground.</p> <p><b>NOTE 1</b></p> <p>Examples of maintenance free:</p> <ul style="list-style-type: none"> <li>(1) Unpainted or uncoated masonry.</li> <li>(2) Painted metal cladding.</li> </ul>
<p>(8) The size and location of structures on corner sites provide for adequate sight lines.</p> <p><b>Diagram G</b></p> 	<p>(8) Fences, screens, retaining walls and other structures are not more than 1m high within a truncation made by 3 equal chords of a 6m radius curve at the corner of the 2 road frontages (See Diagram G).</p>

<p>Column 1</p> <p>Specific Outcomes</p>	<p>Column 2</p> <p>Acceptable/Probable Solutions</p>
<p><b>Outdoor Living Space</b></p> <p>(9) Outdoor living space having suitable size and slope is available to allow residents to extend their living activities outdoors.</p> <p><b>Diagram I</b></p> 	<p><b>Outdoor Living Space</b></p> <p>(9) (a) A dwelling has a clearly defined outdoor living space having—</p> <ul style="list-style-type: none"> <li>(i) an area of at least 16m<sup>2</sup>; and</li> <li>(ii) no dimension less than 4m; and</li> <li>(iii) access from a living area (see Diagram I).</li> </ul> <p>(b) The slope of the outdoor living space is not more than 1 in 10.</p>
<p><b>On Site Car Parking</b></p> <p>(10) Sufficient space is provided for on-site carparking to satisfy the projected needs of residents and visitors, whilst having regard to—</p> <ul style="list-style-type: none"> <li>(a) the availability of public transport; and</li> <li>(b) the availability of on-street parking; and</li> <li>(c) the desirability of on-street parking in respect to the streetscape; and</li> <li>(d) the likely parking needs of residents.</li> </ul> <p><b>Diagram J</b></p> 	<p><b>On Site Car Parking</b></p> <p>(10) (a) Space is provided for parking two vehicles on the lot and space has minimum dimensions as follows—</p> <ul style="list-style-type: none"> <li>(i) for a single uncovered parking space – 4.9m by 2.6m wide; and</li> <li>(ii) for a single covered parking space – 5m by 3m wide; and</li> <li>(iii) for a double covered parking space 5 by 5.5m wide; and</li> <li>(iv) for a single garage – 6m by 3m wide internally; and</li> <li>(v) for a double garage – 6m by 5.7m wide internally.</li> </ul> <p>(b) Car Parking spaces maybe in tandem, provided one space is behind the road setback required under (1) above (see Diagram J).</p>
<p>(11) Garages and carports are sited and designed so as not to dominate the street frontage.</p>	<p>(11) (a) Garages and carports are setback behind the main building facade.</p> <p>(b) Garages and carports are compatible with the design of the dwelling, particularly in terms of materials, detailing, colours and roof form.</p>



# **IPSWICH CITY COUNCIL**

50 South Street PO Box 400  
 Ipswich Phone [REDACTED]  
 Queensland 4305 Fax [REDACTED]  
 Data Compiled by: Asset Information Management  
 Section, Works Department  
 Phone: [REDACTED]

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## **Attachment C - Map 1**

### **Legend**

- Future Major Intersuburban Link
- Existing Major Intersuburban Link

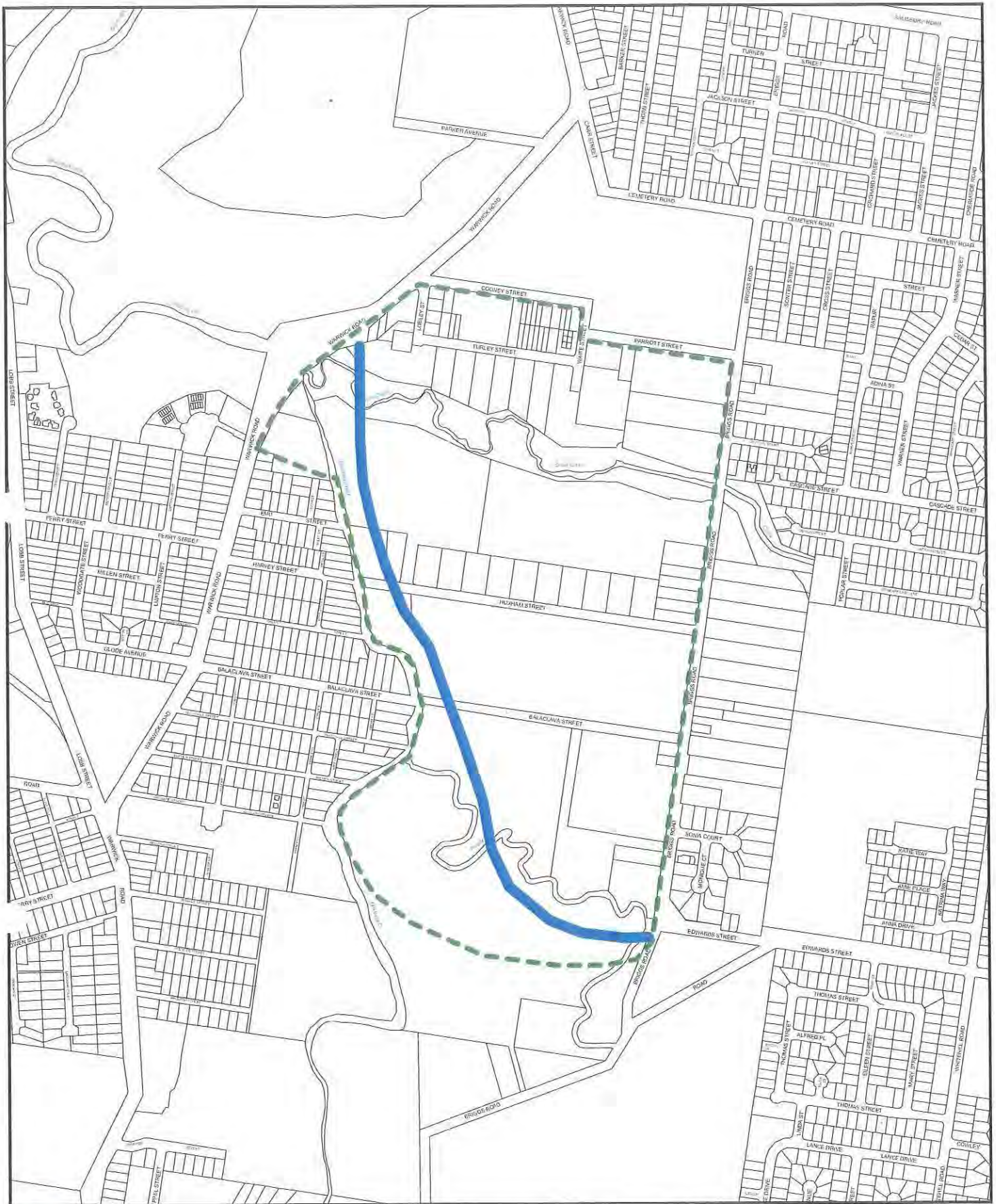
Scale 1:10,000



Map Grid : Geocentric Datum  
 of Australia (G.D.A.)  
 Level Datum : Australian Height  
 Datum (A.H.D.)  
 Printed Date : 7/1/2005









**IPSWICH CITY COUNCIL**  
  
 50 South Street, PO Box 191  
 Ipswich, Queensland 4305 Fax: [REDACTED]  
 Data Compiled by: Asset Information Management  
 Section, Works Department  
 Phone: [REDACTED]

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**Attachment C - Map 2**



**Legend**

-  Transport Corridor to be Preserved
-  Investigation Area

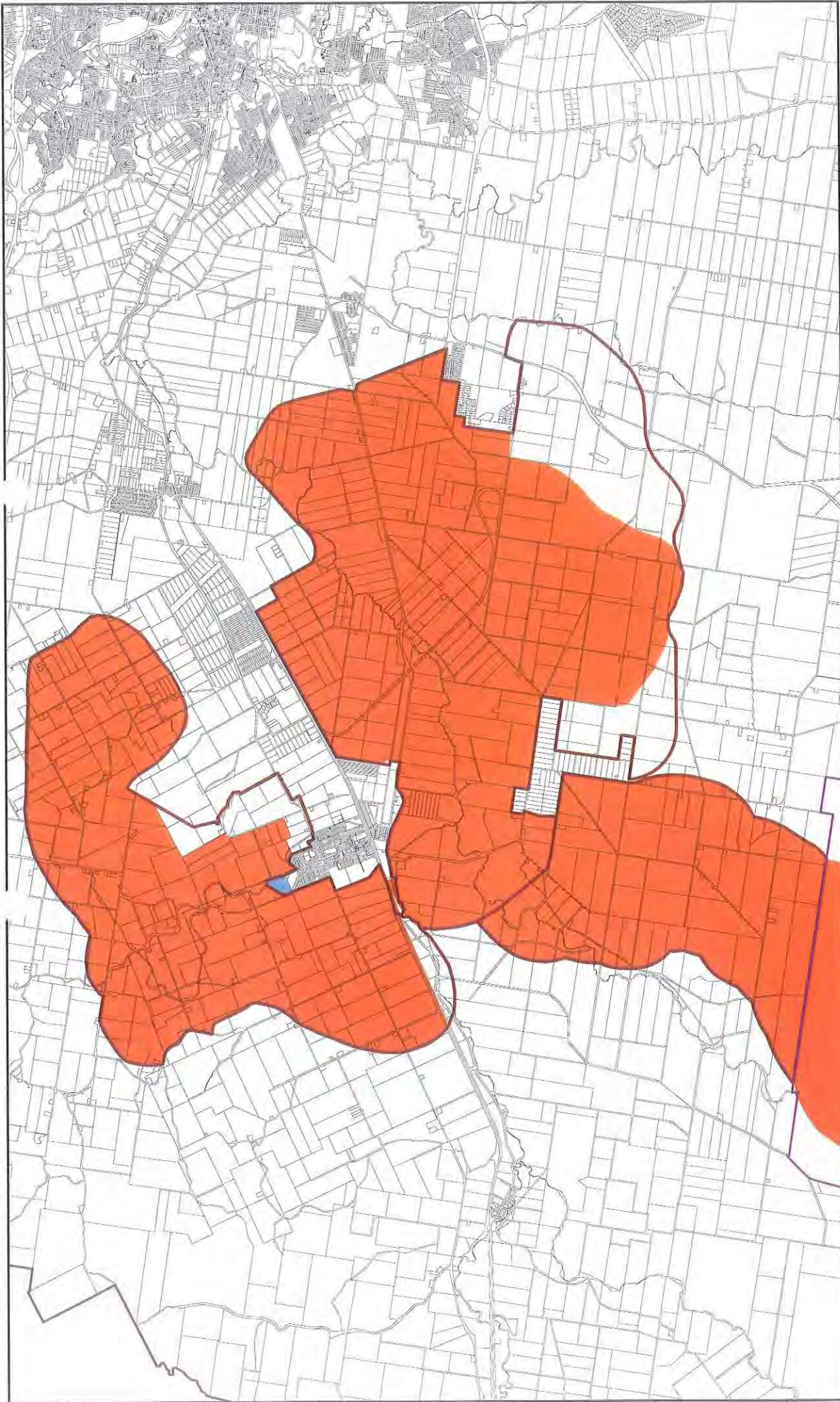
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Map Grid : Geocentric Datum of Australia (G.D.A.)  
 Level Datum : Australian Height Datum (A.H.D.)  
 Printed Date : 7/1/2005





Map Grid: Geometric Datum of Australia (G.D.A.)  
 Level Datum: Australian Height Datum (A.H.D.)  
 Printed Date: 11/01/2008

Scale 1:13,000

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# Current and Amended Key Resource Areas - Attachment D Map 1

□ Current Key Resource Areas

■ ICC Planning Branch recommended Key Resource Areas

■ DNRM suggested additional Key Resource Areas

## IPSWICH CITY COUNCIL

Mayor: [Redacted]  
 Deputy Mayor: [Redacted]  
 Councillors: [Redacted]  
 Phone: [Redacted]

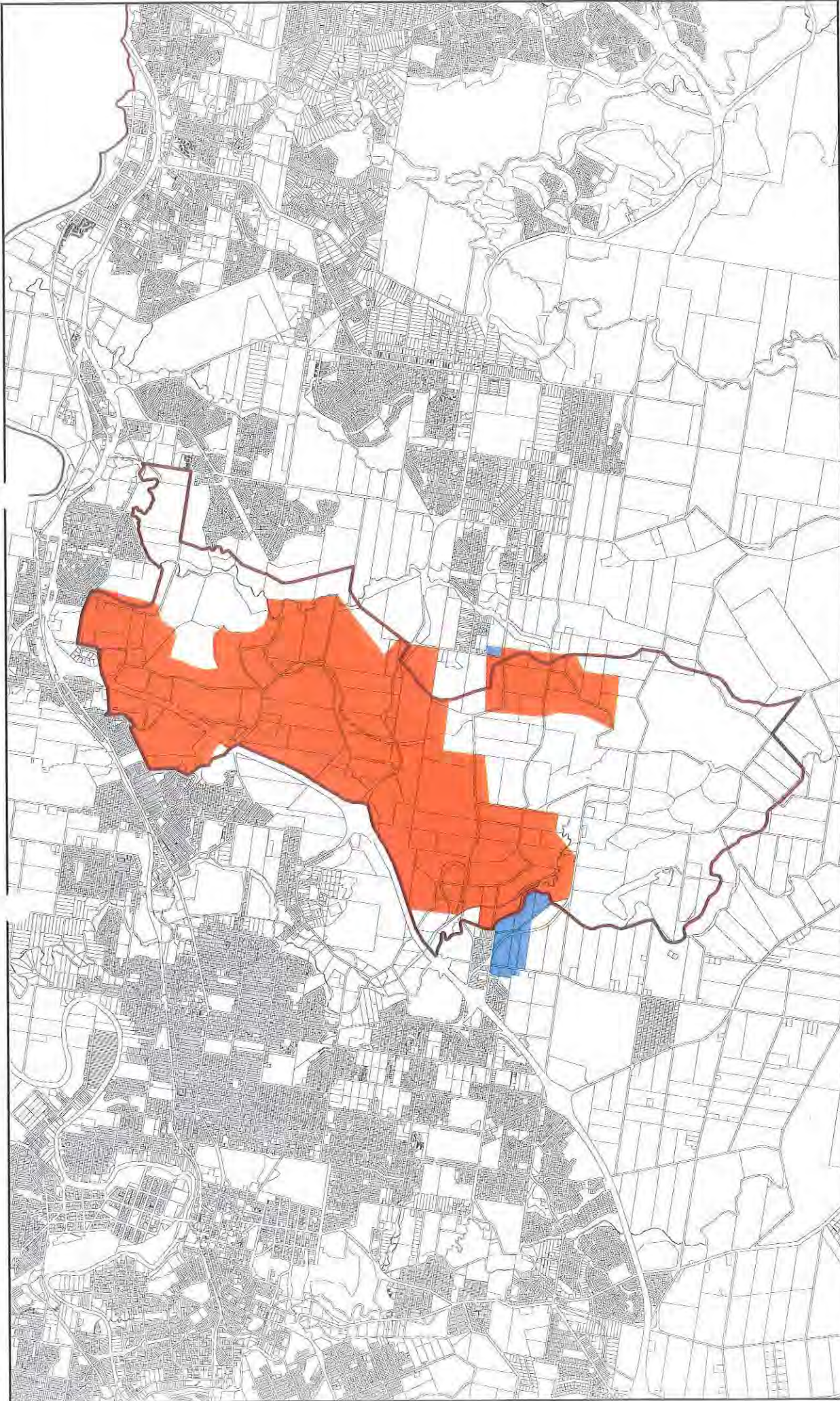
DISCLAIMER: Ipswich City Council Data

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Map Grid : Geocentric Datum of Australia (GDA) Level Datum : Australian Height Datum (AHD) Printed Date : 11/01/2005

Scale 1:13,000

1000 0 1000 m

N  
W E  
S

### Current and Amended Key Resource Areas - Attachment D Map 2

- Current Key Resource Areas
- DNRM suggested additional Key Resource Areas
- ICC Planning Branch recommended Key Resource Areas

**IPSWICH CITY COUNCIL**

Ipswich City Council  
Geographic Information Systems  
Data Control Officer: [Redacted]  
Phone: [Redacted]

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6 January 2005

## **MEMORANDUM**

TO: ACTING DEPUTY WORKS MANAGER  
FROM: SENIOR ENGINEER  
RE: PLANNING SCHEME AMENDMENT – OVERLAY MAP 5 FLOODING

---

### **INTRODUCTION:**

This is a report by the Senior Engineer dated 6 January 2005 concerning the amendments to the Overlay Map 5 of the current Ipswich IPA Planning Scheme.

### **BACKGROUND:**

The Ipswich IPA Planning Scheme includes Overlay Map 5 which shows flooding constraints. The current map has limitations and needs to be reviewed from time to time.

### **DISCUSSION:**

Since the adoption of the current Ipswich Planning Scheme in April 2004, some anomalies have been identified within the Overlay Map 5 Flooding layers. The issues relate to the accuracy of the topographic mapping and the mapping techniques used to plot the various flood lines. Although the various map layers are thoroughly checked, anomalies come to light from time to time. This is particularly the case where the land surrounding particular waterways is flat and it is hard to discern the flood flow paths that might affect existing or proposed development.

The following items are proposed to be included in the current planning scheme review:

1. Additional 1 in 100 flood mapping at Peak Crossing and Marburg as a result of further technical studies (refer *Attachment A & B* respectively)



Attachment A



Attachment B

2. Minor amendments to the 1 in 100 flood line which do not significantly impact on the affected properties within the following locations:
  - Mihi Creek between Warrego Highway and Pine Mountain Road, Brassall (refer *Attachment C*)

- Tributary of Mihi Creek between North High Street and Fernvale Road, Brassall (refer *Attachment D*);
- Bremer River at Rosewood, east of Coveney Road (refer *Attachment E*);



Attachment C



Attachment D



Attachment E

3. Minor amendments to the 1 in 20 development line in the upper reaches of Woogaroo Creek and Bundamba Creeks that do not significantly impact the affected properties as per the Attachments F & G respectively.



Attachment F



Attachment G

4. Changes in the form of the urban stormwater flow path line work from continuous to dashed to conform with the wording of the Planning Scheme.
5. Minor adjustments to the urban stormwater flow path line work to better represent the urban stormwater flow paths that might affect existing or proposed development. Attachment H shows a sample map of the amendments and Attachment I gives the list of affected and benefited properties.



Attachment H



Attachment I

Since the adoption of the Planning Scheme, the author and staff of the Asset Information Management Section have carried out considerable cross checking of these layers to improve the quality of these datasets. This checking will continue as better surveys, mapping and further flood studies are undertaken.

### **RECOMMENDATION:**

It is recommended that the amendments to Overlay Map 5 proposed in this report be included in the current planning scheme review.

[Redacted Signature]

**SENIOR ENGINEER**

I concur with the recommendations contained in this report.

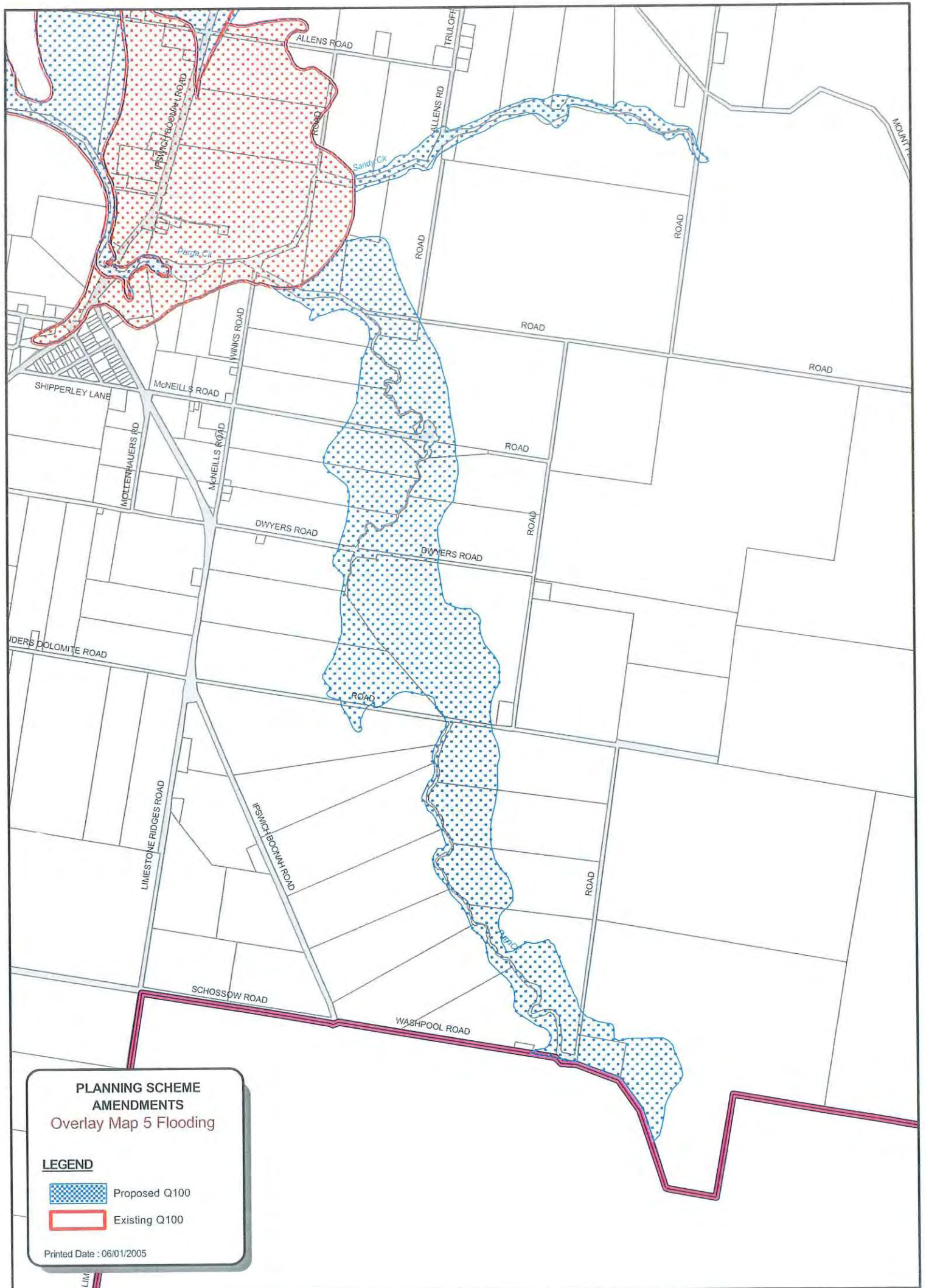
[Redacted Signature]

**A/DEPUTY WORKS MANAGER**

I concur with the recommendations contained in this report.



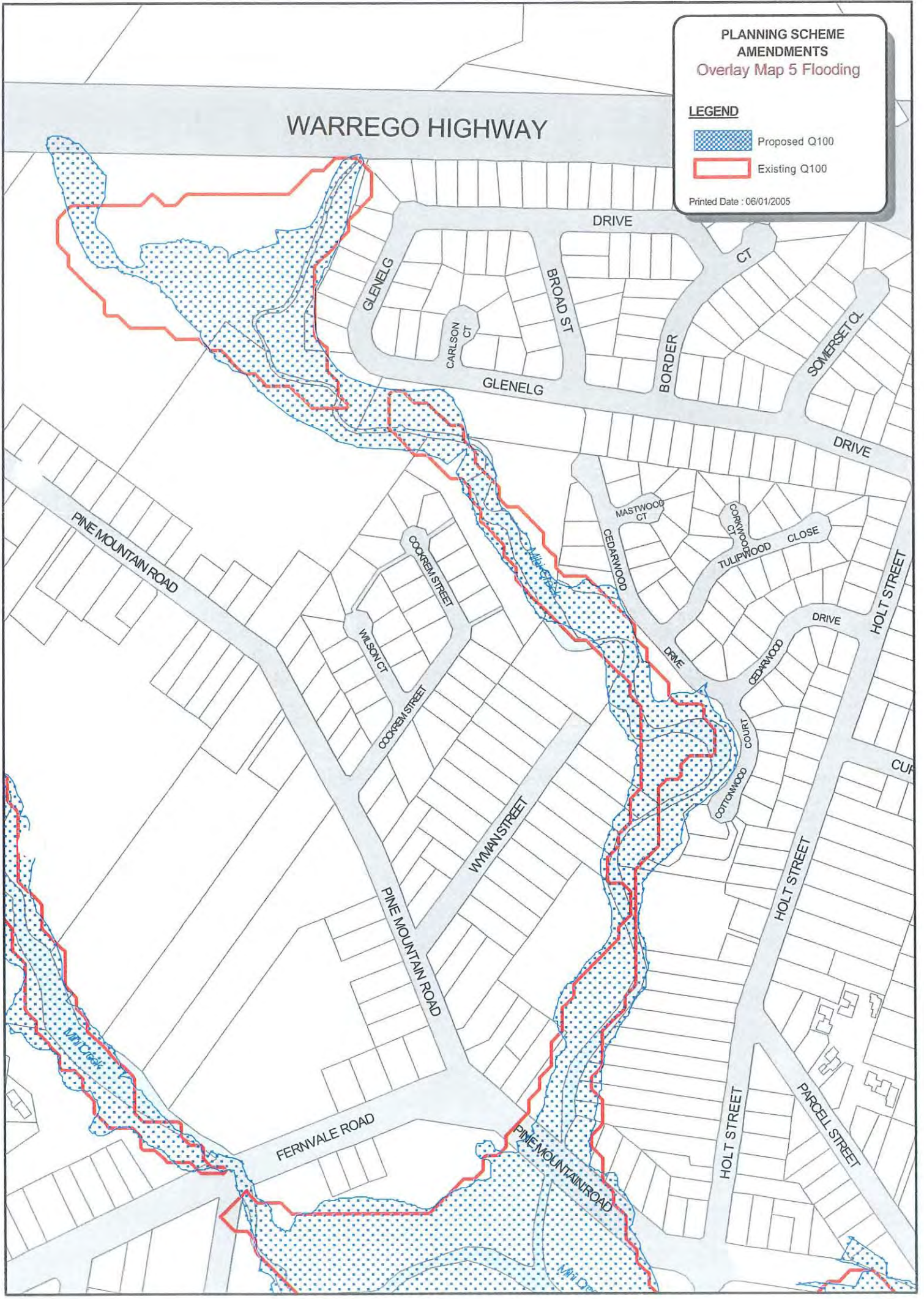
**WORKS MANAGER**











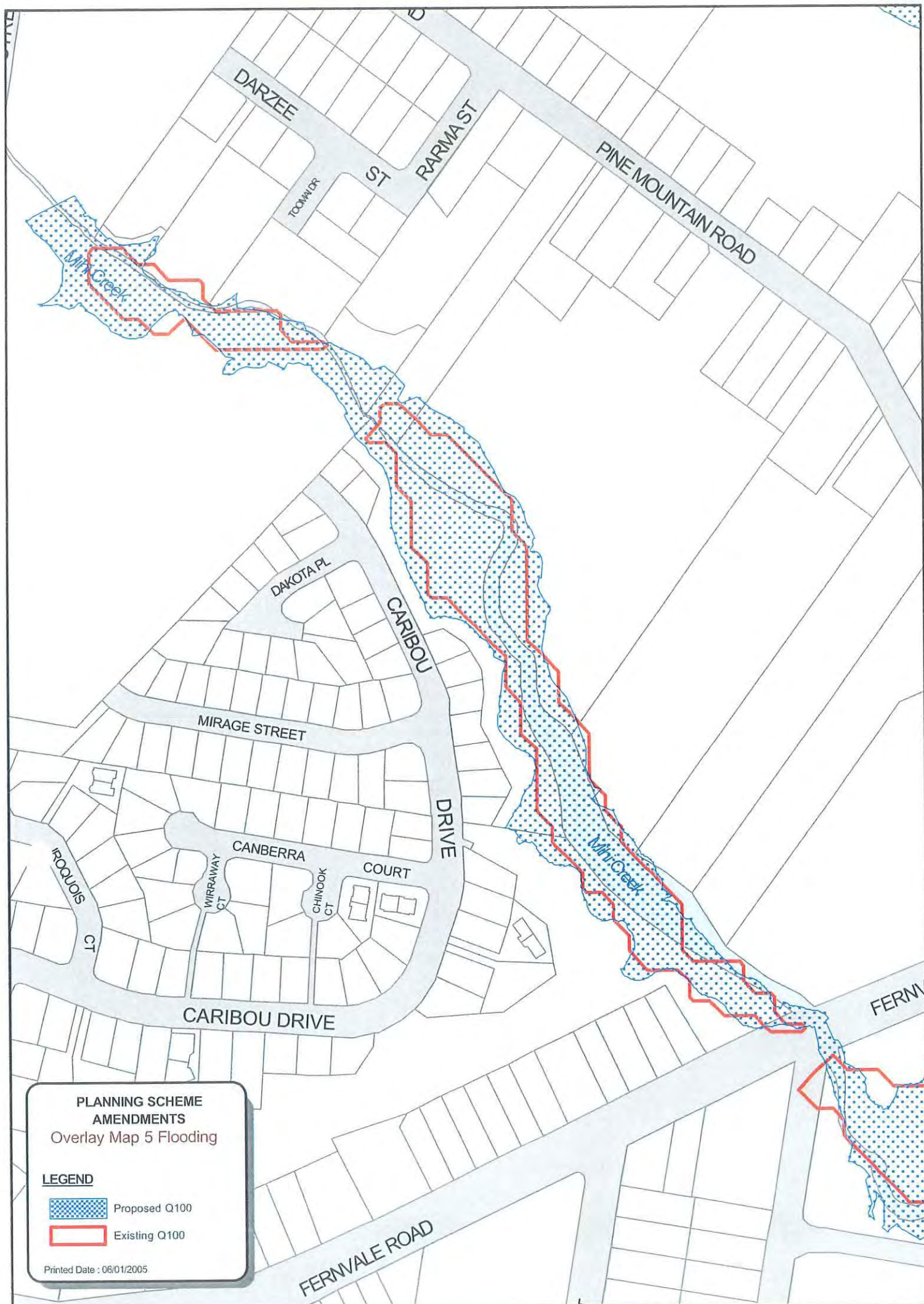
PLANNING SCHEME  
AMENDMENTS  
Overlay Map 5 Flooding

LEGEND

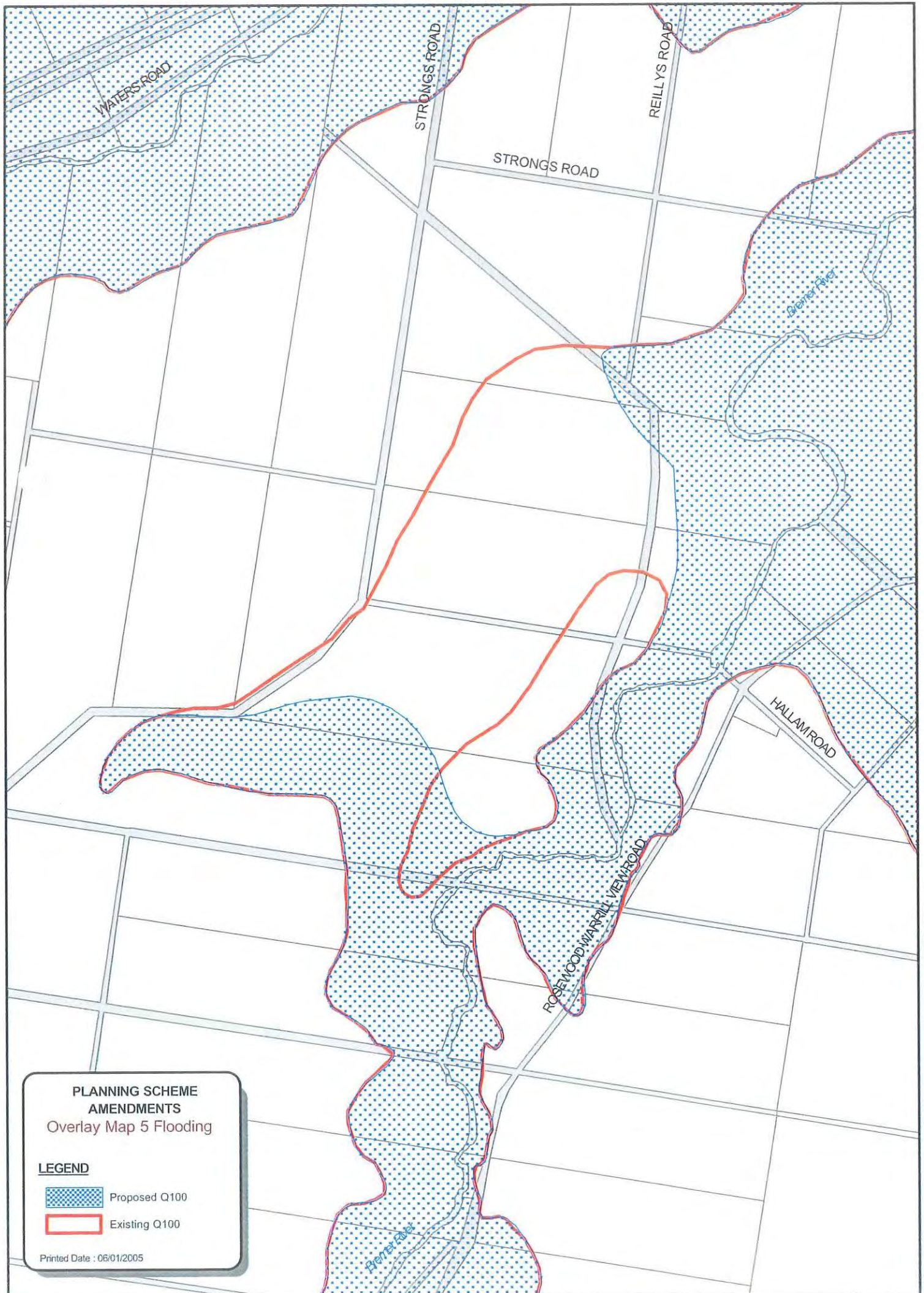
-  Proposed Q100
-  Existing Q100

Printed Date : 06/01/2005

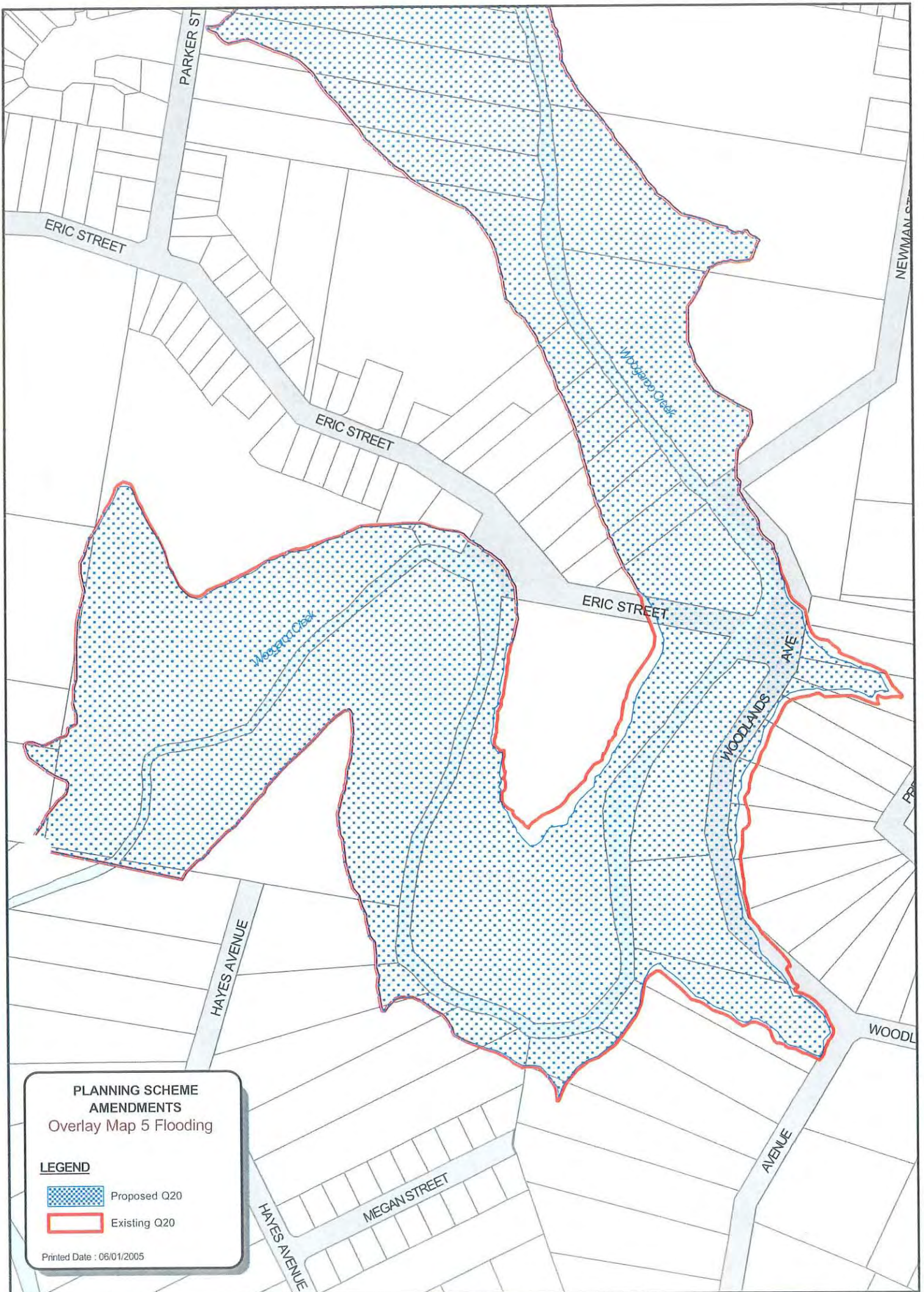




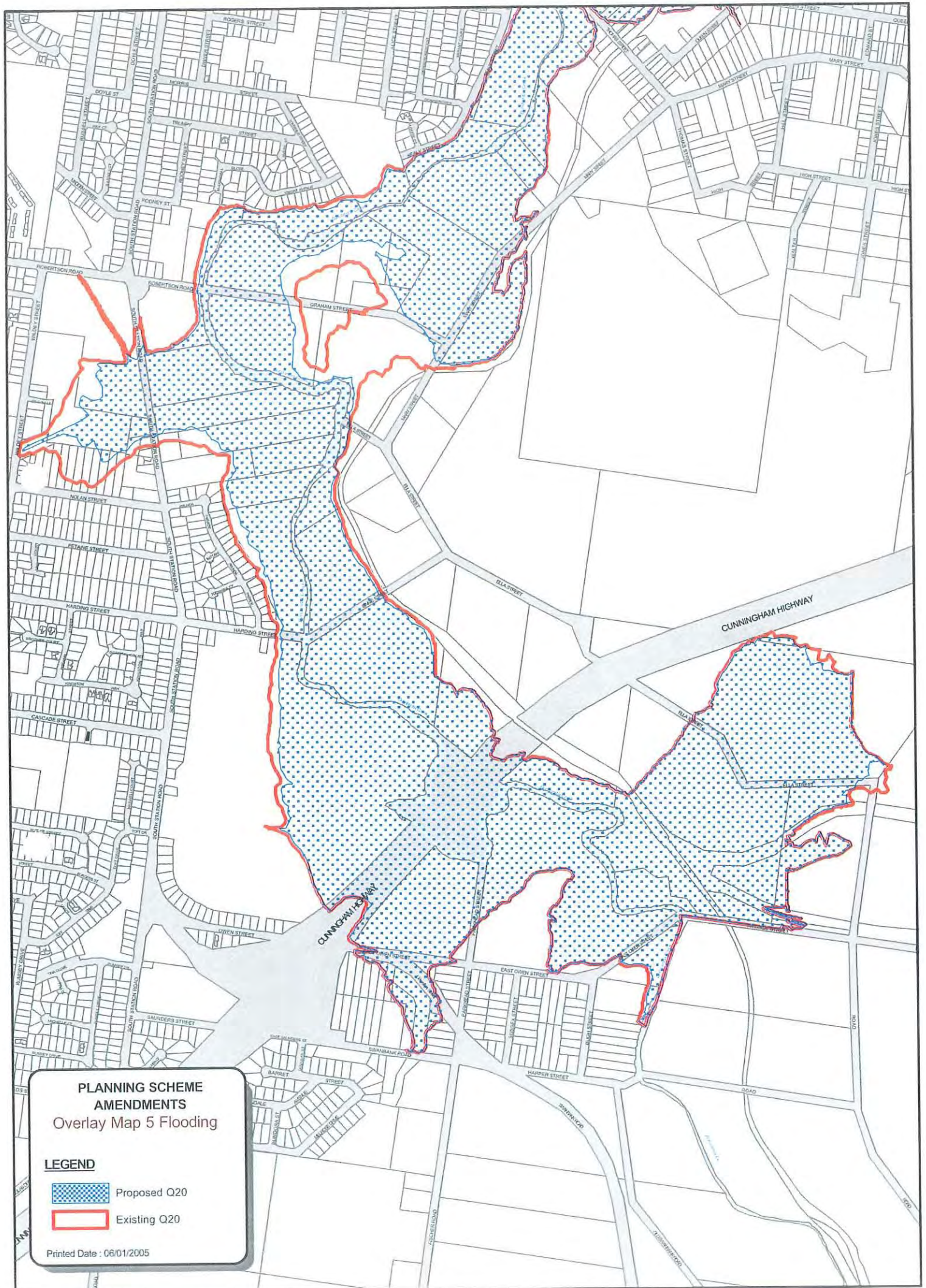


















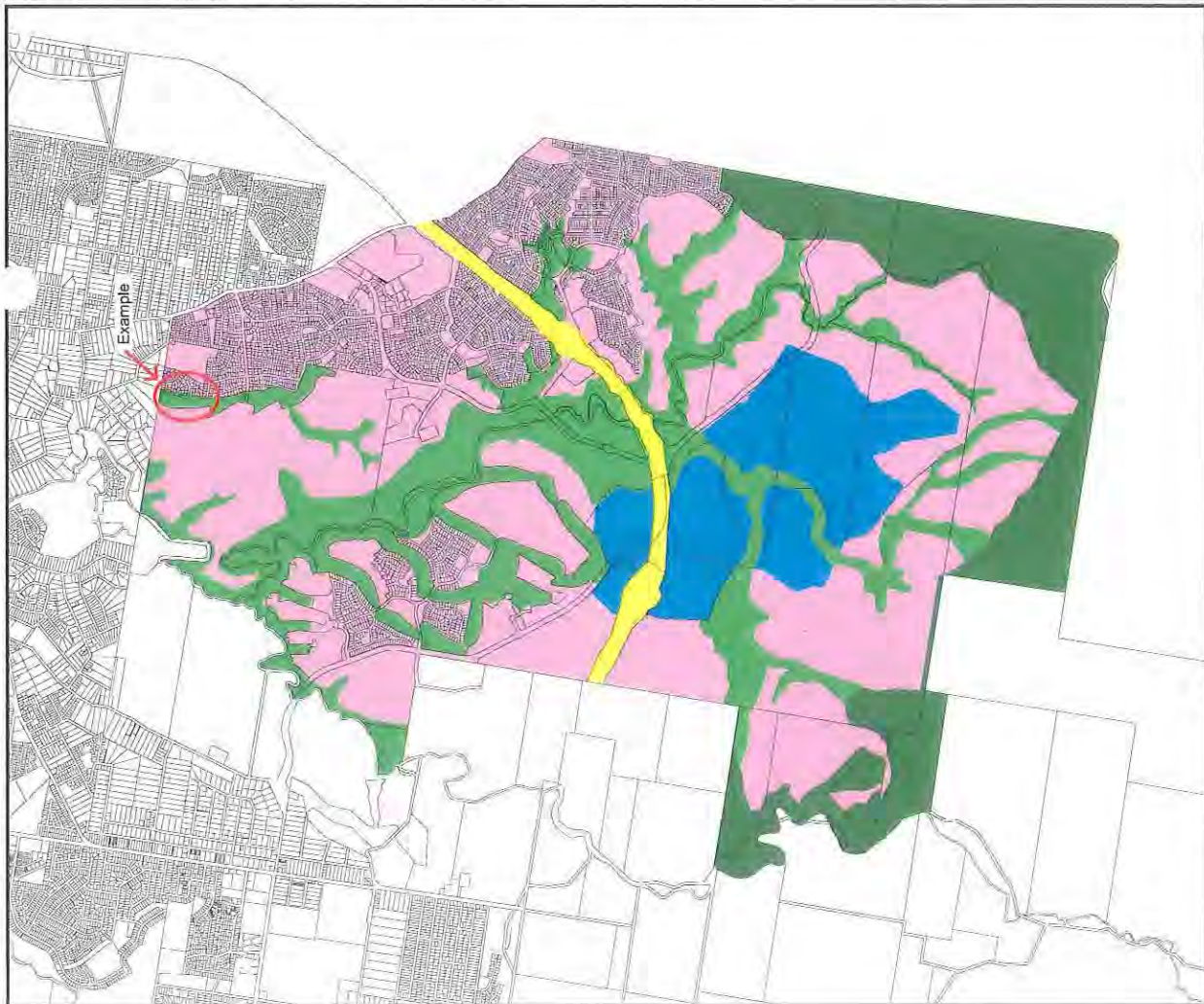
## Amendments to OV5 - Urban Stormwater Flow Path Layer

Properties affected due to amendments	Properties benefited due to amendments
21 Buttler Street Bellbird Park Qld 4300	247 Jones Road Bellbird Park Qld 4300
23 Buttler Street Bellbird Park Qld 4300	19 Rosemary Street Bellbird Park Qld 4300
42 Railway Street Booval Qld 4304	245 Jones Road Bellbird Park Qld 4300
11 Green Street Booval Qld 4304	17 Rosemary Street Bellbird Park Qld 4300
11A Green Street Booval Qld 4304	3 Rosemary Street Bellbird Park Qld 4300
13 Green Street Booval Qld 4304	15 Rosemary Street Bellbird Park Qld 4300
40B Railway Street Booval Qld 4304	5 Rosemary Street Bellbird Park Qld 4300
108 Brisbane Road Booval Qld 4304	7 Rosemary Street Bellbird Park Qld 4300
108A Brisbane Road Booval Qld 4304	21 Rosemary Street Bellbird Park Qld 4300
19 Green Street Booval Qld 4304	9 Rosemary Street Bellbird Park Qld 4300
17 Green Street Booval Qld 4304	Lot 999 Rosemary Street Bellbird Park Qld 4300
15 Green Street Booval Qld 4304	36 Railway Street Booval Qld 4304
13A Green Street Booval Qld 4304	38 Railway Street Booval Qld 4304
9 Green Street Booval Qld 4304	25 Marian Street Booval Qld 4304
13 Cedarwood Drive Brassall Qld 4305	23 Marian Street Booval Qld 4304
17 Cedarwood Drive Brassall Qld 4305	21 Marian Street Booval Qld 4304
39 Hayes Street Brassall Qld 4305	19 Marian Street Booval Qld 4304
41 Hayes Street Brassall Qld 4305	17 Marian Street Booval Qld 4304
17 James Street East Ipswich Qld 4305	15 Marian Street Booval Qld 4304
74 Brisbane Road Ebbw Vale Qld 4304	12 Cedarwood Drive Brassall Qld 4305
4 Allan Street Goodna Qld 4300	64 Holt Street Brassall Qld 4305
2 Edna Street Goodna Qld 4300	7 Brentwood Drive Bundamba Qld 4304
60 Parker Street Goodna Qld 4300	2 Weymouth Street Bundamba Qld 4304
137 Jacaranda Street North Booval Qld 4304	122 Mica Street Carole Park Qld 4300
45 Pine Mountain Road North Ipswich Qld 4305	120 Mica Street Carole Park Qld 4300
6 Hall Street North Ipswich Qld 4305	118 Mica Street Carole Park Qld 4300
97 Thornton Street Raceview Qld 4305	60-62 Ron Boyle Crescent Carole Park Qld 4300
Lot 900 Eagle Street Redbank Qld 4301	6 Lupton Street Churchill Qld 4305
Lot 902 Kruger Parade Redbank Qld 4301	3 Perry Street Churchill Qld 4305
19 Gladstone Road Sadliers Crossing Qld 4305	12 Lupton Street Churchill Qld 4305
35 Herbert Street Sadliers Crossing Qld 4305	10 Lupton Street Churchill Qld 4305
21 Gladstone Road Sadliers Crossing Qld 4305	1 Millen Street Churchill Qld 4305

15 Gladstone Road Sadliers Crossing Qld 4305  
37 Herbert Street Sadliers Crossing Qld 4305  
19A Gladstone Road Sadliers Crossing Qld 4305  
37 Gladstone Road Sadliers Crossing Qld 4305  
39 Cambridge Street Silkstone Qld 4304  
31 Cyprus Street Tivoli Qld 4305  
7 Ferrier Street Tivoli Qld 4305  
69 Francis Street Tivoli Qld 4305  
67 Francis Street Tivoli Qld 4305  
4A Morris Street Tivoli Qld 4305  
31 Tantivy Street Tivoli Qld 4305

17-19 Mcmillan Street Churchill Qld 4305  
18 Spring Street East Ipswich Qld 4305  
16 Spring Street East Ipswich Qld 4305  
20-54 High Street Ebbw Vale Qld 4304  
Lot 315 Ash Street Flinders View Qld 4305  
1/51 Parker Street Goodna Qld 4300  
54 Parker Street Goodna Qld 4300  
56 Parker Street Goodna Qld 4300  
41 Dowden Street Goodna Qld 4300  
10 Allan Street Goodna Qld 4300  
39 Dowden Street Goodna Qld 4300  
2-10 Gayundah Street Karalee Qld 4306  
12-14 Gayundah Street Karalee Qld 4306  
3 Roma Street North Booval Qld 4304  
1 Ingles Drive Redbank Plains Qld 4301  
72 Frawley Drive Redbank Plains Qld 4301  
8 Falvey Street Ripley Qld 4306  
444 Ripley Road Ripley Qld 4306  
186 Old Ipswich Road Riverview Qld 4303  
2 Thompson Street Silkstone Qld 4304  
4 Thompson Street Silkstone Qld 4304  
27 Des Arts Place Wulkuraka Qld 4305  
29 Des Arts Place Wulkuraka Qld 4305  
17 Des Arts Place Wulkuraka Qld 4305  
19 Des Arts Place Wulkuraka Qld 4305  
21 Des Arts Place Wulkuraka Qld 4305  
23 Des Arts Place Wulkuraka Qld 4305  
25 Des Arts Place Wulkuraka Qld 4305





**IPSWICH CITY COUNCIL**

City of Ipswich  
 100 South Street, Ipswich QLD 4701  
 Phone: 07 5532 2222  
 Email: [info@ipswich.qld.gov.au](mailto:info@ipswich.qld.gov.au)

**DISCLAIMER: Ipswich City Council Data**

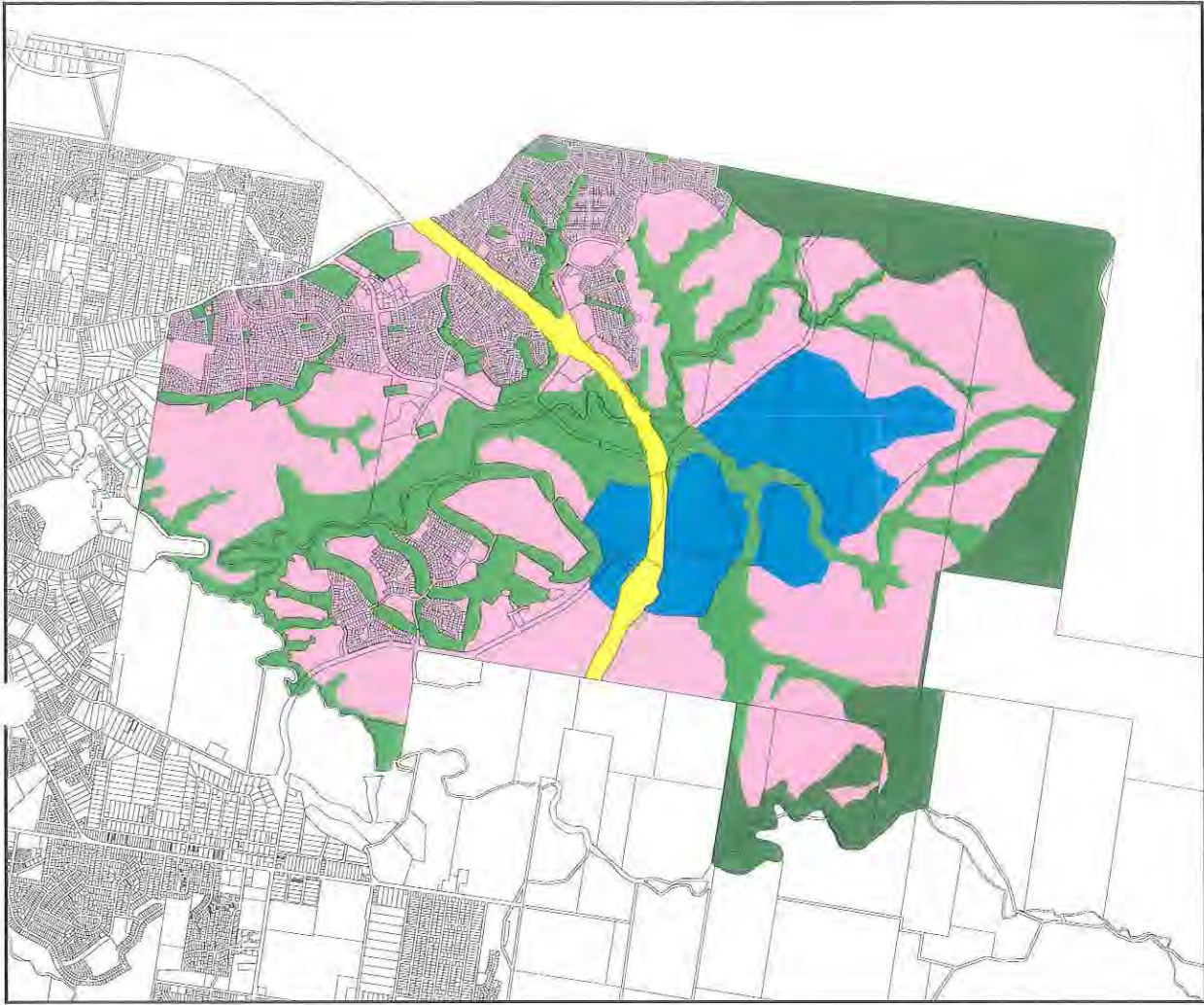
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**Current Springfield Structure Plan 2004**

- Community Residential
- Open Space
- Conservation
- Town Centre
- Regional Transport Corridor



**Amended Springfield Structure Plan 2004**

- Community Residential
- Open Space
- Conservation
- Town Centre
- Regional Transport Corridor

Map Grid: Geocentric Datum of Australia (GDA 1994)  
 Level Datum: Australian Height Datum (AHD)  
 Printed Date: 25/11/2004

N  
W S

Scale 1:40,000

1000 0 1000 m





#### IPSWICH CITY COUNCIL

W. Swan Street 170 Jan 2011  
 Property  
 Data Generated by Ipswich City Council  
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#### Current Synergy Zoning 2004

- Regional Business & Industry
- Regional Business & Industry Buffer
- Recreation
- Local Retail and Commercial
- Residential Low Density
- Special Uses
- Residential Medium Density



#### Amended Synergy Zoning 2004

- Regional Business & Industry
- Regional Business & Industry Buffer
- Recreation
- Local Retail and Commercial
- Residential Low Density
- Special Uses
- Residential Medium Density



Scale 1:7,500  
 200 0 200 m

Map Grid : Geocentric Datum of Australia (G.D.A.)  
 Level Datum : Australian Height Datum (A.H.D.)  
 Printed Date : 28/11/2004

F. ckm: sap  
(memos\osrdp review infrastructure charges jan 05)

4 January 2005

## **MEMORANDUM**

TO: PLANNING MANAGER

FROM: CONSERVATION PARKS AND SPORT MANAGER

RE: REVIEW OF INFRASTRUCTURE CHARGES RELATING TO THE IPSWICH CITY COUNCIL OPEN SPACE AND RECREATION DEVELOPMENT PLAN

---

The Ipswich Open Space and Recreation Development Plan Review 2000 indexed embellishment costs for each recreational setting outlined in the initial Development Plan to reflect movements in the Consumer Price Index (CPI) to September 2000. Further indexation was carried out as part of the new Ipswich Planning Scheme.

Since the Review was carried out in 2000, land values and construction costs have increased substantially. Furthermore, cost estimates carried out by Rawlinsons (Construction Cost Planners) have shown that the costs used in the initial IOSRDP were undervalued.

As part of the Priority Infrastructure Plan (which under current legislation needs to be adopted by Council prior to 30 March 2006) the Open Space & Recreation Strategy will need to be reviewed, including land valuations and construction estimates.

In the interim or transitional period it is recommended that the current planning scheme policy for open space be amended by incorporating the revised embellishment estimates as outlined below. The revised embellishment costs include the 10% construction on-cost surcharge (i.e. the cost of planning and design, survey and site investigation, coordination, project management fees, builders preliminaries and construction contingencies) but exclude the 2% administration charge which are included in the Open Space (Parks) Infrastructure Contribution Schedule of the Planning Scheme Policy 'Ipswich Open Space (Parks) Infrastructure Contribution Policy'.

The revised embellishment costs (indexed to March 2004) for the different recreational settings outlined in the review are shown below:

### **SPORTSGROUNDS AND COURTS**

- |         |   |             |
|---------|---|-------------|
| Level 2 | • Four sportsfields (including main Field), six multipurpose courts, clubhouse, change room, toilet module, fifty carparking spaces and all associated facilities (Springfield/Eastern Suburbs only). | \$6 881 784 |
| Level 3 | • Two sportsfields, four multipurpose courts, toilet/change room, twenty carparking spaces and all associated facilities.   | \$1 917 552 |

### **FORMAL PARKS AND GARDENS**

Level 1	• formal town park providing significant playground, picnic/BBQ facilities, amenity planting and lawns, entrance and focal point treatments, water feature, kiosk, 150 carparking spaces and associated facilities.	\$4 271 904
Level 2	• playground, picnic/BBQ facilities, amenity planing, 50 carparking spaces and associated facilities.	\$1 587 768
Level 3	• playgrounds, picnic facilities, amenity planting, 10 carparking spaces and all associated facilities (Springfield only)	\$821 184

### **PLAY AND PICNIC PARKS**

Level 2	• major play park including a variety of play equipment, picnic facilities, 50 carparking spaces and all associated facilities.	\$821 184
Level 3	• shaded seating area, basic play equipment and associated facilities.	\$136 500

### **WATERSIDE PARKLAND**

Level 1	• Two boat/canoe launch points/jetty, kiosk/cafe, play and picnic facilities, 150 carparking spaces and all associated facilities.	\$1 956 864
Level 2	• One boat/canoe launch point, picnic facilities, 50 carparking spaces and all associated facilities.	\$892 164 (destination parks) plus \$7 360/ha 'linking' land

### **LINEAR PARKLAND**

Level 3	• picnic and walking facilities, seating and signage.	\$7 360/ha
---------	---	------------

The revised embellishment costs increase the Parks Infrastructure Unit Rates as outlined in the following table

<b>Parks Sectors</b>	<b>% increase in Unit Rates</b>
Camira – Carole Park	76
Springfield	56
Goodna – Gailes	71
Bellbird Park	67
Redbank Plains	93
Collingwood Park – Redbank	72
Bergins Hill – Blackstone – Ebbw Vale – Dinmore – New Chum – Riverview – Bundamba North	85
Flinders View – Yamanto – Deebing Creek	65
Ripley	169

Churchill – Ipswich South – Raceview – Basin Pocket – East Ipswich – Ipswich Central – Coalfalls – Sadliers Crossing – Woodend	62
Ebenezer – Amberley – Willowbank	90
Leichhardt – Wulkuraka	80
Brassall – Tivoli – North Tivoli – Tivoli Hill – North Ipswich – Raymonds Hill	56
Chuwar – Blacksoil	69
Karalee	67
Peak Crossing – Harrisville	90
Mutdapilly	90
Grandchester – Mount Mort	90
Rosewood	176
Thagoona	164
Walloon	162
Marburg	184

The proposed amendments to Planning Scheme Policy 5 Infrastructure are outlined in Attachment A and B.

#### **RECOMMENDATION:**

The Planning Scheme be amended by deleting Appendix 6 – Parks Infrastructure Unit Rates, Table 6.5.1: Sportsgrounds and Courts Trunk Infrastructure Costs, Table 6.5.2: Formal Parks and Gardens Trunk Infrastructure Costs, Table 6.5.3: Play and Picnic Parks Trunk Infrastructure Costs, Table 6.5.4: Waterside Parks Trunk Infrastructure Costs; Table 6.5.5: Linear Parks Trunk Infrastructure Costs, Table 6.6.1: Public Parks Trunk Infrastructure Costs, and Note 6.6A (exclusive of any footnotes) and replacing the tables and Note 6.6A with Attachment A and B of the Memorandum by the Conservation, parks and Sport manager dated 4 January 2005.

**CONSERVATION PARKS AND  
SPORT MANAGER**



## ATTACHMENT A

**APPENDIX 6—PARKS INFRASTRUCTURE UNIT RATES**

Sector No. (refer to Map A6.1)	Parks Sectors	Level 1 Rate/EP	Level 2 Rate/EP	Level 3 Rate/EP	Total Rate/EP
1	Camira – Carole Park	110.43	572.86	540.37	1 223.66
2	Springfield	110.43	572.86	714.15	1 397.44
3	Goodna – Gailes	110.43	572.86	593.42	1 276.71
4	Bellbird Park	110.43	572.86	606.91	1 290.20
5	Redbank Plains	110.43	572.86	434.73	1 118.02
6	Collingwood Park – Redbank	110.43	572.86	572.60	1 255.89
7	Bergins Hill – Blackstone – Ebbw Vale – Dinmore – New Chum – Riverview – Bundamba North	110.43	895.42	227.40	1 233.25
8	Flinders View – Yamanto – Deebing Creek	110.43	133.10	571.50	1 147.09
9	Ripley	110.43	133.10	215.37	790.96
10	Churchill – Ipswich South – Raceview – Basin Pocket – East Ipswich – Ipswich Central – Coalfalls – Sadliers Crossing – Woodend	110.43	895.42	426.95	1 432.80
11	Ebenezer – Amberley – Willowbank	110.43	No rate	No rate	110.43
12	Leichhardt – Wulkuraka	110.43	895.42	257.33	1 263.18
13	Brassall – Tivoli – North Tivoli – Tivoli Hill – North Ipswich – Raymonds Hill	110.43	895.42	490.68	1 496.53
15	Chuwar – Blacksoil	110.43	633.37	394.08	1 137.88
16	Karalee	110.43	633.37	404.84	1 148.64
18	Peak Crossing – Harrisville	110.43	No rate	No rate	110.43
19	Mutdapilly	110.43	No rate	No rate	110.43
20	Grandchester – Mount Mort	110.43	No rate	No rate	110.43
21	Rosewood	110.43	223.32	802.66	1 136.41
22	Thagoona	110.43	223.32	345.48	679.23
23	Walloon	110.43	223.32	316.71	650.46
24	Marburg	110.43	223.32	526.60	860.35

**Attachment B****Table 6.5.1: Sportsgrounds and Courts Trunk Infrastructure Costs**

District	\$579,821	\$13,763,568
Local	\$1,201,222	\$16,337,543

**Table 6.5.2: Formal Parks and Gardens Trunk Infrastructure Costs**

Citywide	\$666,737	\$3,844,715
District	\$576,264	\$7,240,221
Local <sup>1</sup>	\$182,981	\$1,642,368
Township <sup>2</sup>	n/a	\$2,463,552

**Table 6.5.3: Play and Picnic Parks Trunk Infrastructure Costs**

Citywide	n/a	n/a
District	\$579,821	\$3,744,599
Local	\$5,983,892	\$15,263,430

**Table 6.5.4: Waterside Parks Trunk Infrastructure Costs**

Citywide	\$337,439	\$5,287,328
District	\$1,272,377	\$7,181,189
Local	n/a	n/a

**Table 6.5.5: Linear Parks Trunk Infrastructure Costs**

Citywide	n/a	n/a
District	n/a	n/a
Local <sup>3</sup>	\$16,934,902	\$7,213,171

**Table 6.6.1: Public Parks Trunk Infrastructure Costs**

Citywide	\$1,004,176	\$9,132,043	\$10,136,219
District	\$3,008,282	\$31,929,577	\$34,937,859
Local	\$24,302,997	\$42,920,064	\$67,223,061
Total	\$28,315,455	\$83,981,684	\$112,297,139

**Note 6.6A be amended to read:****Note 6.6A**

Further details in relation to the estimated establishment costs for each recreational setting for the various catchments (infrastructure sectors) can be found in the 'Ipswich Open Space and Recreation Development Plan Review', May 2001 and 'Review of Infrastructure Charges Relating to the Ipswich City Council Open Space and Recreation Development Plan', January 2005.



F. ckm: sap  
(memos\cp&s planning scheme amendment jan 05)

4 January 2005

## **MEMORANDUM**

TO: PLANNING MANAGER

FROM: CONSERVATION PARKS AND SPORT MANAGER

RE: PROPOSED AMENDMENT TO PLANNING SCHEME FOR STANDARD  
DRAWINGS

---

The Conservation Parks and Sport Department has reviewed the current Planning Scheme and requests that the following amendments be included in the overall scheme amendment report.

### Standard Drawings:

Attached is a schedule of drawing changes that is required to be included in the scheme amendment.



H:\Memos\Standard  
Drawings Amendment

### Amended Planning Sector for the Rosewood/Thagoona contribution sector for headworks:

It is proposed that the an area to the north and east of Rosewood that is currently within the Thagoona Open Space Planning Sector (22) be included in the Rosewood Sector (21).

The original Sector boundaries were developed as result of the associated Census Collector Districts. These boundaries whilst population based at times do not follow future patterns of development. Indeed at the time of determination it was not foreseen that the Walloon area would include the future population increases as foreshadowed in the recent Walloon Thagoona Planning Study.

In looking at the future population projections for these areas (Sectors 21 and 22) it makes sense to include the area suggested within the Rosewood Sector in the current round of planning scheme amendments with a view to doing a full City sector boundary review and associated realignment.

It is recommended that the Sector Boundaries be amended as shown on the attached map.



sectors 21 22

Amendment to the Rural E note:

The following or an appropriately edited version is proposed to replace the existing Scheme note to provide a clearer explanation of the partnering agreements.

## NOTE 10.25B

- (1) Land within the zone is deemed eligible for a land management payment from Council which is equivalent to 66% of the general rate subject to entering into a Partnering Agreement.
- (2) Land within the zone is deemed eligible for a land management payment from Council which is equivalent to 100% of the general rate subject to an on-ground assessment and entering into a Nature Conservation Agreement.

(Duplicate this section and include in the Part 4 Division 18 as it does not exist in the section in the current planning scheme)

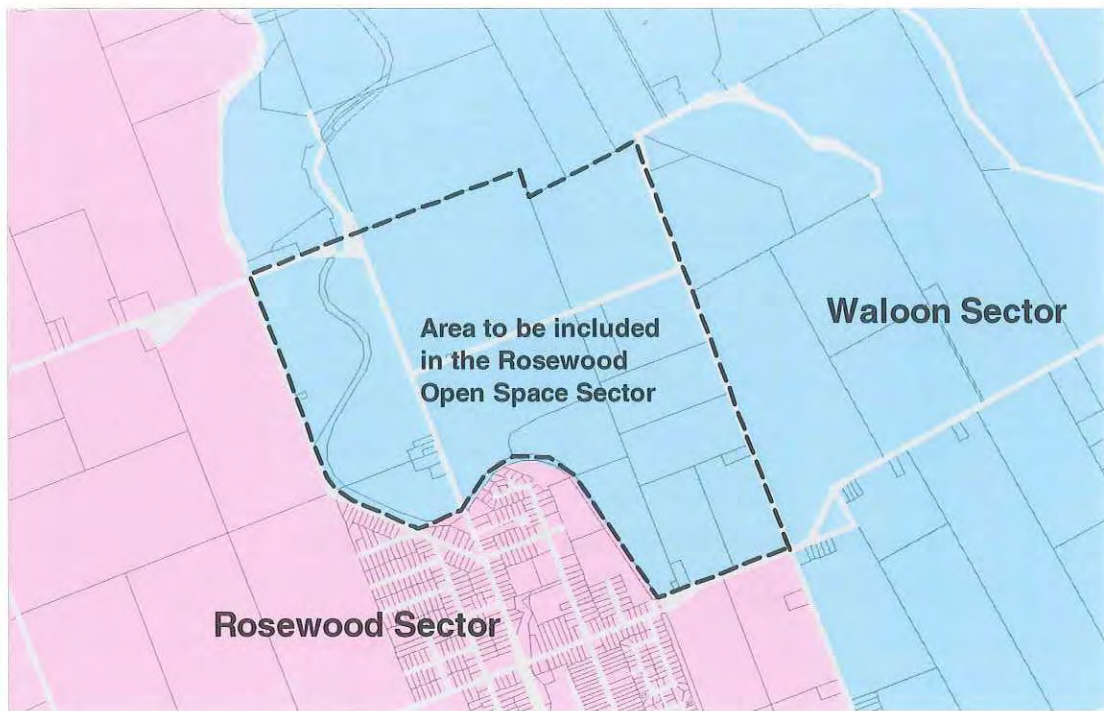
As a second issue the Vegetation Management Code makes reference the former Land Protection Act.

  
**CONSERVATION PARKS AND  
SPORT MANAGER**

## Amendments to ICC Conservation, Parks and Sport Standard Drawings

<b>Drg No.</b>	<b>Rev</b>	<b>Description</b>	<b>Amendment - Dec 04</b>
SP.01	A	Index Standard Drawings, CP&S	Minor amendment to text.
SP.02	A	Planting - Tubestock in Planting Area	Minor amendment to text.
SP.04	A	Planting Tubestock in Grass	Minor amendment to text.
SP.05	A	Planting - Trees in Grassed Areas	Minor amendment to text.
SP.06	A	Planting - Mature Tree Stock	Minor amendment to text and line work.
SP.07	A	Tree Guards Parks and Reserves	Minor amendment to text.
SP.08	A	Tree Guards - Road/Street Reserves	Minor amendment to text and line work.
SP.09	A	Planting - Street Trees	Minor amendment to text.
SP.10	A	Planting: Rock Lined Channel	Minor amendment to text and line work.
SP.11	A	Excavation Tree Preservation	Minor amendment to text.
SP.12	A	Bank Stabilisation Maximum Grade 1:6	Minor amendment to text.
SP.13	A	Turf Areas	Minor amendment to text.
SP.14	A	Planting Areas	Minor amendment to text.
SP.15	A	Drainage: Surface Grass Swales	Minor amendment to text.
SP.16	A	Drainage: Subsurface in Planting Areas	Minor amendment to text and line work.
SP.18	A	Drainage: Natural Gully Treatment	Minor amendment to text.
SP.20	A	In Situ Concrete Edge	Minor amendment to text and line work.
SP.21	A	Clay Paver Edge	Minor amendment to text and line work.
SP.22	A	Local Stone Edge	Minor amendment to text and line work.
SP.23	A	Timber Log Edge	Minor amendment to line work.
SP.24	A	Transition: Concrete Pavement - Grassed Area	Minor amendment to text and line work.
SP.25	A	Transition: Concrete Pavement - Planting Area	Minor amendment to text.
SP.26	A	Transition: Unit Paved Area - Planting Area	Minor amendment to text and line work.
SP.27	A	Transition: Unit Paved Area - Grassed Area	Minor amendment to text and line work.
SP.29	A	Concrete Edge to Play/Softfall Area	Minor amendment to text and line work.
SP.30	A	Sleeper Edge to Play/Softfall Area	Minor amendment to line work.
SP.31	A	Pedestrian/Cycle Pavement: Decomposed Granite with Timber Sleeper Edge	Minor amendment to text.
SP.32	A	Pedestrian/Cycle Pavement: Asphalt	Minor amendment to text.
SP.33	A	Pedestrian/Cycle Pavement: Option 1	Minor amendment to text and line work.
SP.34	A	Pedestrian/Cycle Pavement: Option 2	Minor amendment to text and line work.
SP.35	A	Pedestrian/Cycle Pavement: Concrete with Brick Banding	Minor amendment to text and line work.
SP.38	A	Pedestrian Pavement: Natural Stone on Concrete Slab	Minor amendment to text.
SP.39	A	Pedestrian Pavement: Ramp with Handrails	Minor amendment to text.
SP.40	A	Fence: Timber Screen - 1800 High	Minor amendment to text.
SP.41	A	Fence: Timber Screen - 900 High	Minor amendment to text.
SP.42	A	Fence: Timber Post and Rail	Minor amendment to text.
SP.43	A	Fence: Timber Bollard	Minor amendment to text.
SP.44	A	Signage: Local Park/Reserve Name	Delete entire dwg
SP.45	A	Signage: Local Urban Bushland Park/Reserve Name	Delete entire dwg

SP.46	A	Signage: District Urban Bushland Park/Reserve Name	Delete entire dwg
SP.47	A	Signage: Local Waterside Park/Reserve Name	Delete entire dwg
SP.48	A	Signage: District Waterside Park/Reserve Name	Delete entire dwg
SP.49	A	Signage: Strategic Waterside Park/Reserve Name	Delete entire dwg
SP.50	A	Signage: Local Sports/Courts, Park/Reserve Name	Delete entire dwg
SP.51	A	Signage: District Sports/Courts, Park/Reserve Name	Delete entire dwg
SP.52	A	Signage: Strategic Sports/Courts, Park/Reserve Name	Delete entire dwg
SP.53	A	Signage: Local Formal Park/Reserve Name	Delete entire dwg
SP.54	A	Signage: District Formal Park/Reserve Name	Delete entire dwg
SP.55	A	Signage: Strategic Formal Park/Reserve Name	Delete entire dwg
SP.60	A	Furniture: Picnic Setting with Concrete Pavement	Minor amendment to Title Block
SP.62	A	Furniture Drink Fountain	Minor amendment to text.
SP.63	A	Structures: Small Entry Arbour	Minor amendment to text.
SP.64	A	Structures: Large Entry Arbour	Minor amendment to text and line work.
SP.65	A	Structures: Small Rotunda	Minor amendment to text.
SP.66	A	Structures: Small Picnic Shelter	Minor amendment to text.
SP.67	A	Structures: Large Rotunda - Sheet 1 of 2	Minor amendment to text.
SP.68	A	Structures: Large Rotunda - Sheet 2 of 2	Minor amendment to text.



6 January 2005

## **MEMORANDUM**

TO: PLANNING MANAGER

FROM: SENIOR TRANSPORT PLANNER

RE: AMENDMENT TO PLANNING SCHEME POLICY 5 - INFRASTRUCTURE  
(DIVISION 5 – ROADWORKS)

---

### **INTRODUCTION:**

This is a report by the Senior Transport Planner dated 6 January 2005 concerning a proposed amendment to Ipswich Planning Scheme Policy 5 – Infrastructure (Division 5 – Roadworks), otherwise known as the “road infrastructure contributions policy”. This is the planning instrument that deals with developer contributions for strategic road infrastructure.

### **BACKGROUND:**

The State Government, through the Integrated Planning Act (IPA), requires Council to prepare a *Priority Infrastructure Plan* and associated *Infrastructure Charges Schedule (ICS)* by mid-2006. This will require a major revision of Council’s road infrastructure contribution policy and associated planning tools (eg. population model, traffic model) to meet the requirements set out in the IPA Infrastructure Guideline 2/03.

However, until an ICS is prepared for the city, there is a need to amend the Ipswich Planning Scheme Policy 5 – Infrastructure (Division 5 – Roadworks) to include:

- a) The deletion of two projects in the Springfield area no longer required;
- b) Additional trunk infrastructure projects required to service the transport needs of current and future residents resulting from the growth parameters recommended in the draft South East Queensland Regional Plan;
- c) Revision of some of the cost estimates associated with projects already contained in the policy.

More information is provided on these proposed amendments below.

**NEED:**

These proposed amendments will ensure Council has a more up-to-date and a more relevant planning instrument over the next 18 months to obtain develop contributions for strategic roadworks that would not otherwise be collected using the current road infrastructure contributions policy.

**DELETED PROJECTS**

It is proposed to delete two projects from the current road infrastructure contribution policy. These projects are outlined in Table 1.

**TABLE 1  
PROJECTS PROPOSED TO BE DELETED**

PROJECT	ROAD	REASON
13b	Augusta Parkway – Jones Road - interim roundabout @ Town Centre Boulevard	This project is not proceeding as a result of the fast-tracking of the extension of the Centenary Highway through to the Cunningham Highway
13d	Town Centre Boulevard Interchange	Will be funded by the State Government

**ADDITIONAL PROJECTS**

It is proposed to add four projects to the current road infrastructure contributions policy. These projects are outlined in Table 2 and need to be added as a result of the development parameters outlined in the draft SEQ Regional Plan and its associated population growth. The current policy assumes that these projects would not be required until after 2016.

**TABLE 2  
PROJECTS PROPOSED TO BE ADDED**

PROJECT	ROAD	SECTION	COST ESTIMATE
11b*	Sinnathamby Boulevard (H-M) - upgrade to four lanes	Town Centre Distributor to Springfield Greenbank Arterial	\$8,500,000
13b	Springfield Town Centre Western Interchange (Southern Loop Road)	Centenary Hwy to Sinnathamby Boulevard	\$2,500,000
48	Ripley Road - upgrade to two lane urban road standard	Cunningham Hwy to Watsons Rd	\$12,400,000
49	Binnies Road - new 2 lane distributor	Ripley Rd to South Deebling Creek Rd	\$7,650,000

\* Project 11 now becomes Project 11a

## **REVISED COST ESTIMATES**

It is proposed to revise the cost estimates associated with 15 projects contained in the current policy. These are outlined in Table 3 and are the result of either:

- i) More detailed planning, concept designs and cost estimates being undertaken for some projects; or
- ii) The actual costs associated with some projects undertaken in the Springfield Land Corporation being claimed as per the Springfield Infrastructure Agreement 1998;

**TABLE 3  
REVISED COST ESTIMATES**

<b>PROJECT</b>	<b>ROAD</b>	<b>CURRENT ESTIMATE</b>	<b>NEW ESTIMATE</b>
1	Centenary Highway (B-C) - 2 lane arterial	\$10,000,000	\$11,410,000
3	Springfield Parkway (E-D) - 2 lane distributor	\$1,950,000	\$1,930,000
4a	Springfield Parkway (C-D) - 2 lane arterial	\$1,480,000	\$1,340,000
6a	Springfield-Greenbank Arterial (D-G) - 2 lane arterial	\$2,220,000	\$1,940,000
8b	Springfield-Greenbank Arterial (G-M) - upgrade to 4 lanes	\$650,000	\$2,500,000
9	Springfield-Greenbank Arterial (M-ICC Boundary) – 2 lane arterial	\$4,900,000	\$3,100,000
11a	Town Centre Boulevard (H-M) – 2 lane arterial ( <i>rename as Sinnathamby Boulevard</i> )	\$6,300,000	\$8,500,000
12a	Town Centre Boulevard (I-H) – 2 lane arterial ( <i>rename as Sinnathamby Boulevard</i> )	\$650,000	\$2,500,000
12b	Town Centre Boulevard (I-H) - upgrade to 4 lanes ( <i>rename as Sinnathamby Boulevard</i> )	\$400,000	\$5,000,000
19	Queen St/Mill St/Smiths Rd/Church St – intersection upgrade	\$1,200,000	\$2,000,000
24	Collingwood Drive - new 2 lane sub-arterial (to Redbank Plains Rd)	\$6,000,000	\$8,000,000
29	Blackstone Road/South Station Road - intersection upgrade	\$1,600,000	\$2,500,000
35	Kerners Road deviation to Warwick Rod (via Palm Lane) -new 2 lane sub-arterial	\$4,010,000	\$4,600,000
36	Marsden Parade - realignment with Gordon Street	\$1,700,000	\$5,750,000
47	Sydney Street - new bridge over Ironpot Creek & approaches	\$900,000	\$2,200,000



## **REVISED PROJECT LIST**

As a result of these proposed amendments, the revised project list and cost estimates are outlined in *Attachment A*.

## **REVISED CONTRIBUTION RATES**

Whilst these proposed project amendments will ‘complete the picture’ in relation to the trunk road network required to cater for development up to 2016, they will naturally increase the road headworks contribution rates, particularly in those areas in or adjacent to where the project amendments will be made.

The revised contribution rates for all contribution areas are outlined in *Attachment B*. The revised contribution rates in those contribution sectors where urban development rates are expected to be high over the next 10 years are outlined in Table 4.

**TABLE 4**  
**CHANGE IN CONTRIBUTION RATES PER EQUIVALENT PERSON (EP)**  
**IN THOSE SECTORS WHERE URBAN DEVELOPMENT RATES ARE EXPECTED TO BE HIGH**  
**OVER THE NEXT 10 YEARS**

CONTRIBUTION SECTOR	CONTRIBUTION RATE PER EP (\$)	
	Current	Revised
Bellbird Park SE	1216.63	1277.36
Springfield NE	962.75	1001.65
Springfield SE	1019.85	1154.78
Springfield South	1113.41	1361.49
Springfield SW	828.88	1269.22
Springfield Central	1121.23	1346.00
Springfield NW	1548.65	1617.16
Redbank Plains West	886.84	1040.19
Redbank Plains South	604.57	671.78
Redbank Plains North	566.64	620.42
Collingwood Park - Redbank	1185.46	1355.75
Ripley	1005.16	1005.16
Flinders View	375.86	1247.35
Deebing Creek	1334.76	1966.87
Kerners Heights	616.77	920.42
Yamanto	356.12	504.35
Walloon	238.32	238.32
Brassall	646.28	646.28
Leichhardt - Wulkuraka	1185.43	1396.92
Bundamba North	237.62	237.62
West Ipswich – Ipswich Central	1026.63	1556.10

## **SPECIFIC AMENDMENTS TO THE PLANNING SCHEME**

Based on the above, the specific amendments proposed to Planning Scheme Policy 5 – Infrastructure (Division 5 – Roadworks) are:

- i) Table 5.6.1: Roadworks Trunk Infrastructure Costs on page 5–16 of the Ipswich IPA Planning Scheme (refer *Attachment C*); and
- ii) Appendix 5 – Road Infrastructure Unit Rates (rate/EP) on page 5–50 of the Ipswich IPA Planning Scheme (refer *Attachment D*).

## **FUTURE ACTIONS**

The State Government, through the Integrated Planning Act (IPA), requires Council to prepare a *Priority Infrastructure Plan* and associated *Infrastructure Charges Schedule (ICS)* by mid-2006. This will require the development of a transport infrastructure charges schedule (TICS) to meet the requirements set out in the IPA Infrastructure Guideline 2/03.

Therefore, over the next 18 months, the roads & Traffic Planning Section of the Works Department will be undertaking the following tasks associated with the preparation of a TICS:

- i) Revising population and employment projections including the preparation of a new population model for the city;
- ii) Updating Council's strategic traffic model including recalibration and using inputs that align with the SEQ Regional Plan;
- iii) Extending the planning horizon out to 2021;
- iv) Reviewing Council's standards and desired level of service for the city's transport network;
- v) Undertaking a detailed transport network deficiency analysis based on the revised traffic model, planning horizon, standards and desired level of service;
- vi) Identifying projects to include in the TICS that meet the requirements of IPA;
- vii) Modifying contribution sectors that better depict geographical boundaries, land uses and development scenarios;
- viii) Undertaking concept designs for most projects and more detailed and accurate cost estimates based on modern construction industry standards;
- ix) Recalculating the cost apportionment for each project based on the revised traffic model and demographics; and
- x) Reviewing Council's administration methodology to identify any improvements to efficiency and accountability.

## **CONCLUSIONS:**

There is a need to amend the Ipswich IPA Planning Scheme Policy 5 – Infrastructure (Division 5 – Roadworks) to:

- a) Delete two projects in the Springfield area no longer required;

- b) Include additional trunk infrastructure projects required to service the transport needs of current and future residents resulting from the growth parameters recommended in the draft South East Queensland Regional Plan;
- c) Change some of the cost estimates associated with projects already contained in the policy as a result of:
  - i) More detailed planning, concept designs and associated cost estimates being undertaken for some projects; or
  - ii) The actual costs associated with some projects undertaken in the Springfield Land Corporation being claimed as per the Springfield Infrastructure Agreement 1998;



Attachment A



Attachment B



Attachment C



Attachment D

### **RECOMMENDATIONS:**

- A. That the Ipswich IPA Planning Scheme Policy 5 – Infrastructure (Division 5 – Roadworks) be amended, in accordance with Schedule 3 of the *Integrated Planning Act 1997*, to reflect the proposals outlined in the report by the Senior Transport Planner dated 6 January 2005.
- B. That the Works Manager be requested to progress the preparation of a Transport Infrastructure Charges Schedule for Ipswich, as per the Integrated Planning Act Infrastructure Guideline 2/03, in conjunction with the development of a Priority Infrastructure Plan for the city.
- C. That the Planning Manager be requested to attend to Recommendation A in the report by the Senior Transport Planner dated 6 January 2005 in conjunction with other amendments to the Ipswich IPA Planning Scheme.

  
**SENIOR TRANSPORT PLANNER**

ATTACHMENT A  
Road Infrastructure Contribution Policy - Projects & Cost Estimates  
January 2005 Amendments

Project Number	Road Name	Section	Works	Cost Estimate	Contributions Received to 30/06/01	Deemed Credits to 30/06/01	Total	Revised Project Cost
1	Centenary Hwy (B-C)	Logan Motorway (B) to Springfield Lakes Offramp (C1)	2 lane arterial	\$11,410,000	\$23,756	\$920	\$24,676	\$11,385,324
2	Centenary Hwy (C-L-I)	Springfield Lakes Offramp (C1) to Augusta Parkway (I)	2 lane arterial	\$14,000,000	\$33,554	\$3,886	\$37,440	\$13,962,560
3	Springfield Parkway (E-D)	Topaz Street to Springfield-Greenbank Arterial (D)	2 lane distributor	\$1,930,000	\$114,195	\$17,029	\$131,224	\$1,798,776
4a	Springfield Parkway (C-D)	Springfield Lakes interchange to Springfield-Greenbank Arterial	i) 2 lane arterial	\$1,340,000	\$11,325	\$653	\$11,978	\$1,328,022
4b	Springfield Parkway (C-D)	Springfield Lakes interchange to Springfield-Greenbank Arterial	ii) upgrade to 4 lanes	\$700,000	\$5,916	\$341	\$6,257	\$693,743
5	Springfield Lakes Interchange	Highway Interchange at Springfield Parkway	on/off ramps	\$2,370,000	\$0	\$0	\$0	\$2,370,000
6a	Springfield-Greenbank Arterial (D-F-G)	Springfield Pkwy (D) to Town Centre Distributor (G)	i) 2 lane arterial	\$1,940,000	\$16,396	\$945	\$17,341	\$1,922,659
6b	Springfield-Greenbank Arterial (D-F-G)	Springfield Pkwy (D) to Town Centre Distributor (G)	ii) upgrade to 4 lanes	\$3,200,000	\$27,045	\$1,559	\$28,605	\$3,171,395
7a	Springfield Town Centre Westbound Offramp	Centenary Hwy to Springfield-Greenbank Arterial (G)	i) new offramp	\$1,000,000	\$3,580	\$0	\$3,580	\$996,420
7b	Springfield Town Centre Eastbound Onramp	Springfield-Greenbank Arterial to Centenary Hwy	ii) new onramp	\$1,000,000	\$0	\$0	\$0	\$1,000,000
8a	Springfield-Greenbank Arterial (G-M)	Town Centre Distributor (G) to Sinnathamby Boulevard (M)	i) 2 lane arterial	\$680,000	\$1,642	\$406	\$2,047	\$677,953
8b	Springfield-Greenbank Arterial (G-M)	Town Centre Distributor (G) to Sinnathamby Boulevard (M)	ii) upgrade to 4 lanes	\$2,500,000	\$6,035	\$1,492	\$7,528	\$2,492,472
9	Springfield-Greenbank Arterial (M-ICC Boundary)	Sinnathamby Boulevard (M) to ICC Boundary	2 lane arterial	\$3,100,000	\$7,484	\$1,850	\$9,334	\$3,090,666
10	Town Centre Distributor (G-H) - referred to as Northern Ring Road	Springfield-Greenbank Arterial (G) to Sinnathamby Boulevard (H)	new 2 lane distributor	\$3,200,000	\$28,730	\$4,443	\$33,173	\$3,166,827
11a	Sinnathamby Boulevard (H-M)	Town Centre Distributor (H) to Springfield-Greenbank Arterial (M)	i) new 2 lane arterial	\$8,500,000	\$15,547	\$14,234	\$29,781	\$8,470,219
11b	Sinnathamby Boulevard (H-M)	Town Centre Distributor (H) to Springfield-Greenbank Arterial (M)	ii) upgrade to 4 lanes	\$8,500,000	\$0	\$0	\$0	\$8,500,000
12a	Sinnathamby Boulevard (I-H)	Augusta Parkway (I) to Town Centre Distributor (H)	i) new 2 lane arterial	\$2,500,000	\$6,136	\$3,781	\$9,917	\$2,490,083
12b	Sinnathamby Boulevard (I-H)	Augusta Parkway (I) to Town Centre Distributor (H)	ii) upgrade to 4 lanes	\$5,000,000	\$12,271	\$7,562	\$19,834	\$4,980,166
13a	Augusta Parkway & Jones Road (K-J-I)	Redbank Plains Rd (K) to Centenary Hwy (I)	i) 2 lane arterial	\$10,300,000	\$48,506	\$18,541	\$67,047	\$10,232,953
13b	Springfield Town Centre Western Interchange	Centenary Hwy to Sinnathamby Boulevard	ii) southern loop road	\$2,500,000	\$11,773	\$4,500	\$16,274	\$2,483,726
13c	Augusta Parkway & Jones Road (K-J-I)	Redbank Plains Rd (K) to Centenary Hwy (I)	iii) upgrade to 4 lanes	\$13,500,000	\$63,576	\$24,301	\$87,877	\$13,412,123
14a	Redbank Plains Distributor	Augusta Pky to Woogaroo Ck	new 2 lane distributor	\$3,000,000	\$29,149	\$2,351	\$31,500	\$2,968,500
15	Cobalt Street/Goodna-Browns Plains Road	Intersection	intersection upgrade (traffic signals)	\$310,000	\$0	\$0	\$0	\$310,000
16	Old Logan Road	Kertes Rd to Cochrane St	intersection upgrades	\$1,500,000	\$125,215	\$34,860	\$160,075	\$1,339,925
17	Old Logan Road/Formation Street	Intersection	intersection upgrade (traffic signals)	\$660,000	\$0	\$0	\$0	\$660,000
18	Alice Street	Parker St to Old Logan Rd	2 lane distributor	\$4,050,000	\$72,391	\$92,296	\$164,687	\$3,885,313
19	Queen St/Mill St/Smiths Rd/Church St	Intersection	intersection capacity upgrade	\$2,000,000	\$0	\$0	\$0	\$2,000,000
20	Redbank to Goodna Connection	Smiths Rd to Chalk St	2 lane distributor	\$3,520,000	\$0	\$0	\$0	\$3,520,000
21	Redbank Riverview Connection (Old Ipswich Road Extension)	Duncan St to Collingwood Drive	new 2 lane distributor	\$4,500,000	\$25,155	\$191,000	\$216,155	\$4,283,845
22	Eagle Street	Kruger Pde to Redbank Plains Rd	new 2 lane distributor	\$1,600,000	\$0	\$0	\$0	\$1,600,000
23	Eagle Street	Collingwood Dr to Kruger Pde	new 2 lane distributor	\$5,000,000	\$40,801	\$44,174	\$84,975	\$4,915,025
24	Collingwood Drive	Eagle St to Redbank Plains Rd	new 2 lane distributor	\$8,000,000	\$26,172	\$44,754	\$70,926	\$7,929,074
25	Redbank Plains Road	Jones Rd to Kruger Pde	upgrade to 4 lanes	\$2,600,000	\$0	\$0	\$0	\$2,600,000
26	Redbank Plains Road	Jones Rd to Collingwood Dr	upgrade to 4 lanes	\$6,000,000	\$0	\$0	\$0	\$6,000,000
27	Redbank Plains Road	Collingwood Dr to Cunningham Hwy	upgrade to major arterial standard & realign 2 lane	\$4,700,000	\$0	\$0	\$0	\$4,700,000
28	Blackstone Road/Creek Street	Intersection	intersection upgrade (roundabout)	\$370,000	\$0	\$0	\$0	\$370,000
29	Blackstone Road/South Station Road	Intersection	intersection capacity upgrade	\$2,500,000	\$0	\$0	\$0	\$2,500,000
30	Robertson Road/Grange Road	Intersection	intersection upgrade (traffic signals)	\$450,000	\$0	\$0	\$0	\$450,000
31	Robertson Road/Chermside Road	Intersection	intersection upgrade (traffic signals)	\$950,000	\$0	\$0	\$0	\$950,000
32	Cunningham Highway - Ripley Interchange	North facing ramps	north-facing ramps	\$1,000,000	\$0	\$0	\$0	\$1,000,000
33	Ripley Road/Reif Street	Intersection	intersection upgrade (traffic signals)	\$610,000	\$0	\$0	\$0	\$610,000
34	Kerners Road & South Deebing Creek Road	Palm La connection road to Winland Dr	Upgrade to urban road standard	\$5,400,000	\$4,823	\$13,250	\$18,073	\$5,381,927
35	Kerners Road to Warwick Road connection	Kerners Rd to Warwick Rd via Palm La connection road	new 2 lane distributor	\$4,600,000	\$4,108	\$11,287	\$15,395	\$4,584,605
36	Marsden Parade Realignment	Rail line to Brisbane Street	realignment to Gordon St at Brisbane St	\$5,750,000	\$9,273	\$67,221	\$76,494	\$5,673,506
37	Burnett Street	Darling St to Brisbane St	upgrade to 4 lanes	\$2,150,000	\$10,600	\$68,053	\$78,653	\$2,071,347
38	Brisbane Street	Hooper St to Burnett St	upgrade to 4 lanes	\$5,300,000	\$0	\$0	\$0	\$5,300,000
39	Old Toowoomba Road	Hooper St to Ernest St	upgrade to 4 lanes, intersection upgrade at Hooper St	\$6,000,000	\$6,084	\$45,589	\$51,673	\$5,948,327
40	Old Toowoomba Road	Toongarra Rd to Ernest St	upgrade to 4 lanes	\$1,940,000	\$1,967	\$14,741	\$16,708	\$1,923,292
41	Junction Road	Albatross Ave to A.Summervilles Rd	upgrade to urban road standard	\$2,950,000	\$24,940	\$69,252	\$94,191	\$2,855,809
42	Redbank Plains Road/Jones Road/Keidges Road	Intersection	intersection capacity upgrade	\$1,400,000	\$0	\$0	\$0	\$1,400,000
43	Jones Road	Augusta Pky to Brennan St	upgrade to urban road standard	\$3,500,000	\$0	\$0	\$0	\$3,500,000
44	Brennan Street	Jones Rd to Redbank Plains Rd	upgrade to urban road standard	\$560,000	\$0	\$0	\$0	\$560,000
45	Redbank Plains Road/Eagle Street/Brennan Street	Intersection	intersection upgrade (intersection realignment)	\$1,000,000	\$0	\$0	\$0	\$1,000,000
46	Jones Road & Church Street	Brennan St to Alice St	new 2 lane distributor	\$4,500,000	\$27,153	\$34,491	\$61,644	\$4,438,356
47	Sydney Street	Vogel Road to Gregory Street	new bridge and approaches	\$1,950,000	\$0	\$0	\$0	\$1,950,000
48	Ripley Road	Cunningham Hwy to Watsons Rd	upgrade to urban road standard	\$12,400,000	\$0	\$0	\$0	\$12,400,000
49	Binnies Road	Ripley Rd to South Deebing Creek Rd	new 2 lane distributor	\$7,650,000	\$0	\$0	\$0	\$7,650,000
TOTAL				\$219,540,000	\$845,302	\$839,762	\$1,685,064	\$217,854,936

Amendments January 2005:

Project Costs: 1, 3, 4a, 6a, 8b, 9, 11a,12a,12b,19,24,29,35,36,47

Projects Added: 11b, 13b, 48, 49

Projects Deleted: 13b, 13d

NOTES:

The sum of the 'Contribution Received' and 'Deemed Credits' is deducted from the 'Cost Estimate' for each project that has been retained from the VLC report.

ATTACHMENT B

Road Infrastructure Contribution Policy - Contribution Rates

January 2005 Amendments

ID	CONTRIBUTION SECTOR	REVISED CHARGE		
		Per Household	Per Non-Residential Contribution Unit	Per Equivalent Person
1	External	NA	NA	NA
2	Carole Park Industrial	\$1,561.09	\$874.21	\$503.58
3	Camira Low Density Residential	\$3,768.79	\$2,110.52	\$1,215.74
4	Camira Residential	\$3,007.10	\$1,683.98	\$970.03
5	Bellbird Park North-East	\$2,519.50	\$1,410.92	\$812.74
6	Bellbird Park West	\$2,939.40	\$1,646.06	\$948.19
7	Bellbird Park South-East	\$3,959.83	\$2,217.50	\$1,277.36
8	Springfield North-East	\$3,105.13	\$1,738.87	\$1,001.65
9	Springfield South-East	\$3,579.81	\$2,004.69	\$1,154.78
10	Springfield South	\$4,220.62	\$2,363.55	\$1,361.49
11	Springfield South-West	\$3,934.58	\$2,203.37	\$1,269.22
12	Springfield Central	\$4,172.59	\$2,336.65	\$1,346.00
13	Springfield North-West	\$5,013.20	\$2,807.39	\$1,617.16
14	Redbank Plains West	\$3,224.58	\$1,805.77	\$1,040.19
15	Redbank Plains South	\$2,082.53	\$1,166.22	\$671.78
16	Redbank Plains North	\$1,923.30	\$1,077.05	\$620.42
17	Gailes	\$842.99	\$472.07	\$271.93
18	Goodna	\$4,444.81	\$2,489.10	\$1,433.81
19	Collingwood Park-Redbank	\$4,202.84	\$2,353.59	\$1,355.75
20	Ripley	\$3,116.00	\$1,712.07	\$1,005.16
21	Flinders View	\$3,866.79	\$2,165.40	\$1,247.35
22	Deebing Creek	\$6,097.30	\$3,414.49	\$1,966.87
22.1	Kerners Heights	\$2,853.29	\$1,597.84	\$920.42
23	Yamanto	\$1,563.48	\$875.55	\$504.35
24	Walloon	\$738.78	\$405.19	\$238.32
25	Thagoona	\$643.34	\$352.31	\$207.53
26	Rosewood	\$398.54	\$218.35	\$128.56
27	Ebenezer	\$623.87	\$343.79	\$201.25
28	Peak Crossing-Harrisville	\$942.62	\$527.87	\$304.07
29	Warrill View-Mutdapilly	\$0.00	\$0.00	\$0.00
30	Grandchester-Mount Mort	\$241.17	\$135.06	\$77.80
31	Marburg	\$31.95	\$17.89	\$10.31
33	Karalee	\$2,025.99	\$1,134.56	\$653.55
34	Chuwar-Blacksoil	\$2,340.16	\$1,284.37	\$754.89
35	Brassall	\$2,003.48	\$1,100.65	\$646.28
36	Leichhardt-Wulkuraka	\$4,330.45	\$2,425.05	\$1,396.92
37	Amberley	\$2,316.78	\$1,297.40	\$747.35
38	Churchill-Ipswich South	\$2,331.96	\$1,305.90	\$752.24
39	Raceview	\$1,904.33	\$1,066.43	\$614.30
40	Bergins Hill-Blackstone-Bundamba-Ebbw Vale	\$760.13	\$417.70	\$245.20
41	Dinmore-Newchum-Riverview	\$1,824.83	\$1,021.90	\$588.65
42	Bundamba North	\$736.61	\$404.26	\$237.62
43	Basin Pocket-East Ipswich-North Booval	\$1,558.36	\$857.20	\$502.70
44	Booval-Eastern Heights-Newtown-Silkstone	\$1,854.54	\$1,019.98	\$598.24
45	Tivoli-North Tivoli	\$1,774.51	\$975.62	\$572.42
46	North Ipswich (North)-Raymonds Hill-Tivoli Hill	\$1,921.66	\$1,054.94	\$619.89
47	North Ipswich (Downs Street)	\$2,164.48	\$1,212.11	\$698.22
48	West Ipswich-Ipswich Central	\$4,808.40	\$2,692.70	\$1,551.10
49	Coalfalls-Sadliers Crossing-Woodend	\$2,647.56	\$1,482.63	\$854.05

**Amendments January 2005:**

Project Costs: 1, 3, 4a, 6a, 8b, 9, 11a, 12a, 12b, 19, 24, 29, 35, 36, 47

Projects Added: 11b, 13b, 48, 49

Projects Deleted: 13b, 13d

## Attachment C

### Proposed Changes to Table 5.6.1 in Planning Scheme Policy 5 – Infrastructure (Division 5 Roadworks)

**Table 5.6.1: Roadworks Trunk Infrastructure Costs**

Type	Total
Arterial	\$129,741,957
Distributor	\$ 68,672,909
Intersections (including ramps)	\$ 19,440,771
<b>Total</b>	<b>\$ 217,854,936</b>

## Attachment D

### Proposed Changes to Appendix 5 of Planning Scheme Policy 5 – Infrastructure (Division 5 Roadworks)

#### APPENDIX 5—ROADWORKS INFRASTRUCTURE UNIT RATES

Sector No. (refer to Map A5.1)	Roadworks Sectors	Rate/ep
2	Carole Park Industrial	503.58
3	Camira Low Density Residential	1215.74
4	Camira Residential	970.03
5	Bellbird Park North-East	812.74
6	Bellbird Park West	948.19
7	Bellbird Park South-East	1277.36
8	Springfield North-East	1001.65
9	Springfield South-East	1154.78
10	Springfield South	1361.49
11	Springfield South-West	1269.22
12	Springfield Central	1346.00
13	Springfield North-West	1617.16
14	Redbank Plains West	1040.19
15	Redbank Plains South	671.78
16	Redbank Plains North	620.42
17	Gailes	271.93
18	Goodna	1433.81
19	Collingwood Park – Redbank	1355.75
20	Ripley	1005.16
21	Flinders View	1247.35
22	Deebling Creek	1966.87
22.1	Kerners Heights	920.42
23	Yamanto	504.35
24	Walloon	238.32
25	Thagoona	207.53

Sector No. (refer to Map A5.1)	Roadworks Sectors	Rate/ep
26	Rosewood	128.56
27	Ebenezer	201.25
28	Peak Crossing – Harrisville	304.07
29	Warrill View – Mutdapilly	0
30	Grandchester – Mount Mort	77.80
31	Marburg	10.31
33	Karalee	653.55
34	Chuwar – Blacksoil	754.89
35	Brassall	646.28
36	Leichhardt – Wulkuraka	1396.92
37	Amberley	747.35
38	Churchill – Ipswich South	752.24
39	Raceview	614.30
40	Bergins Hill – Blackstone – Bundamba – Ebbw Vale	245.20
41	Dinmore – New Chum – Riverview	588.65
42	Bundamba North	237.62
43	Basin Pocket – East Ipswich – North Booval	502.70
44	Booval – Eastern Heights – Newtown – Silkstone	598.24
45	Tivoli – North Tivoli	572.42
46	North Ipswich (North) – Raymonds Hill – Tivoli Hill	619.89
47	North Ipswich (Downs Street)	698.22
48	West Ipswich – Ipswich Central	1551.10
49	Coalfalls – Sadliers Crossing – Woodend	854.05

6 January 2005

## **MEMORANDUM**

TO: PLANNING MANAGER

FROM: SENIOR TRANSPORT PLANNER

RE: AMENDMENT TO PLANNING SCHEME POLICY 3 - GENERAL WORKS  
(STANDARD DRAWINGS)

---

### **INTRODUCTION:**

The information provided below concerns the revision of Council's standards drawings recently undertaken by the Works Department (in consultation with the Planning & Development Department and Ipswich Water). In turn, this will require changes to Planning Scheme Policy 3 – General Works:

- Parts 1 & 8 – Standards For Design And Construction Of Roadworks
- Parts 3 & 10 – Standards For Design & Construction of Sewerage Reticulation Works; and
- Parts 4 & 11 – Standards For Design And Construction Of Water Reticulation Works.

### **BACKGROUND:**

There is a need to amend the Ipswich IPA Planning Scheme Policy 3 – General Works (Parts 1 & 8 – Standards For Design And Construction Of Roadworks, Parts 3 & 10 – Standards For Design & Construction of Sewerage Reticulation Works and Parts 4 & 11 – Standards For Design And Construction Of Water Reticulation Works) to include:

- a) An additional standard drawing relating to bus indents;
- b) The deletion of the existing standard drawing relating to bus stop signs and sewerage pump stations; and
- c) Minor changes to some existing standard drawings relating to roadworks and water reticulation.

### **ADDITIONAL STANDARD DRAWING**

#### ***Bus Indents***

To encourage consistency across the city and to alleviate sub-standard designs in terms of providing public transport facilities in residential areas, a standard drawing has been developed for bus indents.

The proposed Standard Drawing SR.39 – Typical Bus Bay Indent Residential Streets, as outlined in *Attachment A*, has been developed based on best industry practice, the Department of Main Roads "Road Planning and Design Manual" and consultation between Design



Services Section (Works Department), the Roads and Traffic Planning Section (Works Department) and the Engineering Services Section (Planning & Development Department).

### **DELETION OF EXISTING STANDARD DRAWINGS**

#### ***Sewerage Pump Stations (2000mm Diameter )***

It is proposed to delete the existing standard drawing relating to 2000mm diameter sewerage pump stations (SS.11). In terms of best practice, this design is obsolete as it is not operationally friendly and poses health and safety issues. Developers are now referred to existing standard drawings SS.19 and SS.20 which relate to the design of 2400mm diameter sewerage pump stations.

#### ***Bus Stop Signs***

It is proposed to delete the existing standard drawing relating to the installation of bus stop signs. The State Government (through the 'Translink' initiative) is standardising bus stop signs across South East Queensland. The standard drawing prepared by Queensland Transport as part of this initiative will be used as the referenced.

### **CHANGES TO EXISTING STANDARD DRAWINGS**

Some minor changes to existing standards drawings relating to roadworks and water reticulation are proposed. The table outlined in *Attachment B* summarises the proposed changes and the reasons why the changes need to be made.

Additional minor changes to the ancillary notes are proposed on Standard Drawings SR.02, SR.03, SR.04, SR.05, SR.07, SR.09, SR.28 and SR.29 to make reference to the Ipswich IPA Planning Scheme.

### **CONCLUSION:**

There is a need to amend the Ipswich IPA Planning Scheme Policy 3 – General Works (Parts 1 & 8 – Standards For Design And Construction Of Roadworks, Parts 3 & 10 – Standards For Design & Construction of Sewerage Reticulation Works and Parts 4 & 11 – Standards For Design And Construction Of Water Reticulation Works).



Attachment A



Attachment B

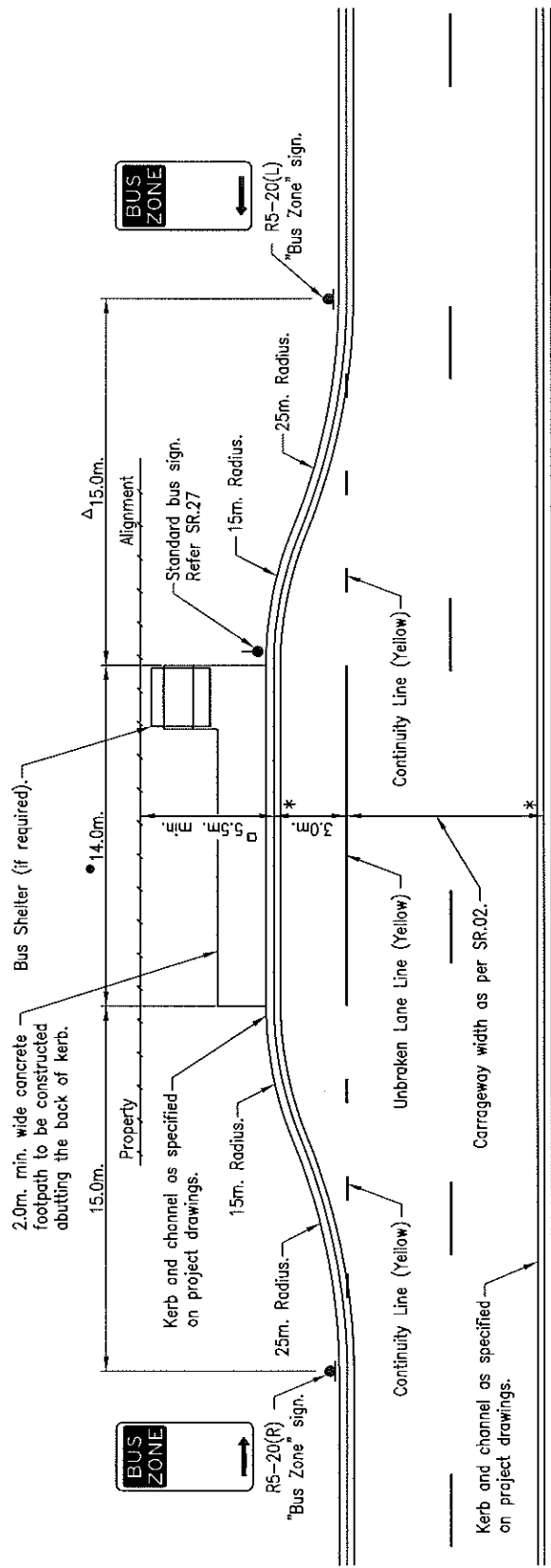
### **RECOMMENDATION:**

- A. That the Ipswich IPA Planning Scheme Policy 3 – General Works (Parts 1 & 8 – Standards For Design And Construction Of Roadworks, Parts 3 & 10 – Standards For Design & Construction of Sewerage Reticulation Works and Parts 4 & 11 – Standards For Design And Construction Of Water Reticulation Works) be amended, in accordance with Schedule 3 of the *Integrated Planning Act 1997*, to reflect the proposals outlined in the memo by the Senior Transport Planner dated 6 January 2005.

- B. That the Planning Manager be requested to attend to Recommendation A in the memo by the Senior Transport Planner dated 6 January 2005 in conjunction with other amendments to the Ipswich IPA Planning Scheme.



**SENIOR TRANSPORT PLANNER**



TYPICAL BUS BAY INDENT  
PLAN

NOTES

1. All linemarking and signage shall comply with Manual of Uniform Traffic Control Devices 2003.
2. Refer SR.02 for Standard Cross Sections – Residential Streets.
3. Refer SR.11 for Standard Kerb Types.
4. Refer SR.25 for Typical Single Post Traffic Sign.
5. Refer SR.27 for Standard Bus Sign.
6. All Dimensions in metres.

LEGEND

- \* Extent of carrageway – invert of kerb.
- Distance based on a single bus. (To be verified by Council.)
- In collector streets this distance may be reduced if approved by Council.)
- △ Run-out taper length may be varied to suit difficult or existing situations, with the approval of Council. (Absolute min.10m.)

REVISED		AMENDMENT		INITIALS		DATE	
1							
2							
3							
4							
5							
6							
A. ORIGINAL ISSUE							

STANDARD DRAWING		ROADWORKS	
TYPICAL BUS BAY INDENT COLLECTOR AND TRUNK COLLECTOR STREETS		SR.39	
APPROVED WORKS MANAGER		REV: A DRAWER: 100	

IPSWICH CITY COUNCIL	
58 SOUTH STREET IPSWICH 4385 P.O. BOX 191	Phone Fax

Attachment B  
**SUMMARY OF AMENDMENTS TO STANDARD DRAWINGS**  
January 2005

Standard Drawing No.		Subject	Proposed Change	Benefits
SR.01	Index of Roadworks Standard Drawings	Index of Roadworks Standard Drawings	Addition of SR.39 to the index	Easy reference
SR.02		Typical Cross Sections - Residential Streets	Correct spelling error - "Dual Carriageway" to "Dual Carriageway"	Better clarity
SR.03		Typical Cross Sections - Industrial Streets	Amend legend reference to extent of roadway to read 'kerb & channel'	Better clarity
SR.04	Typical Cross Sections - Sub-Arterial & Arterial Roads (With Kerb & Channel)		Increase carriageway width on two lane two way roads from 10.0m to 11.0m (as a result of increasing on-road cycle lanes from 2 x 1.5m to 2 x 2.0m). Subsequent reduction in minimum verge width from 2 x 8.5m to 2 x 8.0m to keep road reserve width at 27.0m	Improve cyclist safety to meet best practise guidelines
			Increase carriageway width on multi-lane roads from 2 x 8.5m to 2 x 9.0m (as a result of increasing on-road cycle lanes from 2 x 1.5m to 2 x 2.0m). Subsequent reduction in minimum verge width from 2 x 8.5m to 2 x 8.0m to keep road reserve width at 40.0m	
			Delete Note 2 referencing design speeds greater than 60km/h and shoulder widths (subsequent alteration of other note numbers accordingly)	
			Amend Note 5 to read "If an ultimate multi-lane road is to be constructed to initially operate as an undivided two lane two way road, the initial carriageway is to be 11.0m wide (increased from 9.5m)	
SR.07	Standard Verge Profile - Trunk Collector Street, Sub-Arterial Roads and Arterial Roads (with Kerb & Channel)		Amend legend reference to extent of roadway to read 'kerb & channel'	Better clarity
			Additional note and reference "Note 8: If the path is a shared path, provide fence barriers in accordance with Figure 7-13 of Austroads Guide to Traffic Engineering Practise:Part 14, Bicycles"	Improve cyclist safety to meet best practise guidelines
SR.09	Typical Cross Sections Rural Roads		Amend legend reference to extent of roadway to read 'kerb & channel'	Better clarity
			Amend table relating to road classification from "Maximum number of allotments" to "Maximum number of allotments serviced"	Better clarity
			Amend note associated with road classification table to include reference to '...greater than 1000 vehicles per day or servicing more than 165 lots...'	Better standard of service for a rural collector
SR.11	Kerb & Channel		Delete Note 7 referencing access points (subsequent alteration of other note numbers accordingly)	Additional strength, reduced maintenance in industrial areas frequented by heavy vehicles Extra reference to preferred kerb profile in some new development areas.
			An additional 50mm base thickness on M1 type (drive-over) kerb & channel on industrial roads.	
SR.18	Kerb Ramps		Additional drawing S1 associated with kerb profile as constructed in Springfield Lakes	Stronger concrete mix for kerb construction
			Amendment to Note 3 referencing the use of S32 type concrete mix as a minimum for kerb construction	
SR.19	Concrete Strip Driveways		Steel reinforcement added	Additional strength, reduced likelihood of cracking and hence, reduced risk of tripping and maintenance Improved safety for vision impaired pedestrians
			Tactile indicators moved to the top of the ramp	
			The typical treatment when joining to an existing concrete driveway has been changes to a doweled joint	
SR.22	Public Utilities in Subdivisions – Service Corridors & Alignments		Delete reference to commuter cycleways from "Pathway Width" table	Additional strength, reduced likelihood of cracking and hence, reduced risk of tripping and maintenance Commuter cycleways are provided on the carriageway or off-road through parks
			Additional Note 17 "The width of shared paths and bicycle paths must comply with Austroads Guide to Traffic Engineering Practise Part 14: Bicycles"	
SR.23	Public Utilities in Subdivisions – Service Conduit Sections		Additional Note 17 "The width of shared paths and bicycle paths must comply with Austroads Guide to Traffic Engineering Practise Part 14: Bicycles"	Reference to best practice guidelines
			Addition of a second communication cable alignment for broadband services	
SR.25	Single Post Traffic Sign		Note added: "Warning: Electrical Safety Caution – Water services to be installed at least 600mm clear of any underground power pillar"	To respond to the community demand for broadband communication services
			Footings details changed to include 'anchor post system' as alternative to concrete footing	
SR.27	Bus Stop Sign		Lock-socket/post anchor to finish flush with surface of island	Improved public safety be ensuring underground water and electrical services are kept an appropriate distance apart.
			Various measurements detailing the distance from sign to kerb rationalised to a uniform 200mm	
SR.26	Single Post Street sign		Note in legend changed to give the height for "Keep Left" type signs on medians	To respond to the community demand for broadband communication services
			Deleted	
SR.28	Concrete Threshold Treatment		Footings details changed to include 'anchor post system' as alternative to concrete footing	Improved public safety be ensuring underground water and electrical services are kept an appropriate distance apart.
			Additional note added making reference to the use of full depth colour to be used for concrete slab	
SR.29	Roundabouts		Amendment to Note 2 to add "with colour additive for coloured concrete threshold treatments"	Equivalent post strength and stability, reduced costs and installation time
			Reference added to the use of hazard signs on the centre island of roundabout	
SR.32	Weld Mesh Fencing & Control Fence		Increase in the thickness of the outer concrete island on roundabouts to 175mm	To improved appearance and reduce maintenance costs
			Amendment to the width of the outer concrete island on roundabout from 1.5m to 'in accordance with project drawings'	
SR.33	Tubular Steel Fence		Additional drawing and notes made to include the provision of a mowing strip	Improve clarity
			Footings details changed to include 'anchor post system' as alternative to concrete footing	
SW.13	Water Service Conduits		Additional drawing and notes made to include the provision of a mowing strip	Improve safety
			Note added: "Warning: Electrical Safety Caution – Water services to be installed at least 600mm clear of any underground power pillar"	

27 January 2005

Dear [REDACTED]

**Re: Amendments to the Ipswich IPA Planning Scheme**

### **Introduction**

I wish to advise that at its meeting of 27 January 2005, Council resolved to propose amendments to the planning scheme pursuant to Section 9 (2) of Schedule 1 of the *Integrated Planning Act 1997*.

### **Summary of Proposed Amendments**

The attached Tables 1-4 (See Attachment A) propose a series of amendments to the Ipswich Planning Scheme.

- Table 1A and Table 1B – deal with Ipswich Planning Scheme Documents Parts 1-14
- Table 2A and Table 2B – deal with the Schedules
- Table 3 – deals with Overlay Mapping
- Table 4A and Table 4B – deal with Zone Mapping

The amendments have been formulated from feedback received from staff, Councillors, residents and development industry clients based mainly on the operational aspects of the planning scheme since it came into force on 5 April 2004.

Each of the proposed amendments are explained in the attached Tables.

In summary, the amendments mostly deal with:

- correction of errors in relevant documents and maps;
- land use consistency changes across documents;
- updating standards contained in codes;
- clarification of definitions;
- increasing the standard width of carports in Character Zones/Character Places (before an application is required);
- ‘tightening’ tree clearing controls in urban zones from one hectare of native vegetation to 0.5 hectares;

Central Southern Team SEQ Planning Division  
Department of Local Government, Planning Sport  
& Recreation  
PO BOX 31  
BRISBANE ALBERT STREET Q 4002  
ATTN: [REDACTED]

- clarifying that ‘management of understorey vegetation to maintain existing grazing activities does not include:
  - removal of vegetation listed as rare, endangered or vulnerable under the Nature Conservation Act or the Environment Protection and Biodiversity Conservation Act; or
  - other vegetation which has a circumference of 50cm measured at breast height;
- clarifying the approval process for pools, retaining walls and other structures in Character Zones/Character Places;
- clarification of land management payments in Conservation and Rural E Zones;
- requiring public notification (impact assessment) for split zone reconfigurations involving Residential zoned land;
- clarification of the use of the term “Poultry Feedlots” and increased separation distances as a result of odour complaints;
- including provisions to enable small stable developments for up to 2 horses to be “self assessable” in the Rural Living Zone;
- requiring paved footpaths within Access Places, Access Streets and Collector Streets in Large Lot Residential areas (i.e. acreage housing areas);
- including new provisions to ensure new subdivision estate layouts and multiple residential developments (cluster housing) facilitate rapid response for fire fighting services;
- including new provisions based on the Queensland Development Code (QDC) for small lot houses;
- revamping provisions for single residential uses (on other than small lots) to incorporate relevant provisions of the QDC;
- including provision for covered drive through service and waiting bays for fast food restaurants;
- including provisions for parking of motor homes and vehicles towing caravans at tourist facilities;
- updating the Springfield Structure Plan Map to reflect actual reconfiguration boundaries;
- updating zone boundaries to take account of reconfigurations and approved “material changes of use”;
- amendments to Schedule 2 (Character Places) to include sites identified in the recent QR Heritage Report on the Brisbane to Toowoomba line, such as:
  - the historic passenger station buildings, footbridges and timber platform shelters at Bundamba, Dinmore, East Ipswich, Ebbw Vale, Riverview and Rosewood Railway Stations;
  - the Ipswich Signal Cabin and Turntable; and
  - the Woogaroo Creek railway bridge;
- consequential amendments to Schedule 3 (Identified Places of Interest);
- amendments to Schedule 7 (Key Reference Maps) (see Attachment C) to incorporate previous Council decisions regarding changes to the Strategic Road Network;
- changes to Overlay Map OV2 to incorporate DNRM advice (see Attachment D) regarding reductions in Key Resource Areas at Jeebroopilly/Ebenezer, Oakleigh and Swanbank; and
- changes to Overlay Map OV5 (Flooding and Urban Stormwater Flow Paths) to incorporate advice received from the Works Department (see Attachment E) regarding:
  - additional 1 in 100 flood mapping at Peak Crossing and Marburg;
  - minor amendments to the 1 in 100 flood line at Mihi Creek and the Bremer River (at Rosewood);
  - minor amendments to the 1 in 20 development line in the upper reaches of Woogaroo and Bundamba Creeks; and
  - minor adjustments to the urban stormwater flow path network.

**Documentation**

Copies of the relevant planning scheme documentation are hereby forwarded to the Minister for 'consideration of State Interests' pursuant to Section 9 (3) of Schedule 1 of the Act.

Please find attached:-

- 3 'hard copies' of the amendment documents (see Attachment A); and
- 1 'electronic copy' of the amendments in Microsoft Word and PDF format.

I look forward to working with you to expedite the State Interests Review and to progress the plan making process.

If you require any further information please contact me direct on [REDACTED]

Yours sincerely

John Adams  
**PLANNING MANAGER**

**List of Attachments**

Attachment A – Tables 1-4

Attachment B – Tables 12.6.1 and 12.6.2

Attachment C – Maps 1 and 2

Attachment D – DNRM KRA Updates

Attachment E – Report of the Senior Engineer dated 6/01/05 regarding OV5 – Flooding

Attachment F – Amendments to Zoning Boundaries, Maps 1 and 2

**TABLE 1A: Proposed Amendments to the Ipswich Planning Scheme Documents – Parts 1 to 14**

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
<b>PART 4 – URBAN AREAS</b>				
4-1 4.	17.5(1)(d)" Page 4-198	Typographical error, 4.17.5(1)(d) "wort" should read work.	Correction of a misspelt word in the Planning Scheme.	That the word 'wort' be replaced by the word 'work'. Clause (d) will read:  "carrying out building work not associated with a material change of use, if building work on an existing building on site and complying with the Planning Scheme Building Matters Code;"
4-2 4.	11.4 (3) (d)(i) Page 4-121	Clause (d) reads without the 'metres' as part of the probable solution. The probable solution needs to clarify what the ten (10) stands for.	The addition of the word "metres" clarifies the intent of the Probable Solution.	That the word 'metres' be included after the number ten (10). Clause (i) will read:  "new uses and works are setback a minimum of ten (10) metres from the alignment of the Warrego Highway."
4-3	4.1.1 (1) Page 4-1	Section 4.1.1 the first three provisions refer to the wrong section of the Planning Scheme.	The current wording does not provide the correct reference to the relevant sections.	That the wording be amended to read:- <ul style="list-style-type: none"> <li>• compliance with the Urban Areas Code (division 3, section 4.3.1)</li> <li>• overall outcomes for the Urban Areas (division 3, section 4.3.2)</li> <li>• specific outcomes for the Urban Areas (division 3, section 4.3.3).</li> </ul>



No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
4-4 Pa	rt 4-Urban Areas, Div 21 – Special Opportunity Zone: 4.21.4(25) Page 4-237	Granville Tobacco site continues to be used for the manufacture of tobacco products, whereas the Planning Scheme indicates that this was the former use of the site.	Part 4 – Division 21 – Special Opportunity Zone, Sub Area 25 refers to the “Bundamba (formerly Granville Tobacco site, north east of Bundamba Creek and the rail line, south of Creek Street).”	That the word ‘former’ be removed from the title to read:  “Sub Area SA25 – Bundamba (Granville Tobacco site, north east of Bundamba Creek and the rail line, south of Creek Street).”
4-5 Tabl	e 4.7.2 and Table 4.14.2	The standard design width for a carport is 3.6m, whereas the exempt criteria for the erection of a carport within a character zone lists a maximum width of 3.5m.	Increasing the maximum width for a carport in a character zone to 3.6m would reduce the need to obtain development approval without significantly affecting historic streetscapes.	That the width of the carport be increased from 3.5m to 3.6m. Clause (k) (ii) (A) to read: “is a maximum of 3.6m wide”; Clause (k) (iii) (B) to read: “is a maximum of 3.6m wide”;
4-6 Tabl	e 4.4.2; Table 4.5.2; Table 4.7.2; Table 4.8.2; Table 4.12.2; Table 4.14.2; Table 4.15.2; and Table 4.17.2;	Tree clearing controls require tightening to reduce incidences of large tracts of vegetation from being removed.	Current controls require no application for the clearing of up to 1 hectare (10,000m <sup>2</sup> ) of native vegetation in any one year. A reduction of this limit to 5000m <sup>2</sup> will provide Council with greater control over broad scale clearing without ‘over regulating’ clearing on individual home sites.	That clearing of vegetation – not associated with a material change of use - Column 2, be amended to read: “Self assessable if – involving the clearing of 0.5 hectare or less of native vegetation in any one year; and”
4-7 Cl	ause 4.8.6 (1) (e) Page 4-74	Tree clearing controls require tightening to reduce incidences of large tracts of vegetation from being removed.	Current controls require no application for the clearing of up to 1 hectare (10,000m <sup>2</sup> ) of native vegetation in any one year. A reduction of this limit to 5000m <sup>2</sup> will provide Council with greater control over broad scale clearing without ‘over regulating’ clearing on individual home sites.	That the area of “1 hectare” be changed to “0.5 hectares”.

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
4-8 Table	e 4.18.2 Page 4-211	Incorrect reference regarding 'Clearing of Vegetation' in Column 3.	Column 3 should refer to 'If Impact or Code Assessable'.	That the words 'or Code' be added after the word 'impact'.
4-9	Table 4.18.1 Single Residential Page 4-208	Single Residential development does not call up the Residential Code.	Single Residential uses are subject to the Residential Code in all other zones.	That Column 3 be amended to include reference to: Residential Code (Part 12, Division 6)
4-10	Table 4.7.2 and Table 4.14.2	Clarification of approval processes for pools, retaining walls and other structures within Character Zones.	The current planning scheme provisions have created confusion regarding the approval processes for pools, retaining walls and other structures within the Character Zones. These matters would be clarified by inserting reference to the front boundary fencing and 'outbuilding' provisions as already contained in the assessment tables.	That the following amendments be made to the wording for 'Carrying out building work not associated with a material change of use':- <ul style="list-style-type: none"> <li>remove the word 'or' from clause (o);</li> <li>include '; or' at the end of clause (p) (ii); and</li> <li>include a new clause (q) to read as follows:- <p>"(q) constructing a pool, retaining wall or other structure-</p> <ul style="list-style-type: none"> <li>(i) where the construction takes place at the rear of the main building (see Area A in Schedule 6, Figure 3), provided no structure is higher than the main building; or</li> <li>(ii) where the construction takes place at the side or in front of the main building (see Areas B and C in Schedule 6, Figure 3) provided no structure is more than 1.2 metres above the existing ground level."</li> </ul> </li> </ul>
4-11 Clause	4.12.4 (2)(d)(iii) (Page 4-143) and Clause 4.13.3 (6)(b)(iii) (Page 4-153)	The term 'defined watercourse' has been incorrectly used instead of 'designated watercourse'.	'Defined Watercourse' is not defined in the Planning Scheme. The term 'Designated Watercourse' is defined in the Planning Scheme. As such the terminology needs to be amended.	That the following be amended to read:-  Part 4 Urban Areas, Section 4.12.4 (2)(d)(iii) – change 'defined watercourse' to 'designated watercourse'.  Part 4 Urban Areas, Section 4.13.3 (6)(b)(iii) – change 'defined watercourse' to 'designated watercourse'.

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
4-12	4.18.2(2) Page 4-205	Clarification of land management payments – Conservation Zone	It is proposed that a new Note 4.18.2C be inserted to clarify the land management payments applicable to the Conservation Zone.	That a new Note 4.18.2C be added to the end of Section 4.18.2 (2) to read as follows:- (1) Land within the zone is eligible for a land management payment from Council which is equivalent to 66% of the general rate, subject to entering in to a Partnering Agreement. (2) Land within the zone may be eligible for a land management payment from Council which is equivalent to 100% of the general rate, subject to an on-ground assessment and entering into a Nature Conservation Agreement.
4-13	Table 4.9.2; Table 4.10.2; Table 4.11.2; Table 4.12.2; Table 4.13.2; Table 4.14.2; Table 4.15.2; Table 4.20.3 and Table 4.21.2.	Split zone reconfigurations, involving Residential zoned land.	The 'standard' approach to reconfigurations in Queensland has been to make this form of development 'code assessable' (i.e. no public notification or third party appeal rights). However there is a persuasive case that where a reconfiguration involves Residential zoned land, it should be publicly notified (i.e. made 'impact assessable') owing to the potentially significant change in land use activity which may affect the amenity of nearby land.	That the wording used in Column 2, opposite the term 'Reconfiguring a lot', be amended to read:- "Impact Assessable where involving land within a Residential Zone. Code Assessable otherwise."
4-14	Table 4.4.1 Table 4.5.1 Table 4.6.1 Table 4.8.1 Table 4.15.1 and Table 4.16.1	Consequential amendments as a result of incorporation of Qld Development Code provisions.	Amendments to the MCU Assessment Tables are necessitated by the amendments to Section 12.6.5(8) as outlined for item 12-7 below.	That the first paragraph in column 3, opposite the term 'Single Residential' in column 1, be amended to read:- "If Self Assessable – acceptable solutions for Single Residential in section 12.6.5(8) – Table 12.6.1, in the Residential Code (Part 12, division 6)".

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
<b>PART 5 – CITY CENTRE</b>				
5-1	5.11 (1) (e) Page 5-22	Reference to relocation of Railway Signal Box	As a result of the listing of the Railway Signal Box on the Queensland Heritage Register, the reference to its relocation to the 'Workshops Railway Museum' should be removed.	That Section 5.11 (1)(e) be deleted.

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
<b>PART 6 – REGIONAL BUSINESS AND INDUSTRY INVESTIGATION ZONE</b>				
6-1	Table 6.4 Page 6-42	A Plant Nursery (Wholesale) is exempt development, but Column 3 – Relevant Assessment Criteria lists applicable codes	Development which is exempt does not have to comply with Codes.	That the following text be removed from Column 3 of Table 6.4:  “Regionally Significant Business and Industry Areas Code (part 6) – particularly the specific outcomes in section 6.7 and the Regional Business and Industry Investigation Zone (division 5)  Commercial and Industrial Code (Part 12, division 7)  Parking Code (Part 12, division 9)“
6-2	Table 6.5	Tree clearing controls require tightening to reduce incidences of large tracts of vegetation from being removed.	Current controls require no application for the clearing of up to 1 hectare (10,000m <sup>2</sup> ) of native vegetation in any one year. A reduction of this limit to 5000m <sup>2</sup> will provide Council with greater control over broad scale clearing without ‘over regulating’ clearing on individual home sites.	That clearing of vegetation – not associated with a material change of use - Column 2, be amended to read: “Self assessable if – involving the clearing of 0.5 hectare or less of native vegetation in any one year; and”
6-3	Table 6.2; Table 6.5; Table 6.7; and Table 6.10.	Split zone reconfigurations, involving Residential zoned land.	The ‘standard’ approach to reconfigurations in Queensland has been to make this form of development ‘code assessable’ (i.e. no public notification or third party appeal rights). However there is a persuasive case that where a reconfiguration involves Residential zoned land, it should be publicly notified (i.e. made ‘impact assessable’) owing to the potentially significant change in land use activity which may affect the amenity of nearby land.	That the wording used in Column 2, opposite the term ‘Reconfiguring a lot’, be amended to read:- “Impact Assessable where involving land within a Residential Zone. Code Assessable otherwise.”

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
<b>PART 8 – ROSEWOOD AREA</b>				
8-1	Table 8.9	The standard design width for a carport is 3.6m, whereas the exempt criteria for the erection of a carport within a character zone lists a maximum width of 3.5m.	Increasing the maximum width for a carport in a character zone to 3.6m would reduce the need to obtain development approval without significantly affecting historic streetscapes.	That the width of the carport be increased from 3.5m to 3.6m. Clause (k) (ii) (A) to read: “is a maximum of 3.6m wide”; Clause (k) (iii) (B) to read: “is a maximum of 3.6m wide”;
8-2	Table 8.9	Clarification of approval processes for pools, retaining walls and other structures within Character Zones.	The current planning scheme provisions have created confusion regarding the approval processes for pools, retaining walls and other structures within the Character Zones. These matters would be clarified by inserting reference to the front boundary fencing and ‘outbuilding’ provisions as already contained in the assessment tables.	That the following amendments be made to the wording for ‘Carrying out building work not associated with a material change of use’:- <ul style="list-style-type: none"> <li>remove the word ‘or’ from clause (o);</li> <li>include ‘; or’ at the end of clause (p) (ii); and</li> <li>include a new clause (q) to read as follows:- “(q) constructing a pool, retaining wall or other structure- <ul style="list-style-type: none"> <li>(i) where the construction takes place at the rear of the main building (see Area A in Schedule 6, Figure 3), provided no structure is higher than the main building; or</li> <li>(ii) where the construction takes place at the side or in front of the main building (see Areas B and C in Schedule 6, Figure 3) provided no structure is more than 1.2 metres above the existing ground level.”</li> </ul> </li> </ul>
8-3	Table 8.9; Table 8.11; Table 8.15; and Table 8.17.	Tree clearing controls require tightening to reduce incidences of large tracts of vegetation from being removed.	Current controls require no application for the clearing of up to 1 hectare (10,000m <sup>2</sup> ) of native vegetation in any one year. A reduction of this limit to 5000m <sup>2</sup> will provide Council with greater control over broad scale clearing without ‘over regulating’ clearing on individual home sites.	That clearing of vegetation – not associated with a material change of use - Column 2, be amended to read: “Self assessable if – involving the clearing of 0.5 hectare or less of native vegetation in any one year; and”



No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
8-4	Table 8.19 Page 8-86	The level of assessment (Impact Assessment) for a 'Major Utility' is not consistent with other zones.	Except for 'Conservation Zones', all other zones (including Residential Zones) state that a 'Major Utility' is 'impact assessable' only where involving the treatment or disposal of putrescible waste. Otherwise the use is 'code assessable'.	That 'Column 2 Assessment category', in respect of a 'Major Utility' use be amended to read – "Impact Assessable, if involving treatment or disposal of putrescible waste. Code Assessable otherwise."
8-5	Table 8.5; Table 8.7; and Table 8.20.	Split zone reconfigurations, involving Residential zoned land.	The 'standard' approach to reconfigurations in Queensland has been to make this form of development 'code assessable' (i.e. no public notification or third party appeal rights). However there is a persuasive case that where a reconfiguration involves Residential zoned land, it should be publicly notified (i.e. made 'impact assessable') owing to the potentially significant change in land use activity which may affect the amenity of nearby land.	That the wording used in Column 2, opposite the term 'Reconfiguring a lot', be amended to read:- "Impact Assessable where involving land within a Residential Zone. Code Assessable otherwise."
8-6	Table 8.10 and Table 8.12	Consequential amendments as a result of incorporation of Qld Development Code provisions.	Amendments to the MCU Assessment Tables are necessitated by the amendments to Section 12.6.5(8) as outlined for item 12-7 below.	That the first paragraph in column 3, opposite the term 'Single Residential' in column 1, be amended to read:- "If Self Assessable – acceptable solutions for Single Residential in section 12.6.5(8) – Table 12.6.1, in the Residential Code (Part 12, division 6)".

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
<b>PART 9 – TOWNSHIP AREAS</b>				
9-1	Table 9.2; Table 9.4; and Table 9.6.	Tree clearing controls require tightening to reduce incidences of large tracts of vegetation from being removed.	Current controls require no application for the clearing of up to 1 hectare (10,000m <sup>2</sup> ) of native vegetation in any one year. A reduction of this limit to 5000m <sup>2</sup> will provide Council with greater control over broad scale clearing without 'over regulating' clearing on individual home sites.	That clearing of vegetation – not associated with a material change of use - Column 2, be amended to read: "Self assessable if – involving the clearing of 0.5 hectare or less of native vegetation in any one year; and"

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
9-2	Table 9.4 and Table 9.6	The standard design width for a carport is 3.6m, whereas the exempt criteria for the erection of a carport within a character zone lists a maximum width of 3.5m.	Increasing the maximum width for a carport in a character zone to 3.6m would reduce the need to obtain development approval without significantly affecting historic streetscapes.	That the width of the carport be increased from 3.5m to 3.6m. Clause (k) (ii) (A) to read: “is a maximum of 3.6m wide”; Clause (k) (iii) (B) to read: “is a maximum of 3.6m wide”;
9-3	Table 9.4 and Table 9.6	Clarification of approval processes for pools, retaining walls and other structures within Character Zones.	The current planning scheme provisions have created confusion regarding the approval processes for pools, retaining walls and other structures within the Character Zones. These matters would be clarified by inserting reference to the front boundary fencing and ‘outbuilding’ provisions as already contained in the assessment tables.	That the following amendments be made to the wording for ‘Carrying out building work not associated with a material change of use’:- <ul style="list-style-type: none"> <li>• remove the word ‘or’ from clause (o);</li> <li>• include ‘; or’ at the end of clause (p) (ii); and</li> <li>• include a new clause (q) to read as follows:-  “(q) constructing a pool, retaining wall or other structure-  (i) where the construction takes place at the rear of the main building (see Area A in Schedule 6, Figure 3), provided no structure is higher than the main building;  or  (ii) where the construction takes place at the side or in front of the main building (see Areas B and C in Schedule 6, Figure 3) provided no structure is more than 1.2 metres above the existing ground level.”</li> </ul>
9-4	Table 9.14 Page 9-74	The level of assessment (Impact Assessment) for a ‘Major Utility’ is not consistent with other zones.	Except for ‘Conservation Zones’, all other zones (including Residential Zones) state that a ‘Major Utility’ is ‘impact assessable’ only where involving the treatment or disposal of putrescible waste. Otherwise the use is ‘code assessable’.	That ‘Column 2 Assessment category’, in respect of a ‘Major Utility’ use be amended to read – “Impact Assessable, if involving treatment or disposal of putrescible waste. Code Assessable otherwise”.

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
9-5	Table 9.10; Table 9.12; and Table 9.15.	Split zone reconfigurations, involving Residential zoned land.	The 'standard' approach to reconfigurations in Queensland has been to make this form of development 'code assessable' (i.e. no public notification or third party appeal rights). However there is a persuasive case that where a reconfiguration involves Residential zoned land, it should be publicly notified (i.e. made 'impact assessable') owing to the potentially significant change in land use activity which may affect the amenity of nearby land.	That the wording used in Column 2, opposite the term 'Reconfiguring a lot', be amended to read:- "Impact Assessable where involving land within a Residential Zone. Code Assessable otherwise."
9-6	Table 9.1 and Table 9.7	Consequential amendments as a result of incorporation of Qld Development Code provisions.	Amendments to the MCU Assessment Tables are necessitated by the amendments to Section 12.6.5(8) as outlined for item 12-7 below.	That the first paragraph in column 3, opposite the term 'Single Residential' in column 1, be amended to read:- "If Self Assessable – acceptable solutions for Single Residential in section 12.6.5(8) – Table 12.6.1, in the Residential Code (Part 12, division 6)".

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
<b>PART 10 – RURAL AREAS</b>				
10-1	Table 10.12 Page 10-48	The level of assessment (Impact Assessment) for a 'Major Utility' is not consistent with other zones.	Except for 'Conservation Zones', all other zones (including Residential Zones) state that a 'Major Utility' is 'impact assessable' only where involving the treatment or disposal of putrescible waste. Otherwise the use is 'code assessable'.	That 'Column 2 Assessment category', in respect of a 'Major Utility' use be amended to read – "Impact Assessable, if involving treatment or disposal of putrescible waste. Code Assessable otherwise".
10-2	Part 10, Division 5 (page 10-13), item (j) of part 10.15 (3) and Table 10.3 (Page 10-16) - reference to 'poultry feedlots.'	The use of the term 'where the animals are kept predominantly in cages (e.g. battery hens)' to describe poultry feedlots' as an 'inconsistent use class'.	Most contemporary poultry feedlots no longer use 'battery hen' cages. Instead they tend to use large pens. This has lead to some challenges regarding the terminology 'where animals are kept predominantly in cages (e.g. battery hens)' to describe an inconsistent use class. One planning consultant has interpreted the provisions to be that 'non battery hen' poultry farms are a consistent use. Given the amenity complaints which have occurred with poultry farms it is considered prudent to <u>include</u> references to <u>other enclosures, in addition to</u> 'battery hen cages', thereby listing all poultry feedlots as an inconsistent use class.	That the words ' <u>or in other enclosures</u> ' be added after the words 'particularly where the animals are kept predominantly in cages (e.g. battery hens)' <u>within</u> Column 1 of Table 10.3 and <u>in</u> section 10.15 (3).

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No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
10-3	Section 10.19.3 (o)(iii) – Page 10-21 and Table 10.6, Page 10-25	Impact of development constraints overlays on Rural Living reconfigurations	The current scheme wording may be interpreted to state that the entire parcel (rather than any newly created lot) must be free from development constraints.	That the wording of s10.19.3 (o)(iii) and clause (c) in Columns 1 and 2 of Table 10.6 for ‘Reconfiguring a Lot’ be amended to read: “where it can be demonstrated that the land is free from development constraints (see Part 11) and there has been no net increase in the number of lots within the Rural Locality”.
10-4	Table 10.5 Page 10-23	The use of a Stable in a Rural Zone C (Rural Living) be self assessable if it meets certain minimum standards.	<p>Small stables development (i.e. for up to 2 horses) are ‘self assessable’ in the Rural A (Agriculture) and Rural B (Pastoral) Zones, subject to:-</p> <ul style="list-style-type: none"> <li>a minimum lot size of 1ha; and</li> <li>prescribed setbacks, e.g. 40m to a road reserve, 15m to a side or rear boundary, and 30m to a dwelling.</li> </ul> <p>Similar standards could be used in relation to the Rural C (Rural Living) Zone.</p>	<p>1. That Column 2 of Table 10.5, in respect of Intensive Animal Husbandry, be amended to read as follows:-</p> <p>“ Self Assessable if involving a stable which is designed to accommodate up to 2 horses.</p> <p>Code Assessable if a stable and the criteria for self assessable do not apply.</p> <p>Impact Assessable otherwise.”</p> <p>2. That Column 3 of Table 10.5, in respect of Intensive Animal Husbandry, be amended to read as follows:-</p> <p>“If Self Assessable-acceptable solutions in the Intensive Animal Husbandry code (Part 12, division 8 sections 12.8.4(2)(g) and (11)).</p> <p>If Code Assessable-</p> <ul style="list-style-type: none"> <li>(a) Intensive Animal Husbandry Code (Part 12, division 8);</li> <li>(b) Rural Areas Code (Part 10)-particularly the specific outcomes for Rural C (Rural Living) Zone (division 6); and</li> <li>(c) Parking Code (Part 12, division 9)”.</li> </ul>

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
10-5	10.2 5(2) Page 10-35	Clarification of land management payments – Rural E Zone	It is proposed that Note 10.25B be amended to clarify the land management payment applicable within the Rural E zone.	That Note 10.25B be amended by :- 1. Replacing the existing Clause (1) with the following:- “(1) Land within the zone is eligible for a land management payment from Council which is equivalent to 66% of the general rate, subject to entering in to a Partnering Agreement. (1) Land within the zone may be eligible for a land management payment from Council which is equivalent to 100% of the general rate, subject to an on-ground assessment and entering into a Nature Conservation Agreement”. 2. Renumbering the existing Clauses (2) and (3) to become Clauses (3) and (4) respectively.
10-6	Table 10.6 and Table 10.5	Consequential amendments as a result of incorporation of Qld Development Code provisions.	Amendments to the MCU Assessment Tables are necessitated by the amendments to Section 12.6.5(8) as outlined for item 12-7 below.	That the first paragraph in column 3, opposite the term ‘Single Residential’ in column 1, be amended to read:- “If Self Assessable – acceptable solutions for Single Residential in section 12.6.5(8) – Table 12.6.1, in the Residential Code (Part 12, division 6)”.

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
<b>PART 11 – OVERLAY CODES</b>				
11-1	Table 11.3.2 (k)(ii)(A) (k)(iii) (B)	The standard design width for a carport is 3.6m, whereas the exempt criteria for the erection of a carport within a character zone lists a maximum width of 3.5m.	Increasing the maximum width for a carport in a character zone to 3.6m would reduce the need to obtain development approval without significantly affecting historic streetscapes.	That the width of the carport be increased from 3.5m to 3.6m. Clause (k) (ii) (A) to read: “is a maximum of 3.6m wide”; Clause (k) (iii) (B) to read: “is a maximum of 3.6m wide”;



No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
11-2 Table	11.3.2	Clarification of approval processes for pools, retaining walls and other structures within Character Zones.	The current planning scheme provisions have created confusion regarding the approval processes for pools, retaining walls and other structures within the Character Zones. These matters would be clarified by inserting reference to the front boundary fencing and 'outbuilding' provisions as already contained in the assessment tables.	<p>That the following amendments be made to the wording for 'Carrying out building work not associated with a material change of use':-</p> <ul style="list-style-type: none"> <li>remove the word 'or' from clause (o);</li> <li>include '; or' at the end of clause (p) (ii); and</li> <li>include a new clause (q) to read as follows:-  <p>"(q) constructing a pool, retaining wall or other structure-</p> <p>(i) where the construction takes place at the rear of the main building (see Area A in Schedule 6, Figure 3), provided no structure is higher than the main building; or</p> <p>(ii) where the construction takes place at the side or in front of the main building (see Areas B and C in Schedule 6, Figure 3) provided no structure is more than 1.2 metres above the existing ground level".</p> </li> </ul>
11-3 Clause	11.4.7 (2)(e)(i) Figure 11.4.12 Page 11-28	The term 'defined watercourse' has been incorrectly used instead of 'designated watercourse'.	'Defined Watercourse' is not defined in the Planning Scheme. The term 'Designated Watercourse' is defined in the Planning Scheme. As such the terminology needs to be amended.	<p>That the following be amended to read:-</p> <p>Section 11.4.7 (2)(e)(i) Flooding and Urban Stormwater Flow Path Areas - replace 'defined watercourse' with 'designated watercourse'.</p> <p>Figure 11.4.12 – replace 'defined watercourse stream bed' with 'designated watercourse stream bed'.</p>
11-4 Table	11.4.3 Page 11-42	Single Residential Use within High Pressure Pipelines Overlay	There is some uncertainty whether or not the provisions of Section 11.4.13 (High Pressure Pipelines) apply in respect to single residential uses. As these provisions are intended to focus on 'major concentrations of people' within a 200m wide buffer, they should not apply to single residential uses. Accordingly, Table 11.4.3 should be amended to clarify that these provisions do not apply to single residential uses.	<p>That the following amendments be made to Column 2, opposite the term 'Single Residential':-</p> <ol style="list-style-type: none"> <li>include "or" at the end of clause (b); and</li> <li>include a new clause (c) to read as follows:-  <p>"(c) within the High Pressure Pipelines Overlay (refer Map OV11)".</p> </li> </ol>

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
<b>PART 12- ASSESSMENT CRITERIA FOR DEVELOPMENT FOR A STATED PURPOSE OR OF A STATED TYPE</b>				
12-1	12.14.5 (29) Page 12-189	Confusion regarding placement of 'Pole Signs'.	The current wording of this section has created some confusion that a Pole Sign must be attached to a non-residential building.	That the words 'on a non-residential building' be deleted from this section.
12-2 Table Of Contents Division 12 – Community Use Code Page 12-ii		The page numbers in the Table of Contents for this code are incorrect.	The page numbers in the tables of contents do not reflect the actual page numbers that the headings refer to.	That the Table Of Contents for Part 12 be amended to reflect the correct page numbers for the relevant subject headings.
12-3 Lot Reconfiguration Code, Table 12.5.2, Column 2		There are inconsistencies re: the lot -v- construction widths for access handles on hatchet lots in pages 12-20 and 12-21.	Notes 5 and 6 both have different access width requirements for the same type of development as compared to the requirements listed in Table 12.5.1.	That Note 5, Clause (1) (a) be amended to read: '(a) Multiple Residential Lots – 7m <sup>(4)</sup> ,'  That Note 6, Clause (a) be amended to read: '(a) multiple residential purposes – 5.5 metres;'
12-4 Division 5 – Reconfiguring a Lot Code - Appendix E Page 12-48		Footpaths/cycle paths are not currently provided for in Large Lot residential areas.	As a result of community complaints, the PD & E Committee at its meeting of 26 October 2004 requested that the planning scheme be amended to provide for footpath/cycle paths in large lot areas. <u>At its meeting of 18 January 2005 the Planning, Development and Environment Committee further requested that clarification be provided in the wording of the provisions to ensure that street lighting and other communities facilities (e.g. bus stops) are coordinated with the location of footpaths.</u>	<p>1. That the Table in Appendix 'E' be amended to read in the row opposite Footpaths/Cyclepaths:-</p> <p>(1) Under the second Column: Access Place and Access Street:- "Footpath one side. <u>Street lighting and other appropriate community facilities (e.g. bus stops) are to be coordinated with footpaths. Footpaths are to be located in the position determined by the Local Government.</u></p> <p>(2) Under the third Column: Collector Street:- "Footpath one side, cyclepath on carriageway. <u>Street lighting and other appropriate community facilities (e.g. bus stops) are to be coordinated with footpaths". Footpaths are to be located in the position determined by the Local Government.</u></p> <p>2. That Note 10 be amended to read as follows: "Typical only – varies with pedestrian/cyclist network planning. Additional footpaths may be required in areas where –</p> <p>(a) access places or streets lead to an attraction/destination that would encourage greater than normal pedestrian traffic or where characteristics of the land require the construction of footpaths on both sides of the street; and</p> <p>(b) collector streets may require footpaths on both sides where</p>

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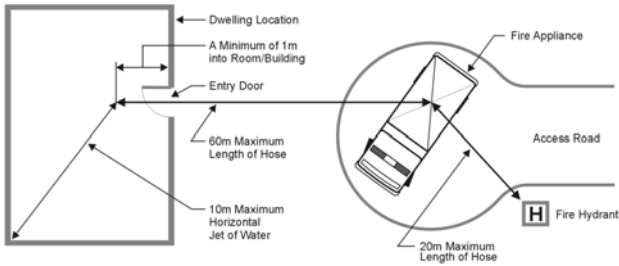
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No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
				<p>traffic volumes are such that it is dangerous to encourage children to cross the collector street, or near the entry to estates or where the street leads to an attraction/destination that would encourage greater than normal pedestrian traffic or where characteristics of the land require the construction of footpaths on both sides of the street.</p> <p>NB: All footpaths are to be a minimum of 1.5m in width and dual use paths are to be a minimum of 2.0m in width.”</p>
12-5 Table 12.5.1 and Table 12.5.2		New subdivisional layouts should facilitate rapid response times for fire fighting services.	<p>Some new lots (particularly large lot residential hatchet lots) are being created with building locations beyond rapid response times from fire hydrants. New subdivisional standards are proposed to ensure that:–</p> <ul style="list-style-type: none"> <li>the subdivisional layout facilitates rapid response times for fire fighting services; or</li> <li>suitable fire fighting facilities or water storage are provided on site to enable fire fighting equipment to be used; or</li> <li>applicants acknowledge that the subdivisional design and the associated building locations do not facilitate rapid response times for fire fighting services and subsequent purchasers are advised accordingly.</li> </ul>	<p>1. That a new clause (10) be added to the end of Table 12.5.1 with the following wording:–</p> <p>(1) Under Column 1 – Specific Outcomes:–  <b>“Fire Fighting</b>  (10) Lots are designed with adequate water supply and access for fire fighting purposes.”</p> <p>(2) Under Column 2 – Probable Solutions:–  <b>“Fire Fighting</b>  (10) Either :-</p> <p>(a) (i) fire hydrants are located no further than 80m apart within road reserves; and  (ii) all dwellings are able to be located within the fire appliance access distances shown in Diagram A below; or</p> <p>(b) building envelopes are created on new lots such that the building envelope meets the fire appliance access distances shown in Diagram A below; or</p> <p>(c) (i) the water supply service to a hatchet lot is sized for the provision of fire fighting flows via a hydrant and a metered bypass across a check valve in accordance with AS2419.1 and a fire hydrant and building envelope are provided to meet the fire appliance access distances shown in Diagram A below; and  (ii) vehicular access to the lot is via :-  (A) a minimum 3 metre wide concrete driveway;  (B) with a minimum 3 metres in horizontal clearance and 4.5 metres in vertical clearance; <u>and</u>  (C) with a maximum gradient of 15%; <u>or</u></p>

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No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
				 <p style="text-align: center;"><b>Diagram A</b></p> <p>(d) (i) a minimum water supply of 5000 litres (per dwelling) is permanently available on site for fire fighting purposes as either –</p> <ul style="list-style-type: none"> <li>(A) a separate onsite water tank; or</li> <li>(B) a reserve section in the bottom part of the main water supply tank; or</li> <li>(C) a swimming pool installed immediately upon construction of the dwelling; or</li> <li>(D) a dam or lake; and</li> </ul> <p>(ii) where onsite water supply tanks are provided they are-</p> <ul style="list-style-type: none"> <li>(A) above ground and located adjacent to the building;</li> <li>(B) fitted with a 50mm outlet pipe and a 50mm male camlock coupling (standard rural fire brigade fitting) to allow fire hose connection; and</li> <li>(C) of precast concrete or steel construction and supported by a fireproof structure; and</li> </ul> <p>(iii) vehicular access to the lot is via :-</p> <ul style="list-style-type: none"> <li>(A) a minimum 3 metre wide concrete driveway;</li> <li>(B) with a minimum 3 metres in horizontal clearance and 4.5 metres in vertical clearance; <u>and</u></li> <li><u>(C) with a maximum gradient of 15%; or</u></li> </ul>

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with a sufficient hardstand turnaround area at the end of the access strip for the turning of a fire fighting vehicle; or

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
				<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p><b>Note 14</b></p> <p>(1) Hatchet lots should be generally avoided in Large Lot Residential areas (i.e. areas where the average lot size is 4000m<sup>2</sup> or greater) owing to the inherent difficulties associated with providing access to fire hydrants for fire fighting vehicles.</p> <p>(2) Rather than providing access via multiple hatchet lots it is preferable to extend the street network and the associated water mains and fire hydrants.</p> </div> <p>(e) where there is no other prudent or feasible alternative, the submission of a written acknowledgement from the owner/applicant at the time of lodging a development application that the applicant/owner is aware of the issues in relation to fire fighting, with the ability to convey this information to subsequent purchasers.</p> <p>2. That a new clause (32) be added to the end of Table 12.5.2 with similar wording to that outlined in recommendation 1 above for Table 12.5.1 (except that Note 14, to become Note 37 within Table 12.5.2).</p> <p>That in respect of Hatchet Lots an additional Note 6A be added to the end of Clause (3) in Table 12.5.1 and an additional Note 7A be added at the end of Clause (4) in Table 12.5.2, to state that “Particular regard should also be given to the Fire Fighting provisions contained in Clause (10) Table 12.5.1/Clause (32) Table 12.5.2.”</p>



No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
12-6 N	ew sections 12.6.4 (37) and (38) in Part 12 Div 6 – Residential Code Page 12-73	Lack of fire fighting provisions for multiple residential developments in which there are separate residential buildings with a gross floor area less than 500m <sup>2</sup> .	The fire fighting provisions contained in the Building Code of Australia only apply to residential buildings which each have a gross floor area in excess of 500m <sup>2</sup> . Consequently there is a gap in the provision of fire services to cluster developments which contain separate buildings of less than 500m <sup>2</sup> gross floor area. It is proposed to rectify this situation through the inclusion of new provisions within Councils' Residential Development Code.	<p>That the following new sub-sections be added to Section 12.6.4</p> <p><b>Fire Fighting</b></p> <p><b>(36) Specific Outcomes</b> Residential uses are designed with adequate water supply and access for fire fighting purposes.</p> <p><b>(37) Probable Solution for sub-section (36)</b></p> <p>(a) All dwellings are located within the fire appliance access distances shown in Diagram A below; or</p> <p>(b) (i) The water supply service to the development is sized for the provision of fire fighting flows via hydrants and a metered bypass across a check valve in accordance with AS2419.1, such that new fire hydrants are installed to enable all dwellings to achieve the fire appliance access distances shown in Diagram A below; and</p> <p>(ii) vehicular access, through the site is via:-</p> <p>(A) a minimum 3 metre wide concrete driveway;</p> <p>(B) with a minimum 3 metres in horizontal clearance and 4.5 metres in vertical clearance; and</p> <p>(C) with a sufficient hard stand turnaround area or through route configuration to enable fire fighting vehicles to enter and leave the site in a forward gear.</p> <p><b>Diagram A</b></p>

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
12-7	12.6.5 (8) (b) (iv) Page 12-79	Integration with Queensland Development Code, including provisions for houses on small lots.	<p>Since the Ipswich IPA planning scheme was prepared, the Queensland Development Code has come into force. This code contains a number of enhanced provisions for small lot housing which the Ipswich Planning Scheme would benefit from their inclusion.</p> <p>Small lot dwellings in excess of 50% site cover are generating a large number of applications. It is considered that an increase of the site cover from 50% to 60% of the site would not compromise the liveability of the lot.</p>	<p>1. That section 12.6.5(8) be replaced by the following:–</p> <p><b>(8) SINGLE RESIDENTIAL (DETACHED HOUSES)</b></p> <p>(a) <b>Specific Outcomes, Probable Solutions and Acceptable Solutions</b></p> <p>(i) The specific outcomes sought for Single Residential Uses on lots 450m<sup>2</sup> or more in area are set out in column 1 of Table 12.6.1 and the acceptable solutions (if self assessable) and the probable solutions (if code assessable) are set out in column 2 of Table 12.6.1.</p> <p>(ii) The specific outcomes sought for Single Residential Uses on lots under 450m<sup>2</sup> in area are set out in column 1 of Table 12.6.2 and the probable solutions are set out in column 2 of Table 12.6.2.</p> <p><b>Insert Table 12.6.1 (See Attachment B)</b></p> <p><b>Insert Table 12.6.2 (See Attachment B)</b></p> <p>2. That the Table of Contents for Part 12 be amended to include reference to Table 12.6.1 and Table 12.6.2.</p>
12-8 Table	12.9.1 Business Use (f) - Fast Food Premises Page 12-122	Health, safety and amenity issues associated with uncovered drive through and waiting bays.	Fast food drive through health, safety and amenity can be improved through the inclusion of requirements for covered service areas and waiting bays.	<p>That the Notes adjacent to ‘fast food’ be amended to include the following text:</p> <p>“If including a drive-through facility, the parking provisions apply with additional provision for queuing for 12 vehicles at the drive-through servery, covered serving areas, plus a covered waiting/standby area sufficient to accommodate 2 vehicles near the servery”.</p>
12-9	Part 12, Div 14 – Advertising Devices Code 12.14.5 (2) Pages 12-184 and 12-185	Reference is made to 2 tables in section 12.14.5 (2) as figures 12.24.22 and 12.24.23 which are the incorrect numbers.	The two figures mentioned are incorrect. The correct numbers are 12.14.22 and 12.14.23.	That the reference to Figure 12.24.22 be changed to Figure 12.14.22 and the reference to Figure 12.24.23 be changed to Figure 12.14.23.

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
12-10	12.12.4 (2)(d)(ii)	12.12.4(2)(d)(ii) refers to 'sub section (2) (a) above' – This reference should be to sub section '(2)(c)(ii)'.	The width of the buffer required for community uses is referenced to the wrong section of the code. The correct reference is sub-section "(2)(c)(ii)".	That the reference to 'sub-section (2)(a)' be changed to 'subsection (2)(c)(ii)'.
12-11	Table 12.4.1 Column 2, Clause (1) (b), Page 12-6 and Figure 12.4.1, Page 12-8	The term 'defined watercourse' has been incorrectly used instead of 'designated watercourse'.	'Defined Watercourse' is not defined in the Planning Scheme. The term 'Designated Watercourse' is defined in the Planning Scheme. As such the terminology needs to be amended.	That the following be amended to read:-  1. Table 12.4.1 Column 2, Clause (1) (b), the term 'defined watercourse' be replaced with 'designated watercourse'.  2. Figure 12.4.1 – the term 'defined watercourse' be changed to 'designated watercourse'.
12-12	12.10.4 (22) Clause (b)(i) and Clause (c)(ii)	The standard design width for a carport is 3.6m, whereas the exempt criteria for the erection of a carport within a character zone lists a maximum width of 3.5m.	Increasing the maximum width for a carport in a character zone to 3.6m would reduce the need to obtain development approval without significantly affecting historic streetscapes.	That the width of the carport be increased from 3.5m to 3.6m. Clause (b) (i) to read: "is a maximum of 3.6m wide"; Clause (c) (ii) to read: "is a maximum of 3.6m wide";

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments																																			
12-13 1	2.8.4, Table 12.8.1 Page 12-104	Setback/Separation Distances for Poultry Feedlots	Owing to significant community concerns regarding poultry feedlots (mostly involving odour complaints) it is considered that the setback/separation distances should be increased and contained within the actual poultry feedlot land holding. The standards included in the recommended amendments to Table 12.8.1 are based on a combination of the current planning scheme provisions and the Victorian Code for Broiler Farms.	That the references to Poultry Feedlots in Table 12.8.1 be amended to read as follows:– <b>Table 12.8.1 – Intensive Animal Husbandry Setbacks</b> <table border="1"> <tr> <th>Purpose Road</th><th>frontage setback</th><th>Side and rear boundary setback</th><th>Existing Rural Dwellings, not associated with the use</th><th>Other Sensitive Uses (e.g. land zoned for residential use)</th></tr> <tr> <td>Poultry feedlot up to 160,000 birds</td><td>480m 5</td><td>00m</td><td>500m</td><td>2000m</td></tr> <tr> <td>Poultry feedlot 160,001 to 200,000 birds</td><td>530m 5</td><td>50m</td><td>550m</td><td>2000m</td></tr> <tr> <td>Poultry feedlot 200,001 to 240,000 birds</td><td>580m 6</td><td>00m</td><td>600m</td><td>2000m</td></tr> <tr> <td>Poultry feedlot 240,001 to 280,000 birds</td><td>630m 6</td><td>50m</td><td>650m</td><td>2000m</td></tr> <tr> <td>Poultry feedlot 280,001 to 320,000 birds</td><td>680m 7</td><td>00m</td><td>700m</td><td>2000m</td></tr> <tr> <td>Poultry feedlot over 320,000 birds</td><td>Setback/ Separation distances to be determined by modelling.</td><td>Setback/ Separation distances to be determined by modelling.</td><td>Setback/ Separation distances to be determined by modelling.</td><td>Setback/ Separation distances to be determined by modelling.</td></tr> </table>	Purpose Road	frontage setback	Side and rear boundary setback	Existing Rural Dwellings, not associated with the use	Other Sensitive Uses (e.g. land zoned for residential use)	Poultry feedlot up to 160,000 birds	480m 5	00m	500m	2000m	Poultry feedlot 160,001 to 200,000 birds	530m 5	50m	550m	2000m	Poultry feedlot 200,001 to 240,000 birds	580m 6	00m	600m	2000m	Poultry feedlot 240,001 to 280,000 birds	630m 6	50m	650m	2000m	Poultry feedlot 280,001 to 320,000 birds	680m 7	00m	700m	2000m	Poultry feedlot over 320,000 birds	Setback/ Separation distances to be determined by modelling.	Setback/ Separation distances to be determined by modelling.	Setback/ Separation distances to be determined by modelling.	Setback/ Separation distances to be determined by modelling.
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Poultry feedlot over 320,000 birds	Setback/ Separation distances to be determined by modelling.	Setback/ Separation distances to be determined by modelling.	Setback/ Separation distances to be determined by modelling.	Setback/ Separation distances to be determined by modelling.																																			
12-14 1	2.9.4, Table 12.9.1 Page 12-128	Tourist Facility Parking Provisions	The parking standards for tourist facilities should include provision for the parking of motor homes and vehicles towing caravans. There is also an incorrect Note reference which should be changed.	That Table 12.9.1 be amended in respect to ‘Tourist Facility’ by:– 1. Changing the Note reference in Column 2 to “Note 12.9.5D(7)”. 2. Including in Column 3 the words– “Provision should also be made for the parking of motor homes and vehicles towing caravans”.																																			
<a href="#">12-15</a>	<a href="#">Div 5 – Reconfiguring a lot code – Appendix D Page 12-47</a>	<a href="#">Coordination of street lighting and other community facilities (e.g. bus stops) with the location of footpaths.</a>	<a href="#">At its meeting of 18 January 2005 the Planning, Development and Environment Committee requested that clarification be provided in the wording of the provisions to ensure that street lighting and other community facilities (e.g. bus stops) are coordinated with the location of footpaths.</a>	<a href="#">That the Table in Appendix D be amended as follows in respect of the row opposite ‘Footpaths/Cyclepaths’:–</a> <a href="#">(1) that the second sentence in the second, third and fourth columns be deleted; and</a> <a href="#">(2) the following text be inserted instead:</a> <a href="#">‘Street lighting and other appropriate community facilities (e.g. bus stops) are to be coordinated with footpaths. Footpaths are to be located in the position determined by the Local Government’.</a>																																			

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No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
12-15 1	2.4.4, Table 12.4.1 Page 12-6	Vegetation Management Code	Discussions with Rural landowners regarding clearing activities has identified a need to clarify the extent of 'exempt' clearing of 'under storey vegetation to maintain existing grazing activities'.	That Clause (3) in Column 2 of Table 12.4.1 be amended to read as follows:- (3) (a) The removal of the vegetation involves a continuation of existing agricultural or animal husbandry activities, including the management of understorey vegetation to maintain existing grazing activities (e.g. through removing early regrowth such as fast growing wattles). (b) The removal of vegetation under Clause (a) above does not involve the removal of:- (i) species identified as endangered, vulnerable or rare under the <i>Nature Conservation Act 1992</i> and associated subordinate legislation; or (ii) species identified as critically endangered, endangered, vulnerable or conservation dependent under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> and associated subordinate legislation; or (iii) other vegetation which has a circumference of 50cm measured at a height of 1.2m above the ground.
12-16 1	2.4.4, Table 12.4.1 Page 12-6	Update reference to Rural Lands Protection Act	The <i>Rural Lands Protection Act 1985</i> has been superseded by the <i>Land Protection (Pest and Stock Routes Management) Act 2002</i> .	That the reference to the <i>Rural Lands Protection Act 1985</i> be changed to the <i>Land Protection (Pest and Stock Routes Management) Act 2002</i> .

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
<b>PART 14 – SPRINGFIELD</b>				
14-1	Springfield Structure Plan – Map 2.	Mismatch between actual lot configurations and 'zoning' designations.	Certain anomalies (mainly involving open space designations) have been created through actual lot configurations compared to the broad 'zoning' designations contained in Map 2. These anomalies may be rectified to reflect the actual lot configurations.	That the RBB zoning boundary be amended to match the actual lot boundaries, as shown in Map 1 of Attachment F.



**Table 1B – Proposed Amendments to Footnotes**

No	Footnote No.	Current Note	Proposed Note
	<b>THE FOLLOWING FOOTNOTES ARE TO BE AMENDED TO REFLECT CHANGES TO THE INTEGRATED PLANNING ACT 1997:</b>		
	<b>PART 4 – URBAN AREAS</b>		
	13; 23; 33; 43; 55; 68; 78; 89; 100; 111; 121; 131; 142; 152; 163; 173; 182; 193.	This does not include building work that under IPA Schedule 8, Part 3, is exempt and cannot be made self-assessable or assessable by a planning scheme.	This does not include building work that under IPA Schedule 8, is exempt and cannot be made self-assessable or assessable by a planning scheme.
	14; 24; 34; 44; 56; 69; 79; 90; 101; 112; 122; 132; 143; 153; 164; 174; 183; 194.	Under IPA, Schedule 8, part 3 the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.	Under IPA, Schedule 9, the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.
	3; 12; 22; 32; 42; 54; 67; 77; 88; 99; 110; 120; 130; 141; 151; 162; 172; 181; 192.	See Ipswich Planning Scheme Explanatory Notes giving examples that explain the type of development involved in different proposals.	See Ipswich Planning Scheme Users Guide 2 for examples that explain the type of development involved in different proposals.
	<b>PART 5 – CITY CENTRE</b>		
	13; 23; 33; 43; 53; 63; 73.	This does not include building work that under IPA Schedule 8, Part 3, is exempt and cannot be made self-assessable or assessable by a planning scheme.	This does not include building work that under IPA Schedule 8, is exempt and cannot be made self-assessable or assessable by a planning scheme.
	14; 24; 34; 44; 54; 64; 74.	Under IPA, Schedule 8, part 3 the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.	Under IPA, Schedule 9, the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.
	3; 12; 22; 32; 42; 52; 62; 72.	See Ipswich Planning Scheme Explanatory Notes giving examples that explain the type of development involved in different proposals.	See Ipswich Planning Scheme Users Guide 2 for examples that explain the type of development involved in different proposals.

No	Footnote No.	Current Note	Proposed Note
<b>PART 6 – REGIONALLY SIGNIFICANT BUSINESS ENTERPRISE &amp; INDUSTRY AREAS</b>			
	13; 26; 37; 46.	This does not include building work that under IPA Schedule 8, Part 3, is exempt and cannot be made self-assessable or assessable by a planning scheme.	This does not include building work that under IPA Schedule 8, is exempt and cannot be made self-assessable or assessable by a planning scheme.
	14; 27; 38; 47.	Under IPA, Schedule 8, part 3 the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.	Under IPA, Schedule 9, the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.
	3; 12; 25; 36; 45.	See Ipswich Planning Scheme Explanatory Notes giving examples that explain the type of development involved in different proposals.	See Ipswich Planning Scheme Users Guide 2 for examples that explain the type of development involved in different proposals.
<b>PART 7 – AMBERLY AREA</b>			
	13.	This does not include building work that under IPA Schedule 8, Part 3, is exempt and cannot be made self-assessable or assessable by a planning scheme.	This does not include building work that under IPA Schedule 8, is exempt and cannot be made self-assessable or assessable by a planning scheme.
	3; 12.	See Ipswich Planning Scheme Explanatory Notes giving examples that explain the type of development involved in different proposals.	See Ipswich Planning Scheme Users Guide 2 for examples that explain the type of development involved in different proposals.
<b>PART 8 – ROSEWOOD AREA</b>			
	12; 22; 32; 42; 52; 62; 72; 81.	This does not include building work that under IPA Schedule 8, Part 3, is exempt and cannot be made self-assessable or assessable by a planning scheme.	This does not include building work that under IPA Schedule 8, is exempt and cannot be made self-assessable or assessable by a planning scheme.
	13; 23; 33; 43; 53; 63; 73; 82.	Under IPA, Schedule 8, part 3 the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.	Under IPA, Schedule 9, the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.
	3; 11; 21; 31; 41; 51; 61; 71; 80.	See Ipswich Planning Scheme Explanatory Notes giving examples that explain the type of development involved in different proposals.	See Ipswich Planning Scheme Users Guide 2 for examples that explain the type of development involved in different proposals.
<b>PART 9 – TOWNSHIP AREAS</b>			
	13; 24; 35; 46; 57; 68; 78.	This does not include building work that under IPA Schedule 8, Part 3, is exempt and cannot be made self-assessable or assessable by a planning scheme.	This does not include building work that under IPA Schedule 8, is exempt and cannot be made self-assessable or assessable by a planning scheme.

No	Footnote No.	Current Note	Proposed Note
	14; 25; 36; 47; 58; 69; 79.	Under IPA, Schedule 8, part 3 the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.	Under IPA, Schedule 9, the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.
	19; 30.	For impact assessable development, 'relevant assessment criteria' are provided to assist the preparation of an application and in no way affect the regard given to the planning scheme as a whole in accordance with <b>section 3.5.5</b> of the IPA.	For impact assessable development, 'relevant assessment criteria' are provided to assist the preparation of an application and in no way affect the regard given to the planning scheme as a whole in accordance with section 3.5.5 of the IPA.
	3; 12; 23; 34; 45; 56; 67; 77.	See Ipswich Planning Scheme Explanatory Notes giving examples that explain the type of development involved in different proposals.	See Ipswich Planning Scheme Users Guide 2 for examples that explain the type of development involved in different proposals.
<b>PART 10 – RURAL AREAS</b>			
	13; 24; 35; 46; 57; 67.	This does not include building work that under IPA Schedule 8, Part 3, is exempt and cannot be made self-assessable or assessable by a planning scheme.	This does not include building work that under IPA Schedule 8, is exempt and cannot be made self-assessable or assessable by a planning scheme.
	14; 25; 36; 47; 58; 68.	Under IPA, Schedule 8, part 3 the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.	Under IPA, Schedule 9, the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.
	3; 12; 23; 34; 45; 56; 66.	See Ipswich Planning Scheme Explanatory Notes giving examples that explain the type of development involved in different proposals.	See Ipswich Planning Scheme Users Guide 2 for examples that explain the type of development involved in different proposals.
<b>PART 11 – OVERLAYS</b>			
	1.	Information about assessment categories is provided in the Ipswich Planning Scheme User's Guide ( <b>insert number</b> )	Information about assessment categories is provided in the Ipswich Planning Scheme User's Guide (2)
	2.	Works associated with an application for a material change of use may be assessed together with the material change of use. Also, see Ipswich Planning Scheme Explanatory Notes ( <b>insert reference</b> ) giving examples that explain the type of development involved in different proposals.	Works associated with an application for a material change of use may be assessed together with the material change of use.
	3; 9; 13.	See Ipswich Planning Scheme Explanatory Notes ( <b>insert reference</b> ) giving examples that explain the type of development involved in different proposals.	See Ipswich Planning Scheme Users Guide 2 for examples that explain the type of development involved in different proposals.

No	Footnote No.	Current Note	Proposed Note
	10.	This does not include building work that under IPA Schedule 8, Part 3, is exempt and cannot be made self-assessable or assessable by a planning scheme.	This does not include building work that under IPA Schedule 8, is exempt and cannot be made self-assessable or assessable by a planning scheme.
	11; 14.	Under IPA, Schedule 8, part 3 the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.	Under IPA, Schedule 9, the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.

**Table 2A: Proposed Amendments to the Schedules to the Ipswich Planning Scheme**

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
<b>SCHEDULES TO THE PLANNING SCHEME</b>				
S1 Schedule 1, Division 2		Amended Administrative Definitions to incorporate Qld Development Code provisions.	The amendments to Section 12.6.5(8) (item 12-7 of Table 1) also necessitate amendments to the administrative definitions contained in Schedule 1, Division 2. The amendments include incorporation of new definitions.	<p>(1) That the definitions for ‘Area’, ‘Building’ and ‘Building Height’ be amended to read as follows–  “Area” means–  (a) the area of a lot, but in the case of a hatchet lot does not include the area of the access strip; and  (b) for enclosed spaces, the area including the outside wall; and  (c) for unenclosed spaces, the area is measured along a line 600mm in from the perimeter of the roof.</p> <p>“Building” has the same meaning as in the Building Act 1975.</p> <p>“Building height” means the vertical distance between natural surface level of the ground and the apex of the building’s roof, but not including any antennae, chimneys or flues.</p> <p>(2) That the definitions for “Hillside Lot” and “Homestead or Township Lot” be relocated to their correct alphabetical position.</p> <p>(3) That the following new definitions be included in their appropriate alphabetical locations–  “Balcony” means any external platform, attached to and accessed from a building and 1 metre or more above adjacent finished ground level.</p>

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
				<p>“Carport” means a class 10a building, other than a garage, providing covered vehicular parking.</p> <p>“Community Title” refers to title created by subdivision of land by way of a standard format plan of a community title scheme given under the provisions of the <i>Body Corporate and Community Management Act 1997 (BCCM Act)</i>.</p> <p>“Depth of a lot” means either the dimension at right angles to the road boundary or the average of the relevant dimensions at right angles to an irregular road boundary.</p> <p>“Detached dwelling” means a single dwelling not attached to another dwelling and on an individual lot.</p> <p>“Garage” means an enclosed class 10a building, providing covered vehicular parking.</p> <p>“Habitable room” has the same meaning as in the Building Code of Australia.</p> <p>“Height” of a building or structure at any point for the purpose of determining its setback from a boundary means the vertical distance between the outermost projection and the natural ground.</p> <p>“Mean height”, of a building or structure, means the vertical height worked out by dividing–</p> <ul style="list-style-type: none"> <li>(a) the total elevational area of the wall of a building or structure facing the boundary; by</li> <li>(b) the horizontal length of the building or structure facing the boundary.</li> </ul> <p>“Natural ground surface”, for a lot, means</p> <ul style="list-style-type: none"> <li>(a) the ground level of the lot on the day the first plan of survey showing the lot was registered; or</li> <li>(b) if the ground level on the day mentioned in paragraph (a) is not known, the natural ground surface as determined by the Local Government. <p>“Nominated road frontage” means the road frontage nominated by the Local Government.</p> <p>“Open Carport” means a carport with–</p> <ul style="list-style-type: none"> <li>(a) two sides or more open, and a side is also considered open where the roof covering adjacent to that side is not less than 500mm from another building or a side or rear lot boundary; and</li> <li>(b) not less than one-third of its perimeter open.</li> </ul> <p>“Outermost projection” means the outermost projection of any</p> </li></ul>



No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
				<p>part of a building or structure including, in the case of a roof, the outside face of the fascia, or the roof structure where there is no fascia, or attached sunhoods or the like, but does not include retractable blinds, fixed screens, rainwater fittings, or ornamental attachments.</p> <p>“Road boundary clearance”, for a building or structure on a lot, means the shortest distance measured horizontally from the outermost projection of the building or structure to the vertical projection of the boundary of the lot adjacent to the road.</p> <p>“Secondary frontage” means the road frontage of a lot as determined by the Local Government.</p> <p>“Setback” means the shortest distance measured horizontally from the outmost projection of the building or structure to the vertical projection of the boundary of the lot.</p> <p>“Side and rear boundary clearance” for a building or structure on a lot, means the shortest distance measured horizontally from the outermost projection of the building or structure to the vertical projection of the boundary of the lot but does not include a road boundary clearance.</p> <p>“Slope” means the gradient of the natural ground of a lot measured across a 20m x 20m area over the building location, or where the lot is less than 20m wide – 20m x width of lot.</p> <p>“Structure” has the same meaning as in the Building Act 1975.</p> <p>“Window” has the same meaning as in the Building Code of Australia.</p> <p>“Window/Balcony Screen” means a translucent, perforated or slatted barrier, including a fence, constructed of durable material and having–</p> <p>(a) if perforated–</p> <p>(i) a maximum 25% openings; and</p> <p>(ii) each opening not more than 50mm square; or</p> <p>(b) if slatted or louvred–</p> <p>(i) a maximum of 25% opening with clear vision at 90° to the plane of the window; and</p> <p>(ii) each opening not more than 50mm clear vision at 90° to the plane of the window.</p>

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
S2	Schedule 2 – Part 2 – Trees and Vegetation  22 Byrne Street Bundamba Lot 503 on CP910076  Page SCH2- 25	22 Byrne Street, Bundamba, the brackets need to be closed on the botanical name for the grass trees.	The brackets are not closed.	That a bracket be placed after the word “johnstoni”).
S3	Schedule 3	The Karrabin Rosewood Road, ‘Coal loading gantry’ has been removed.	The Karrabin Rosewood Road, ‘Coal loading gantry’ has been removed, so the reference is recommended to be removed from Schedule 3, Identified Places of Interest.	The following line on page SCH3-3 be removed:  ‘Karrabin Rosewood Road, Coal loading gantry’.
S4	Schedule 3	The dwellings at Pottery Road, Dinmore have been approved for demolition.	Approval has been given for the removal of the dwellings, necessitating their removal from Schedule 3.	The following entries be removed from Schedule 3: <ul style="list-style-type: none"> <li>• Pottery Road, 2, L42 RP22533 – Dwelling;</li> <li>• Pottery Road, 2, L41 RP22533 – Dwelling;</li> <li>• Pottery Road, 4, L40 RP22533 – Dwelling;</li> <li>• Pottery Road, 6, L39 RP22533 – Dwelling; and</li> <li>• Pottery Road, 8, L38 RP22533 – Dwelling.</li> </ul>
S5	Schedule 7 Maps 4a and 4b	Bremer Business Park Connection Road	Maps 4a and 4b should be amended to reflect the Bremer Business Park approval.	That Maps 4a and 4b be amended to include the Future Major Intersuburban Link as shown in Attachment C, Map 1.
S6	Schedule 7 Maps 4a and 4b	The preservation of the Warwick Road to Edward Street Transport Corridor.	Council resolved at its meeting of 3 November 2004 to preserve a future transport corridor in an alignment adjoining Deebing Creek (Also refer to PD&E Committee Meeting of 26 October 2004).	The Maps 4a and 4b be amended to:– <ol style="list-style-type: none"> <li>1. include a ‘transport corridor to be preserved’, as shown in Attachment C, Map 2; and</li> <li>2. delete reference to the associated investigation area.</li> </ol>

No	Section/ Clause No.	Key Issue	Explanation	Recommended Amendments
S7 Schedule 5		Consequential amendments as a result of incorporation of Qld Development Code provisions.	Amendments to the title and introductory provisions for Schedule 5 are necessitated by the inclusions of boundary setback provisions for single residential uses in Section 12.6.5(8) (see item 12-7 of Table 1).	<ol style="list-style-type: none"> <li>That the title of Schedule 5 be changed to:– “SCHEDULE 5 – BOUNDARY CLEARANCES FOR BUILDINGS AND STRUCTURES”</li> <li>That Clause (1) be amended to read as follows:– “(1) The boundary clearances in Table 1 below apply as default provisions unless other provisions are specified elsewhere in this planning scheme”.</li> <li>That Clause (2) be amended to read as follows:– “(b) a structure, other than a pool, that is not part of a building and that is not more than 1m in height”.</li> </ol>

**Table 2B – Proposed Amendments to Schedules 2 and 3 – Character Places**

Address/Site Name	Street Number	Suburb	RPD	Description	Extent of Significance	Comments
<b>SCHEDULE 2</b>						
Mining Street		Bundamba	L476 SP130152	Bundamba Railway Station	Rail Passenger Station Building and Timber Platform Shelters	New Listing
Brisbane Road	44	Dinmore	L121 SP130149	Dinmore Railway Station	Passenger Station Building, Footbridge and northern Timber Platform Shelter	New listing
Merton Street		East Ipswich	L144 SP130156	East Ipswich Railway Station	Rail Footbridge and Timber Platform Shelters	New listing
Brisbane Road		Ebbw Vale	L131 SP130151	Ebbw Vale Railway Station	Rail Passenger Station Building, Timber Platform Shelters and Footbridge	New Listing
Ipswich City Mall	Lot 1	Ipswich	L1 RP212242	Ipswich Signal Cabin	Ipswich Signal Cabin	Move from Schedule 3 to Schedule 2
Ipswich City Mall	Lot 1	Ipswich	L1 RP212242	Ipswich Turntable	Ipswich Turntable	New listing for turntable
Station Road		Riverview	L2 RP22337 and L112 SP130148	Riverview Railway Station	Footbridge and Timber Platform Shelter	New Listing
Railway Street 'Rosewood Railway Station Complex'		Rosewood	L231 M333225	Rosewood Railway Station	Area including main station, south platform shelter, overhead footbridge, Bondwood Hut and turntable as outlined on attached Plan 31.	Amendment to existing listing, Plan 31 to be extended to west to include Bondwood Hut.

Address/Site Name	Street Number	Suburb	RPD	Description	Extent of Significance	Comments
Woogaroo Street “Woogaroo Creek Railway Bridge” at eastern end of Woogaroo Street Goodna	Goo	dna	L91 SP130140 L94 SP130139	Bridge Br	idge	Move from Schedule 3 to Schedule 2

**Table 3 - Proposed Changes to Overlay Mapping**

No	Overlay Map	Key Issue	Explanation	Recommended Amendments
01 OV2		Updated information from DNRM regarding KRA Buffers and Haul Routes	DNRM have provided updated information (see Attachment D) recommending reductions in the Key Resource Areas and Buffers for Jeebropilly/Ebenezer, Oakleigh and Swanbank. Some of the information shown on the DNRM mapping conflicts with existing zonings or development approvals.	That Overlay Map – OV2 be amended to reflect the reductions in the KRA/Buffer boundaries as recommended by the Planning Branch in the information contained in Attachment D.
02 OV5		Updated information from ICC Works Department regarding Flooding and Urban Stormwater Flow Path areas.	The Works Department have provided updated information regarding flooding and urban stormwater flow path areas (see Attachment E) recommending:– <ul style="list-style-type: none"> <li>• additional 1 in 100 flood mapping at Peak Crossing and Marburg;</li> <li>• minor amendments to the 1 in 100 flood line at Mihi Creek and the Bremer River (at Rosewood);</li> <li>• minor amendments to the 1 in 20 development line in the upper reaches of Woogaroo and Bundamba Creeks; and</li> <li>• minor adjustments to the urban stormwater flow path network.</li> </ul>	That Overlay Map 5 be amended to reflect the updated information on flooding and urban stormwater flow path areas as outlined in the report by the Senior Engineer dated 6 January 2005, contained in Attachment E.

**Table 4A - Proposed Changes to Zoning Maps**

RPD	OWNER	LOCATION	CURRENT ZONE	PROPOSED ZONE
Lot 602 RP163046	Ipswich City Council Program WS	104-106 Eagle Street, Redbank Plains Qld 4301	Special Uses 17 (Sewerage Pumping Station)	Special Uses 19 (Water Supply Purposes)
Lot 2 RP89654	Harrisville Pastoral Co Pty Ltd	25-29 Dunns Avenue Harrisville Qld 4307	Rural A	Township Character Housing
Lot 26 SP161915	Education Queensland	54 High Street Blackstone Qld 4304	Special Uses – Education (Inconsistent Approval - 1A01)	Residential Low Density
Lot 17 SP162756	Kimbarra Pastoral Pty Ltd	Flinders Dolomite Road Peak Crossing QLD 4306	Split Zone - Rural A/Rural B	Rural B
Lot 241 SP130155	Queensland Rail	Lot 241 SP130155	Character Housing Mixed Density	Special Uses 2 (Railways)
Lot 9 SP165955	Devine Ltd	235 Eagle Street Collingwood Park Qld 4301	Residential Low Density/Recreation	Residential Low Density
Lot 10 SP165955	Devine Ltd	1 McCorrey Drive Collingwood Park Qld 4301	Residential Low Density/Recreation	Residential Low Density
Lot 11 SP165955	Mr/Ms X Wu	3 McCorrey Drive Collingwood Park Qld 4301	Recreation	Residential Low Density
Lot 99 SP165955	Ipswich City Council Program 30	243 Eagle Street Collingwood Park Qld 4301	Residential Low Density/Recreation	Recreation
Lot 163 SP163207	Ms M McCann and Ms M M West	107 Currajong Place Brassall Qld 4305	Residential Low Density/Recreation	Residential Low Density
Lot 916 SP163207	Ipswich City Council Program 30	109-117 Currajong Place Brassall Qld 4305	Residential Low Density/Recreation	Recreation
Lot 164 SP163207	Mr R G McAuley and Mrs S R McAuley	105 Currajong Place Brassall Qld 4305	Residential Low Density/Recreation	Residential Low Density
Lot 16 RP133627	Ipswich City Council Program 35	16 Tudor Street, Camira Qld 4300	Recreation	Residential Low Density
Lot 2 SP157097	Mr A P Krause and Mrs S Krause	162 Marburg Quarry Road Marburg Qld 4346	Special Uses 15 (Local Government Puposes)	Stables Residential Investigation
Lot 41 SP164619	Mr PJ Taylor and Mrs GF Taylor	41 Station Road, Booval Qld 4304	Major Centres/Residential Medium Density	Major Centres
Lot 1 SP165816	Krenview Pty Ltd	5 Hamilton Street, Booval Qld 4304	Major Centres/Residential Medium Density	Major Centres
Lot 19 9864259	Ipswich City Council Program 30	15 Ascot Street, Goodna, Qld 4300	Recreation	Recreation – Shifting Boundaries to the northern side.
Lot 2 SP164612	Kelly Consolidated Pty Ltd As Trustee	Lot 2 Deebling Creek Connection Road, Deebling Heights Qld 4306	Recreation	Recreation – Shifting Boundaries to the eastern side.

RPD	OWNER	LOCATION	CURRENT ZONE	PROPOSED ZONE
Lot 24 SP173888	Mr J A Clarry	13 Welsby Street, North Booval Qld 4304	Character Housing Mixed Density/Residential Medium Density	Character Housing Mixed Density
Lot 17 SP173894	Mrs T R Gill and Mr S J Gill	1A Briggs Road, Ipswich Qld 4305	Character Housing Low Density/Character Housing Low Density (Sub Area 4)	Character Housing Low Density
Lot 29 SP174711	Ipswich City Council Program 21	4 Moriarty Lane, Marburg Qld 4346	Township Residential/Special Uses 70 (Park, Recreation and Community Uses)	Special Uses 70 (Park, Recreation and Community Uses)

**Table 4B – Zoning Map Changes for Synergy Park Estate**

AREA	KEY ISSUE	EXPLANATION	RECOMMENDED AMENDMENTS
Synergy Park Estate (See Attachment F – Map 1)	Mismatch between actual lot configurations and zoning boundaries.	The buffer area zoning along the western edge of the Synergy Park Estate does not conform to the ‘final’ reconfiguration layout. It is considered that the zoning boundaries should match the actual lot layout.	That the RBB zoning boundary be amended to match the actual lot boundaries, as shown in Map 2 of Attachment F.

**Deleted:** Table 5 – Proposed Amendments to Ipswich Planning Scheme Policies ¶  
 ¶  
 No ... [1]



No	Section/ Clause No.	Key Issue	Explanation	Recommendation
	<b>PLANNING SCHEME POLICIES</b>			
P-1	PSP 3-General Works, Part 9. Page 3-46, 3-48, 3-50 and 3-52.	The headers are incorrectly labelled “Part 10 Sewerage Reticulation Construction”. They should be Part 9 – Stormwater Drainage Construction.	The headers on the pages do not display the correct section on the page beneath to which it should be referring.	The headers should be “Planning Scheme Construction”.

No	Section/ Clause No.	Key Issue	Explanation	Recommendation
P-2	PSP 3 – General Works, Part 7, Clause 7.2.1 (1)  PSP 3, Part 13, Clause 13.1.2 (4)	Developers are attempting to substitute their own consultants to certify municipal construction works.	Planning and Development engineering staff are concerned with the trend/attempts of developers trying to install their own staff in the role of the Consultant who supervises and certifies intended municipal construction works.  This represents a very clear conflict of interest and is definitely not in the interests of Council, as in the role of auditors ICC is heavily dependent on independent and unbiased design and supervision.	That clause be deleted from the following:  “The Council shall not be responsible for the independence of the consultants or the consultants’ fees or the costs of the consultants’ services.”
P-3	PSP 5 - Infrastructure	Recent amendments to IPA cast some doubt about the ability to use the “Register of General Charges” to set the infrastructure contributions ‘unit rates’.	It has recently come to Council’s attention that Section 2.1.8 of the Integrated Planning Act (IPA) has been amended by inserting a new subsection (2) as follows – “(2) A planning scheme policy must not apply, adopt or incorporate another document prepared by the local government.”  The effect of this Amendment to IPA is to cast some doubt about Council’s ability to use the Register of General Charges as the document containing the ‘unit charge’ for infrastructure contributions.  Rather than debate the validity or otherwise of the ‘unit charge’ concept as outlined in Planning Scheme Policy 5 – Infrastructure, it is considered more prudent to amend the current policy to ‘remove any doubt’ about the ‘unit charge’ concept.  To ensure that the indexing process is still streamlined, it is considered appropriate to – nominate the relevant unit charges in the Policy; introduce a deemed annual indexing formula in the Policy (thus removing the need for a Schedule 3 Amendment under the IPA to simply index a contribution rate); and within a note box refer, for convenience only, readers to the Register of General Charges which outlines the current year’s unit charges.  It is also considered appropriate that for these policies (which are currently in force until March 2006) that reference to the land valuation index be deleted and that the capital cost of infrastructure(including land acquisition costs) that is represent by	It is recommended that Council Amend Clause 2.1.8 of the IPA to delete the reference to the Register of General Charges for the City of Brisbane (Infrastructure Contributions Policy) from the list of documents to be inserted in the Register of General Charges.  Delete the reference to the Register of General Charges from the list of documents to be inserted in the Register of General Charges. The infrastructure contributions policy for the infrastructure contributions policy are as follows:  Table 2.5.1 Infrastructure Contributions Infrastructure Contributions Water Supply Sewerage Roadworks Public Parks Local Council Infrastructure  The infrastructure contributions policy is deemed to be a deemed contribution policy applying to the City of Brisbane and the base year is 2006.

No	Section/ Clause No.	Key Issue	Explanation	Recommendation
			<p>the 'unit charge' is only indexed annually by applying the Consumer Price Index.</p> <p>(NB: The use of the \$1.00 rate for Roadworks and Public Parks Infrastructure in Table 12.5.1 is based on Council's adoption of the amended Parks Infrastructure embellishment costs as per item P-4 below and the road project revisions and updated cost estimates as per item 6-10 below).</p>	<p>formula:</p> $SC = \frac{C}{C_0} \times \frac{X}{X_0}$ <p>where</p> <p>C = the relevant index made.</p> <p>X = the City of the date of</p> <p>Y = the City of</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Note</p> <p>For conversion of infrastructure Government</p> </div> <p>3. A deleting the Charges' 2.5 (9) and</p>
P-4	PSP 5 – Infrastructure, Division 6 and Appendix 6	Updating Infrastructure Charges relating to parkland embellishment	By report dated 4 January 2005 (see Attachment G) the Conservation, Parks and Sport Manager has recommended increases to the Parks Infrastructure unit rates to take account of revised cost estimates carried out by Rawlinsons (Construction Cost Planners).	That Plan Appendix the Conservation (see Attachment

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No	Section/ Clause No.	Key Issue	Explanation	Recommendation
P-5	PSP3 - General Works, Standard Drawings	Updates and minor amendments to Standard Drawings for Parks Infrastructure	By report dated 4 January 2005 (see Attachment H) the Conservation, Parks and Sport Manager has recommended a series of minor amendments and updates to the Standard Drawings for Park Infrastructure.	That the S in the report 4 January
P-6	PSP 5 – Infrastructure Map A6.1	Proposed amendment to Rosewood/ Thagoona Parks Infrastructure Contributions Sector boundaries.	By report dated 4 January 2005 (see Attachment H) the Conservation, Parks and Sport Manager has recommended an amendment to the boundaries for the Rosewood and Thagoona Parks Infrastructure Contribution Sector boundaries to take account of recent development activity adjoining Rosewood Township.	That Map Conservation (see Attachment
P-7	PSP 3 – General Works, Part 7 – General Construction Division 1 Page 3-35	Electricity Reticulation and Telecommunications Infrastructure	The General Works Policy would benefit from the inclusion of new provisions regarding electricity reticulation and telecommunications infrastructure (including installation of 'spare' conduits) to match Council's current conditions in relation to these matters.	That the f 7.1.7 E (1) E reticulation City Court (2) C electricity

No	Section/ Clause No.	Key Issue	Explanation	Recommendation
				<p>7.1.8 T (1) E telecomm accordanc this plann NOTE 7.1 Telecomm (high-spee</p> <p>(2) (C provided t connectio (b) T and includ (3) (C available, diameter v drawstring notification (b) T (i) l same dept provider f conduits; (ii) p period, by shown on a Local G (4) E with Ipsw telephone</p> <p>NOTE 7.1 Documen authorised telephone and dating</p>
P-8 PSP	3 – General Works, Part 7, Division 2, Clause 7.2.8 (2) Page 3-36	Reference to burning combustible materials.	Former practices relating to on-site burning of combustible materials are no longer allowed, therefore reference to this practice should be removed.	That the f burnt”.
P-9 PSP	5 – Infrastructure Appendix 1 Page 5-43	Typographical error	Typographical error	That the a opposite t
P-10 PSP	5 – Infrastructure Appendix 5 Page 5-50	Updating roadworks infrastructure charges	By report dated 6 January 2005 (see Attachment I) the Works Department has recommended changes to the roadworks infrastructure charges to take account of road project revisions and updated cost estimates.	That Tabl report by Attachme

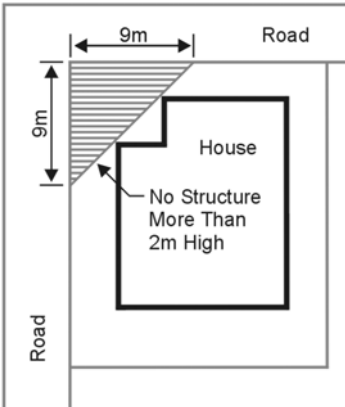
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No	Section/ Clause No.	Key Issue	Explanation	Recommendation
P-11 PSP	3 – General	Amendments to Standard	By report dated 6 January 2005 (see Attachment J) the Works Department have recommended amendments to the standard	That the S in the rep

No	Section/ Clause No.	Key Issue	Explanation	Recommendation
	Works, Standard Drawings	Engineering Drawings	engineering drawings involving:– an additional standard drawing relating to bus indents; the deletion of the existing standard drawings for bus stop signs and sewerage pump stations; and minor changes to some existing standard drawings for roadworks and water reticulation.	2005 (see

## Attachment B

**Table 12.6.1: Specific Outcomes, Acceptable Solutions and Probable Solutions for Single Residential Uses on Lots 450m<sup>2</sup> or more in area.**

Column 1 Specific Outcomes	Column 2 Acceptable/Probable Solutions																																						
<p><b>Design and Siting of Buildings and Structures</b></p> <p>(1) The location of a building or structure facilitates an acceptable streetscape, appropriate for—</p> <ul style="list-style-type: none"><li>(a) the bulk of the building or structure; and</li><li>(b) the road boundary setbacks of neighbouring buildings or structures; and</li><li>(c) the outlook and views of neighbouring residents; and;</li><li>(d) the physical characteristics of the site and its surrounds; and;</li><li>(e) nuisance and safety to the public.</li></ul> <p><b>Diagram A</b></p> 	<p><b>Design and Siting of Buildings and Structures</b></p> <p>(1) (a) There are no requirements for structures, other than swimming pools, less than 1m above natural ground.</p> <p>(b) For a dwelling, garage or a carport the minimum road setback is 6m.</p> <p>(c) No building or structure over 2m high is built within a 9m by 9m truncation at the corner of the 2 road frontages (Refer to Diagram A).</p> <p>(d) For open carports, the minimum road setback may be less than required by (1)(b) or (c) above if—</p> <ul style="list-style-type: none"><li>(i) the maximum width of the carport does not exceed 3m, excluding an eaves overhang of 600mm maximum; and</li><li>(ii) the building height of the carport does not exceed 4.5m.</li></ul> <p>(e) For structures the minimum road setbacks are as for (1)(b), (c), and (d) above, except for—</p> <ul style="list-style-type: none"><li>(i) swimming pools where the minimum distance from the water to the road frontage is—<ul style="list-style-type: none"><li>(A) where the vertical distance to the coping above the finished ground level is not more than 1.2m – a setback of 1.5m; or</li><li>(B) where a solid wall at least 1.5m high above the coping is constructed between the water and the road frontage – no setback requirement; and</li></ul></li><li>(ii) screens/fences not more than 2m high; and</li><li>(iii) roofed gatehouses and arches having—<ul style="list-style-type: none"><li>(A) a maximum area of 4m²; and</li><li>(B) not more than 2m wide elevation to the street; and</li><li>(C) not more than 3m in height.</li></ul></li></ul>																																						
<p>(2) Buildings and structures—</p> <ul style="list-style-type: none"><li>(a) provide adequate daylight and ventilation to habitable rooms; and;</li><li>(b) allow adequate light and ventilation to habitable rooms of buildings on adjoining lots; and</li><li>(c) are compatible with the physical characteristics of the site and its surrounds.</li></ul> <p><b>Table A</b></p> <table><tr><th rowspan="2">Road Frontage (in metres)</th><th colspan="2">Side and Rear Boundary Clearances</th></tr><tr><th colspan="2">Building Height (in metres)</th></tr><tr><th></th><th>4.5 or less</th><th>4.5 to 7.5</th></tr><tr><td>14.501 — 15.000</td><td>1.425</td><td>1.900</td></tr><tr><td>14.001 — 14.500</td><td>1.350</td><td>1.800</td></tr><tr><td>13.501 — 14.000</td><td>1.275</td><td>1.700</td></tr><tr><td>13.001 — 13.500</td><td>1.200</td><td>1.600</td></tr><tr><td>12.501 — 13.000</td><td>1.125</td><td>1.500</td></tr><tr><td>12.001 — 12.500</td><td>1.050</td><td>1.400</td></tr><tr><td>11.501 — 12.000</td><td>0.975</td><td>1.300</td></tr><tr><td>11.001 — 11.500</td><td>09.00</td><td>1.200</td></tr><tr><td>10.501 — 11.000</td><td>0.825</td><td>1.100</td></tr><tr><td>10.500 or less</td><td>0.750</td><td>1.000</td></tr></table>	Road Frontage (in metres)	Side and Rear Boundary Clearances		Building Height (in metres)			4.5 or less	4.5 to 7.5	14.501 — 15.000	1.425	1.900	14.001 — 14.500	1.350	1.800	13.501 — 14.000	1.275	1.700	13.001 — 13.500	1.200	1.600	12.501 — 13.000	1.125	1.500	12.001 — 12.500	1.050	1.400	11.501 — 12.000	0.975	1.300	11.001 — 11.500	09.00	1.200	10.501 — 11.000	0.825	1.100	10.500 or less	0.750	1.000	<p>(2) (a) There are no requirements for structures, other than swimming pools, less than 1m above natural ground.</p> <p>(b) The side and rear boundary clearance for a part of the building or structure on a lot with a road frontage greater than 15m is—</p> <ul style="list-style-type: none"><li>(i) where the height of that part is 4.5m or less - 1.5m; and</li><li>(ii) where the height of that part is greater than 4.5m but not more than 7.5m – 2m; and</li><li>(iii) where the height is greater than 7.5m – 2m plus 0.5m for every 3m or part exceeding 7.5m.</li></ul> <p>(c) For a rectangular or near rectangular narrow lot with a 15m or less frontage, the minimum side and rear setbacks for that part are—</p> <ul style="list-style-type: none"><li>(i) where the height is not more than 7.5m – in accordance with Table A; and</li><li>(ii) where the height is more than 7.5m – 2m plus 0.5m for every 3m or part of 3m by which the height exceeds 7.5m.</li></ul> <p>(d) Structures may be exempted from (2)(b) and (c) above, where—</p> <ul style="list-style-type: none"><li>(i) a screen or fence is not more than 2m high; or</li><li>(ii) a pergola or other structure which is—<ul style="list-style-type: none"><li>(A) not enclosed by walls or roofed; and</li><li>(B) not more than 2.4m in height at the boundary; and</li><li>(B) primarily ornamental or for horticultural purposes.</li></ul></li></ul>
Road Frontage (in metres)		Side and Rear Boundary Clearances																																					
	Building Height (in metres)																																						
	4.5 or less	4.5 to 7.5																																					
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**Table 12.6.1 continued**

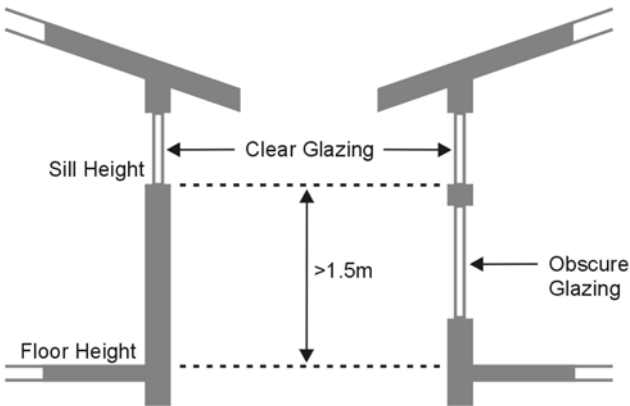
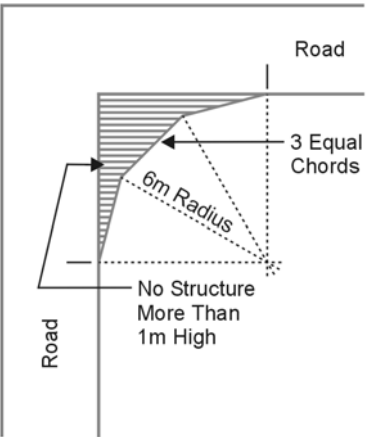
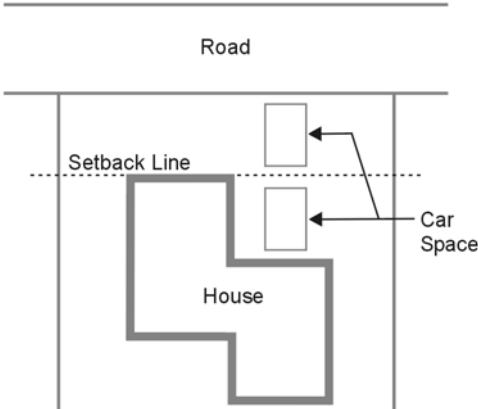
Column 1 Specific Outcomes	Column 2 Probable Solutions
	<p>(e) Class 10a buildings or parts may be within the boundary clearances nominated in (2)(b) and (c) above, where—</p> <ul style="list-style-type: none"> <li>(i) the height of a part within the boundary clearance is not more than 4.5m and has a mean height of not more than 3.5m; and</li> <li>(ii) the total length of all buildings for parts, of any class, within the boundary clearance is not more than 9m along any one boundary; and</li> <li>(iii) the class 10a buildings or parts within the boundary clearance are located no closer than 0.9m to a window in a habitable room of an adjoining dwelling.</li> </ul>
<p>(3) Adequate open space is provided for recreation, service facilities and landscaping.</p>	<p>(3) The maximum area covered by all buildings and structures roofed with impervious materials, does not—</p> <ul style="list-style-type: none"> <li>(a) exceed 60% of the lot area for lots 600m<sup>2</sup> or less in area; or</li> <li>(b) exceeds 50% of the lot area for lots greater than 600m<sup>2</sup> in area.</li> </ul>
<p>(4) The height of a building is not to unduly—</p> <ul style="list-style-type: none"> <li>(a) overshadow adjoining houses; and</li> <li>(b) obstruct the outlook from adjoining lots.</li> </ul>	<p>(4) For lot slopes—</p> <ul style="list-style-type: none"> <li>(a) up to 15%, the building height is not more than 8.5m; and</li> <li>(b) of 15% or more, the building height is not more than 10m.</li> </ul>
<p>(5) Buildings are sited and designed to provide adequate visual privacy for neighbours.</p> <p><b>Diagram B</b></p>  <p>Window Openings for Visual Privacy</p>	<p>(5) Where the distance separating a window or balcony of a Class 1 building from the side or rear boundary is less than 1.5m—</p> <ul style="list-style-type: none"> <li>(a) a permanent window and a balcony has a window/balcony screen extending across the line of sight from the sill to at least 1.5m above the adjacent floor level; or</li> <li>(b) a window has a sill height more than 1.5m above the adjacent floor level; or</li> <li>(c) a window has obscure glazing below 1.5m (Refer to Diagram B).</li> </ul>
<p>(6) The location of a building or structure facilitates normal building maintenance.</p>	<p>(6) (a) A wall which is 1m or more above natural ground, is—</p> <ul style="list-style-type: none"> <li>(i) set back a minimum of 750mm from the side or rear boundary; or</li> <li>(ii) where less than 750mm to the boundary, maintenance free.</li> </ul> <p>(b) There are no requirements for structures, other than swimming pools, less than 1m above natural ground.</p> <p><b>NOTE 1</b></p> <p>Examples of maintenance free:</p> <ul style="list-style-type: none"> <li>(1) Unpainted or untreated masonry.</li> <li>(2) Prefinished steel sheeting.</li> </ul>

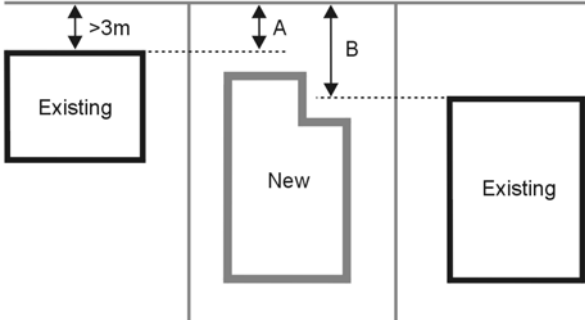


Table 12.6.1 continued

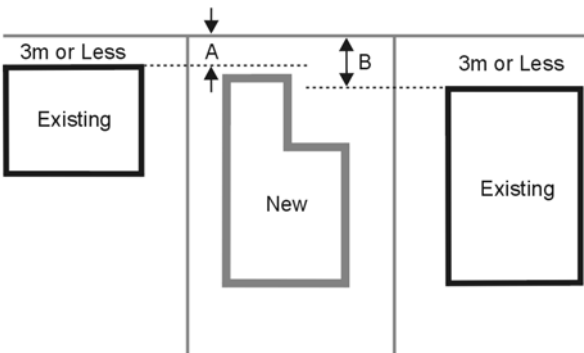
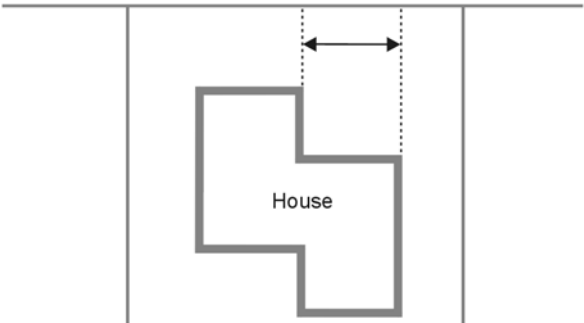
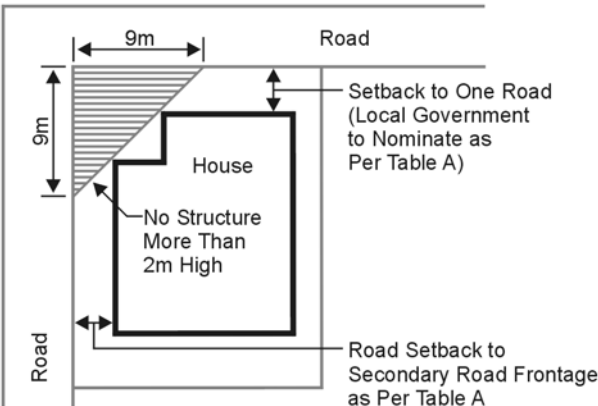
Column 1 Specific Outcomes	Column 2 Probable Solutions
<p>(7) The size and location of structures on corner sites provide for adequate sight lines.</p> <p><b>Diagram C</b></p> 	<p>(7) Fences, screens, retaining walls and other structures are not more than 1m high within a truncation made by 3 equal chords of a 6m radius curve at the corner of the 2 road frontages (Refer to Diagram C).</p>
<p><b>On Site Car Parking</b></p> <p>(8) Sufficient space is provided for on-site carparking to satisfy the projected needs of residents and visitors, whilst having regard to—</p> <ul style="list-style-type: none"> <li>(a) the availability of public transport; and</li> <li>(b) the availability of on-street parking; and</li> <li>(c) the desirability of on-street parking in respect to the streetscape; and</li> <li>(d) the likely parking needs of residents.</li> </ul> <p><b>Diagram D</b></p> 	<p><b>On Site Car Parking</b></p> <p>(8) (a) Space is provided for parking two vehicles on the lot.</p> <p>(b) Space allocated for uncovered parking is a minimum of 4.9m by 2.6m wide per vehicle.</p> <p>(c) Car Parking spaces maybe in tandem, provided one space is behind the road setback required under (1) above (see Diagram D).</p>
<p>(9) Dwellings are provided with physical access and connection to a constructed road.</p>	<p>(9) The lot has physical access to a sealed road or a 'constructed road on the maintenance list'.</p>
<p>(10) Dwellings are provided with, either on site, or via connection to an external network—</p> <ul style="list-style-type: none"> <li>(a) a potable water supply;</li> <li>(b) effluent treatment and disposal;</li> <li>(c) solid waste storage and disposal;</li> <li>(d) stormwater drainage; and</li> <li>(e) power generation.</li> </ul>	<p>(10) (a) The lot is connected to a reticulated sewerage network or is capable of providing for on site effluent treatment and disposal in accordance with the Standard Sewerage Law and the On Site Sewerage Code.</p> <p>(b) Where the land is situated within a Residential Zone, the lot is connected to a reticulated water supply network.</p> <p>(c) The lot is connected to a reticulated electricity network.</p>

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**Table 12.6.2: Specific Outcomes, Acceptable Solutions and Probable Solutions for Single Residential Uses on Lots under 450m<sup>2</sup> in area.**

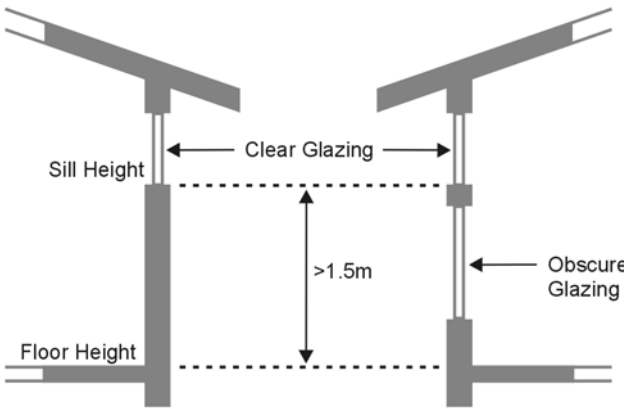
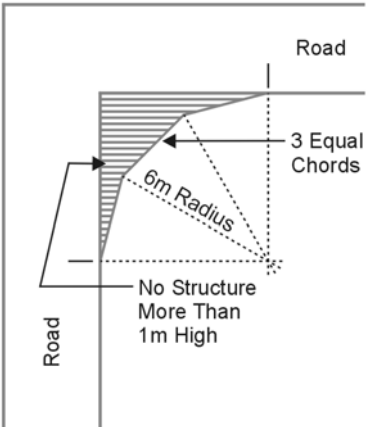
Column 1 Specific Outcomes	Column 2 Acceptable/Probable Solutions									
<b>Design and Siting of Buildings and Structures</b> <p>(1) The location of a building or structure facilitates an acceptable streetscape, appropriate for—</p> <p>(f) the bulk of the building or structure; and</p> <p>(g) the road boundary setbacks of neighbouring buildings or structures; and</p> <p>(h) the outlook and views of neighbouring residents; and;</p> <p>(i) the physical characteristics of the site and its surrounds; and;</p> <p>(j) nuisance and safety to the public.</p> <p><b>Diagram A</b></p> <p>Where B Less A is Not More Than 2m Setback = Any Distance at or Between A and B</p> 	<b>Design and Siting of Buildings and Structures</b> <p>(1) (a) There are no requirements for structures, other than swimming pools, less than 1m above natural ground.</p> <p>(b) For a dwelling the minimum road setback is—</p> <p>(i) as in Table A; or</p> <table border="1"><caption>TABLE A</caption><tr><th>Street Type</th><th>Minimum Setback from Nominated Road Frontage (m)</th><th>Minimum setback to Secondary Road Frontage (m)</th></tr><tr><td>Access place and Access street</td><td>3.0</td><td>1.0</td></tr><tr><td>Collector street</td><td>4.0</td><td>2.0</td></tr></table> <p>(ii) where there are existing dwellings on both adjoining lots and at least one of the dwellings is setback from the road between 3m and 6m, and the difference between their road setbacks is—</p> <p>(A) not more than 2m— a distance at or between the two dwellings (See Diagram A); or</p> <p>(B) more than 2m— the average of the road setbacks of the adjacent dwellings (See Diagram B).</p> <p>(iii) where adjacent buildings have road setbacks of 3m or less – any distance at or between the setbacks (see Diagram C).</p> <p>(c) For a garage or carport the minimum road setback is—</p> <p>(i) as for (1)(b) above; and</p> <p>(ii) for a rectangular or near rectangular lot, the elevational dimension of openings facing the street is the lesser of 6m or 50% of the street frontage. (See Diagram D).</p> <p>(d) For a corner lot the minimum road setback is as for (1)(b), and (c) (i) and (ii) above, except no building or structure over 2m high is built within a 9m by 9m truncation at the corner of the 2 road frontages (See Diagram E).</p> <p>(e) For structures, the minimum road setbacks are as for (1)(b), (c), and (d) above, except for—</p> <p>(i) swimming pools where the minimum distance from the water to the road frontage is—</p> <p>(A) where the vertical distance to the coping above the finished ground level is not more than 1.2m – a setback of 1.5m; or</p> <p>(B) where a solid wall at least 1.5m high above finished ground level is constructed between the water and the road frontage – no requirement.</p> <p>(ii) screen/fences not more than 2m high; and</p> <p>(iii) roofed gatehouses and arches having a—</p> <p>(A) maximum area of 4m<sup>2</sup>; and</p> <p>(B) not more than 2m wide elevation to the street; and</p> <p>(C) not more than 3m in height.</p>	Street Type	Minimum Setback from Nominated Road Frontage (m)	Minimum setback to Secondary Road Frontage (m)	Access place and Access street	3.0	1.0	Collector street	4.0	2.0
Street Type	Minimum Setback from Nominated Road Frontage (m)	Minimum setback to Secondary Road Frontage (m)								
Access place and Access street	3.0	1.0								
Collector street	4.0	2.0								

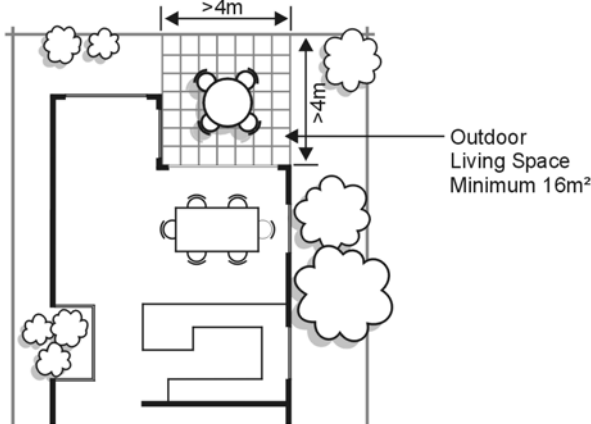
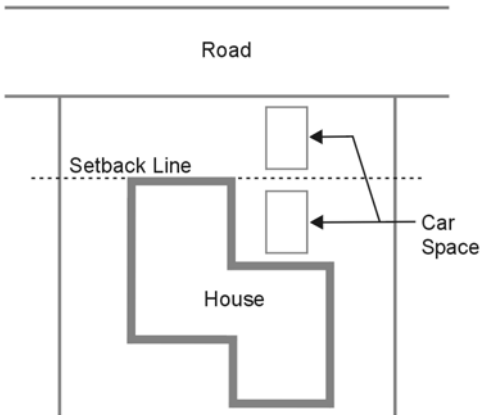
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<div>Column 1</div> <div>Specific Outcomes</div>	<div>Column 2</div> <div>Acceptable/Probable Solutions</div>
<p><b>Diagram C</b></p> <p>Setback = Average Distance at or Between A and B      Road</p>  <p><b>Diagram D</b></p> <p>Face of Garage or Carport Openings Lesser of Maximum 6m or 50% Frontage      Road</p>  <p><b>Diagram E</b></p> 	

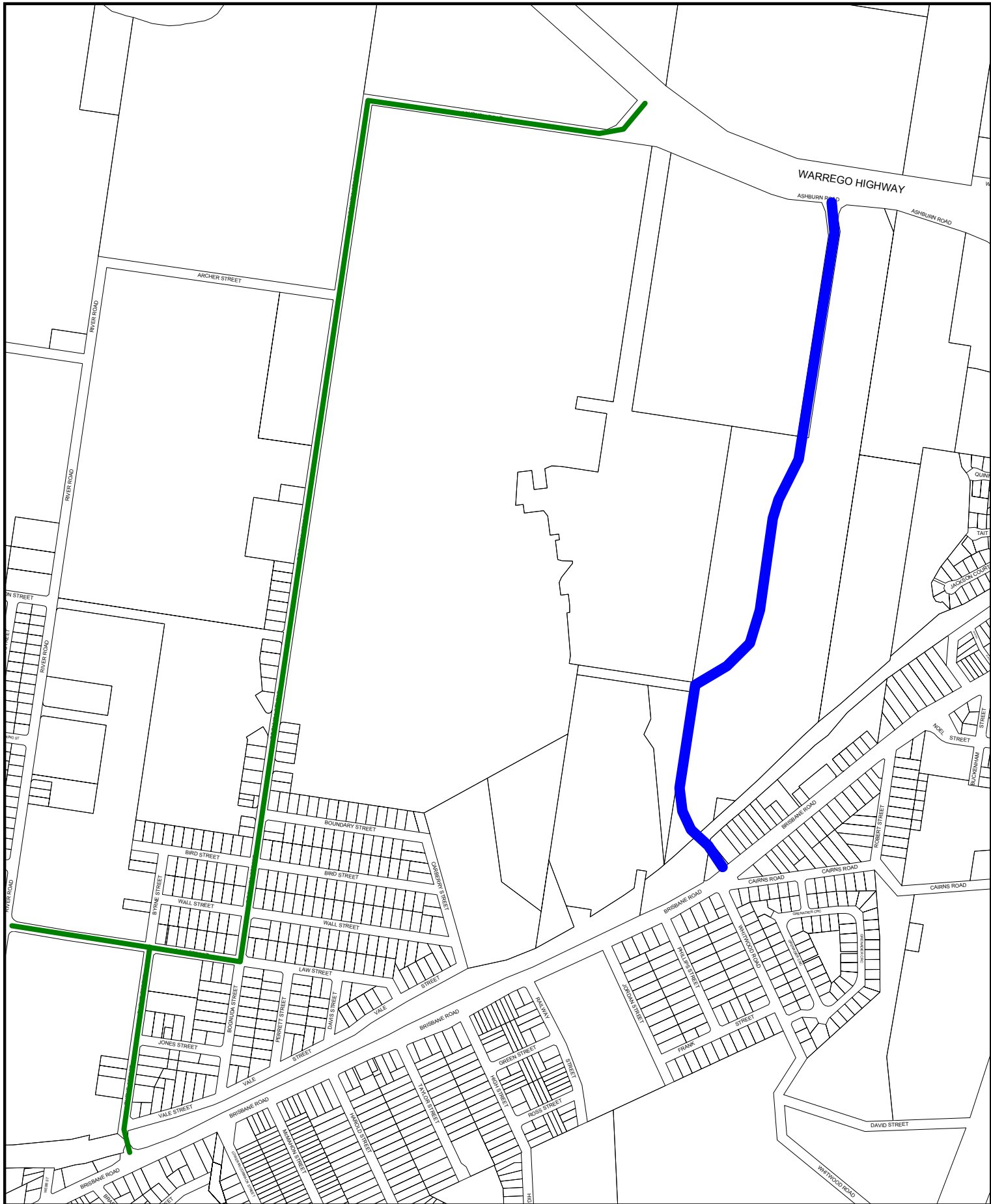
Column 1 Specific Outcomes	Column 2 Acceptable/Probable Solutions																																						
<p>(2) Buildings and structures—</p> <p>(d) provide adequate daylight and ventilation to habitable rooms; and</p> <p>(e) allow adequate light and ventilation to habitable rooms of buildings on adjoining lots.</p> <p><b>Table B</b></p> <table><tr><th rowspan="2">Road Frontage (in metres)</th><th colspan="2">Side and Rear Boundary Clearances</th></tr><tr><th colspan="2">Building Height (in metres)</th></tr><tr><th></th><th>4.5 or less</th><th>4.5 to 7.5</th></tr><tr><td>14.501 — 15.000</td><td>1.425</td><td>1.900</td></tr><tr><td>14.001 — 14.500</td><td>1.350</td><td>1.800</td></tr><tr><td>13.501 — 14.000</td><td>1.275</td><td>1.700</td></tr><tr><td>13.001 — 13.500</td><td>1.200</td><td>1.600</td></tr><tr><td>12.501 — 13.000</td><td>1.125</td><td>1.500</td></tr><tr><td>12.001 — 12.500</td><td>1.050</td><td>1.400</td></tr><tr><td>11.501 — 12.000</td><td>0.975</td><td>1.300</td></tr><tr><td>11.001 — 11.500</td><td>0.900</td><td>1.200</td></tr><tr><td>10.501 — 11.000</td><td>0.825</td><td>1.100</td></tr><tr><td>10.500 or less</td><td>0.750</td><td>1.000</td></tr></table>	Road Frontage (in metres)	Side and Rear Boundary Clearances		Building Height (in metres)			4.5 or less	4.5 to 7.5	14.501 — 15.000	1.425	1.900	14.001 — 14.500	1.350	1.800	13.501 — 14.000	1.275	1.700	13.001 — 13.500	1.200	1.600	12.501 — 13.000	1.125	1.500	12.001 — 12.500	1.050	1.400	11.501 — 12.000	0.975	1.300	11.001 — 11.500	0.900	1.200	10.501 — 11.000	0.825	1.100	10.500 or less	0.750	1.000	<p>(2) (a) There are no requirements for structures, other than swimming pools, less than 1m above natural ground.</p> <p>(b) The side and rear boundary clearance for a part of the building or structure on a lot with a road frontage greater than 15m is—</p> <p>(i) where the height of that part is 4.5m or less -1.5m; and</p> <p>(ii) where the height of that part is greater than 4.5m but not more than 7.5m – 2m; and</p> <p>(iii) where the height is greater than 7.5m – 2m plus 0.5m for every 3m or part exceeding 7.5m.</p> <p>(c) For a rectangular or near rectangular narrow lot with a 15m or less frontage, the minimum side and rear setbacks for that part are—</p> <p>(i) where the height is not more than 7.5m – in accordance with Table B; and</p> <p>(ii) where the height is more than 7.5m – 2m plus 0.5m for every 3m or part of 3m by which the height exceeds 7.5m.</p> <p>(d) Structures may be exempted from (2)(b) and (c) above, where—</p> <p>(i) a screen or fence is not more than 2m high; or</p> <p>(ii) a pergola or other structure which is—</p> <ul style="list-style-type: none"><li>not enclosed by walls or roofed; and</li><li>not more than 2.4m in height at the boundary; and</li><li>primarily ornamental or for horticultural purposes.</li></ul> <p>(e) Class 10a buildings or parts may be within the boundary clearances nominated in (2)(b) and (c) where—</p> <p>(i) the height of a part within the boundary clearance is not more than 4.5m and has a mean height of not more than 3.5m; and</p> <p>(ii) the total length of all buildings or parts, or any class, within the boundary clearance is not more than 9m along any one boundary; and</p> <p>(iii) the class 10a buildings or parts within the boundary clearance are located no closer than 0.9m to a window in a habitable room of an adjoining dwelling.</p>
Road Frontage (in metres)		Side and Rear Boundary Clearances																																					
	Building Height (in metres)																																						
	4.5 or less	4.5 to 7.5																																					
14.501 — 15.000	1.425	1.900																																					
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10.501 — 11.000	0.825	1.100																																					
10.500 or less	0.750	1.000																																					
<p>(3) Adequate open space is provided for recreation, service facilities and landscaping.</p>	<p>(3) The maximum area covered by all buildings and structures roofed with impervious materials, does not exceed 60% of the lot area.</p>																																						
<p>(4) The height of a building is not to unduly—</p> <p>(c) overshadow adjoining houses; and</p> <p>(d) obstruct the outlook from adjoining lots.</p>	<p>(4) For lot slopes—</p> <p>(a) up to 15%, the building height is not more than 8.5m; and</p> <p>(b) of 15% or more, the building height is not more than 10m.</p>																																						
<p>(5) The frontage of dwellings and their entries are to address the street.</p>	<p>(5) (a) Dwellings address the street by presenting front doors and living room windows to the street.</p> <p>(b) Street frontage elevations are articulated by use of verandahs, balconies, bay windows, window hoods or wall offsets (minimum 1m deep).</p>																																						

Ta

<p>Column 1</p> <p>Specific Outcomes</p>	<p>Column 2</p> <p>Acceptable/Probable Solutions</p>
<p>(6) Buildings are sited and designed to provide adequate visual privacy for neighbours.</p> <p><b>Diagram F</b></p>  <p>Window Openings for Visual Privacy</p>	<p>(6) Where the distance separating a window or balcony of a Class 1 building from the side or rear boundary is less than 1.5m—</p> <ul style="list-style-type: none"> <li>(a) a permanent window and a balcony has a window/balcony screen extending across the line of sight from the sill to at least 1.5m above the adjacent floor level; or</li> <li>(b) a window has a sill height more than 1.5m above the adjacent floor level; or</li> <li>(c) a window has obscure glazing below 1.5m (See Diagram F).</li> </ul>
<p>(7) The location of a building or structure facilitates normal building maintenance.</p>	<p>(7) (a) A wall is—</p> <ul style="list-style-type: none"> <li>(i) set back a minimum of 750mm from the side or rear boundary; or</li> <li>(ii) where less than 750mm to the boundary, maintenance free.</li> </ul> <p>(b) There are no requirements for structures, other than swimming pools, less than 1m above natural ground.</p> <p><b>NOTE 1</b></p> <p>Examples of maintenance free:</p> <ul style="list-style-type: none"> <li>(1) Unpainted or untreated masonry.</li> <li>(2) Prefinished steel sheeting.</li> </ul>
<p>(8) The size and location of structures on corner sites provide for adequate sight lines.</p> <p><b>Diagram G</b></p> 	<p>(8) Fences, screens, retaining walls and other structures are not more than 1m high within a truncation made by 3 equal chords of a 6m radius curve at the corner of the 2 road frontages (See Diagram G).</p>

<p>Column 1</p> <p>Specific Outcomes</p>	<p>Column 2</p> <p>Acceptable/Probable Solutions</p>
<p><b>Outdoor Living Space</b></p> <p>(9) Outdoor living space having suitable size and slope is available to allow residents to extend their living activities outdoors.</p> <p><b>Diagram I</b></p> 	<p><b>Outdoor Living Space</b></p> <p>(9) (a) A dwelling has a clearly defined outdoor living space having—</p> <ul style="list-style-type: none"> <li>(i) an area of at least 16m<sup>2</sup>; and</li> <li>(ii) no dimension less than 4m; and</li> <li>(iii) access from a living area (see Diagram I).</li> </ul> <p>(b) The slope of the outdoor living space is not more than 1 in 10.</p>
<p><b>On Site Car Parking</b></p> <p>(10) Sufficient space is provided for on-site carparking to satisfy the projected needs of residents and visitors, whilst having regard to—</p> <ul style="list-style-type: none"> <li>(a) the availability of public transport; and</li> <li>(b) the availability of on-street parking; and</li> <li>(c) the desirability of on-street parking in respect to the streetscape; and</li> <li>(d) the likely parking needs of residents.</li> </ul> <p><b>Diagram J</b></p> 	<p><b>On Site Car Parking</b></p> <p>(10) (a) Space is provided for parking two vehicles on the lot and space has minimum dimensions as follows—</p> <ul style="list-style-type: none"> <li>(i) for a single uncovered parking space – 4.9m by 2.6m wide; and</li> <li>(ii) for a single covered parking space – 5m by 3m wide; and</li> <li>(iii) for a double covered parking space 5 by 5.5m wide; and</li> <li>(iv) for a single garage – 6m by 3m wide internally; and</li> <li>(v) for a double garage – 6m by 5.7m wide internally.</li> </ul> <p>(b) Car Parking spaces maybe in tandem, provided one space is behind the road setback required under (1) above (see Diagram J).</p>
<p>(11) Garages and carports are sited and designed so as not to dominate the street frontage.</p>	<p>(11) (a) Garages and carports are setback behind the main building facade.</p> <p>(b) Garages and carports are compatible with the design of the dwelling, particularly in terms of materials, detailing, colours and roof form.</p>





## IPSWICH CITY COUNCIL

50 South Street PO Box 1  
Ipswich Phone [REDACTED]  
Queensland 4305 Fax [REDACTED]  
Data Compiled by: Asset Information Management  
Department  
Phone: [REDACTED]

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## Attachment C - Map 1

### Legend

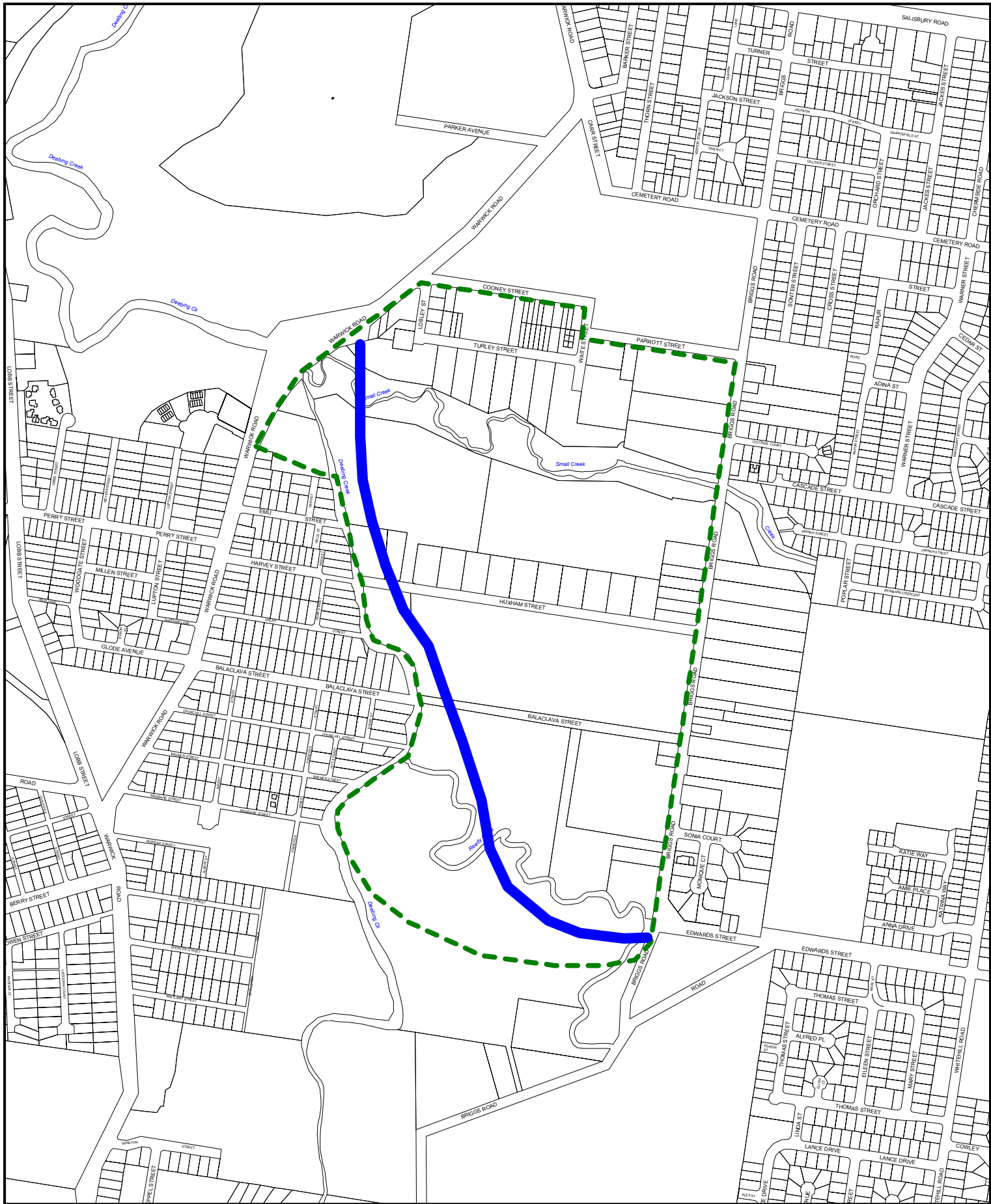
- Future Major Intersuburban Link
- Existing Major Intersuburban Link

Scale 1:10,000



Map Grid : Geocentric Datum  
of Australia (G.D.A.)  
Level Datum : Australian Height  
Datum (A.H.D.)  
Printed Date : 7/1/2005





**IPSWICH CITY COUNCIL**

50 South Street PO Box 191  
 Ipswich Phone [REDACTED]  
 Queensland 4305 Fax [REDACTED]  
 Data Compiled by: Asset Information Management Section, Works Department  
 Phone: [REDACTED]

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**Attachment C - Map 2**

**Legend**

——— Transport Corridor to be Preserved

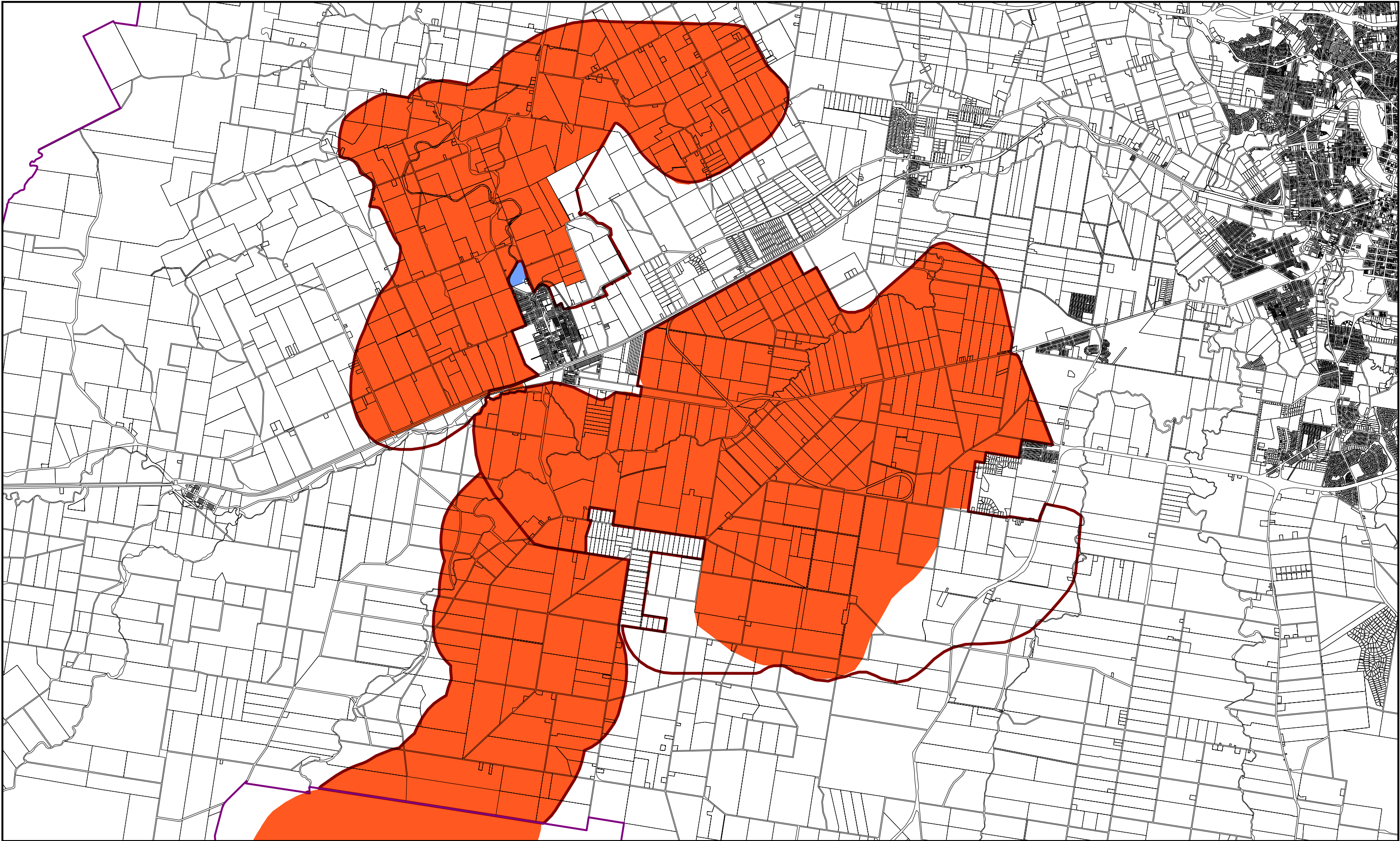
- - - Investigation Area

Scale 1:10,000

200 0 200 m

Map Grid : Geocentric Datum of Australia (G.D.A.)  
 Level Datum : Australian Height Datum (A.H.D.)  
 Printed Date : 7/1/2005







**IPSWICH CITY COUNCIL**  
50 South Street PO Box 101  
Ipswich Phone [REDACTED]  
Queensland 4305 Fax [REDACTED]  
Data Compiled by: Asset Information Management  
Section, Works Department  
Phone: [REDACTED]

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**Current and Amended Key Resource Areas - Attachment D Map 1**

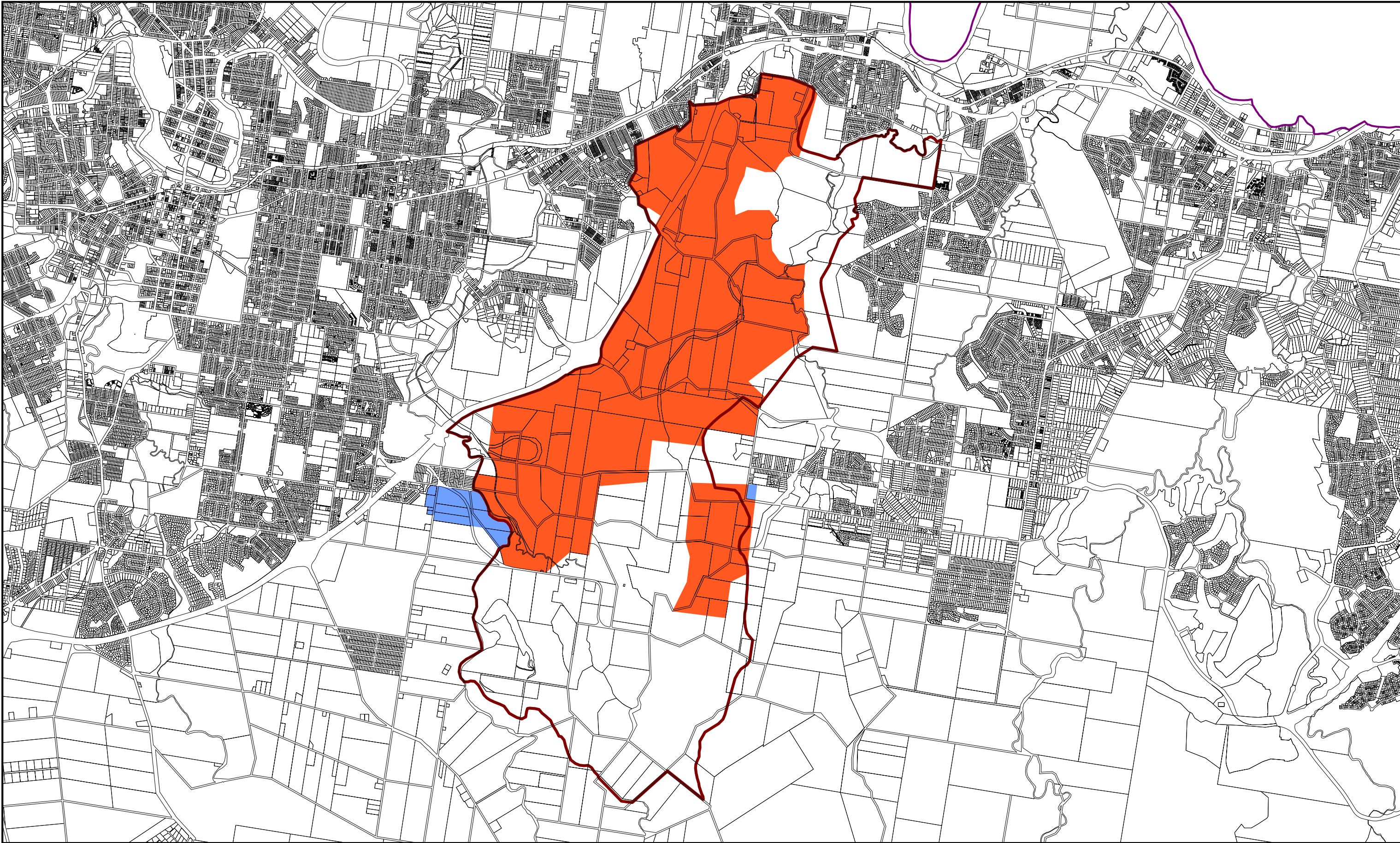
-  Current Key Resource Areas
-  ICC Planning Branch recommended Key Resource Areas
-  DNRM suggested additional Key Resource Areas


Map Grid : Geocentric Datum of Australia (G.D.A.)  
Level Datum : Australian Height Datum (A.H.D.)  
Printed Date : 11/01/2005



Scale 1:13,000  
1000 0 1000 m







**IPSWICH CITY COUNCIL**  
50 South Street PO Box 184  
Ipswich Phone: [REDACTED]  
Queensland 4305 Fax: [REDACTED]  
Data Compiled by: Asset Information Management  
Section, Works Department  
Phone: [REDACTED]

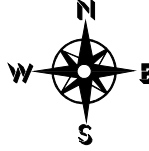
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**Current and Amended Key Resource Areas - Attachment D Map 2**

-  Current Key Resource Areas
-  ICC Planning Branch recommended Key Resource Areas
-  DNRM suggested additional Key Resource Areas

Map Grid : Geocentric Datum of Australia (G.D.A.)  
Level Datum : Australian Height Datum (A.H.D.)  
Printed Date : 11/01/2005



Scale 1:13,000





6 January 2005

## **MEMORANDUM**

TO: ACTING DEPUTY WORKS MANAGER

FROM: SENIOR ENGINEER

RE: PLANNING SCHEME AMENDMENT – OVERLAY MAP 5 FLOODING

---

### **INTRODUCTION:**

This is a report by the Senior Engineer dated 6 January 2005 concerning the amendments to the Overlay Map 5 of the current Ipswich IPA Planning Scheme.

### **BACKGROUND:**

The Ipswich IPA Planning Scheme includes Overlay Map 5 which shows flooding constraints. The current map has limitations and needs to be reviewed from time to time.

### **DISCUSSION:**

Since the adoption of the current Ipswich Planning Scheme in April 2004, some anomalies have been identified within the Overlay Map 5 Flooding layers. The issues relate to the accuracy of the topographic mapping and the mapping techniques used to plot the various flood lines. Although the various map layers are thoroughly checked, anomalies come to light from time to time. This is particularly the case where the land surrounding particular waterways is flat and it is hard to discern the flood flow paths that might affect existing or proposed development.

The following items are proposed to be included in the current planning scheme review:

1. Additional 1 in 100 flood mapping at Peak Crossing and Marburg as a result of further technical studies (refer *Attachment A & B* respectively)



Attachment A



Attachment B

2. Minor amendments to the 1 in 100 flood line which do not significantly impact on the affected properties within the following locations:

- Mihi Creek between Warrego Highway and Pine Mountain Road, Brassall  
(refer *Attachment C*)

- Tributary of Mihi Creek between North High Street and Fernvale Road, Brassall (refer *Attachment D*);

- Bremer River at Rosewood, east of Coveney Road (refer *Attachment E*);



Attachment C



Attachment D



Attachment E

3. Minor amendments to the 1 in 20 development line in the upper reaches of Woogaroo Creek and Bundamba Creeks that do not significantly impact the affected properties as per the Attachments F & G respectively.



Attachment F



Attachment G

4. Changes in the form of the urban stormwater flow path line work from continuous to dashed to conform with the wording of the Planning Scheme.

5. Minor adjustments to the urban stormwater flow path line work to better represent the urban stormwater flow paths that might affect existing or proposed development. Attachment H shows a sample map of the amendments and Attachment I gives the list of affected and benefited properties.



Attachment H



Attachment I

Since the adoption of the Planning Scheme, the author and staff of the Asset Information Management Section have carried out considerable cross checking of these layers to improve the quality of these datasets. This checking will continue as better surveys, mapping and further flood studies are undertaken.

### **RECOMMENDATION:**

It is recommended that the amendments to Overlay Map 5 proposed in this report be included in the current planning scheme review.

  
**SENIOR ENGINEER**

I concur with the recommendations contained in this report.

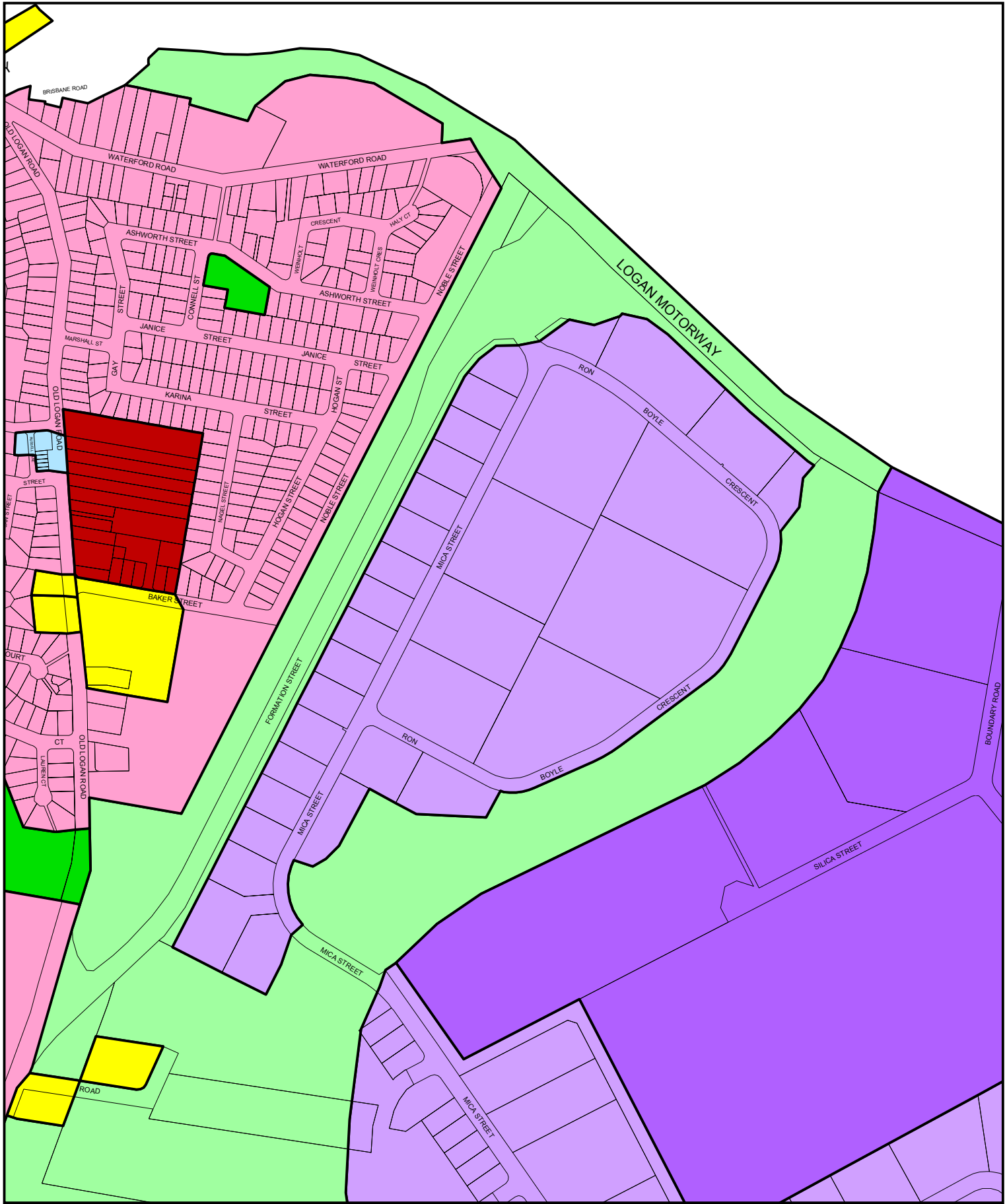
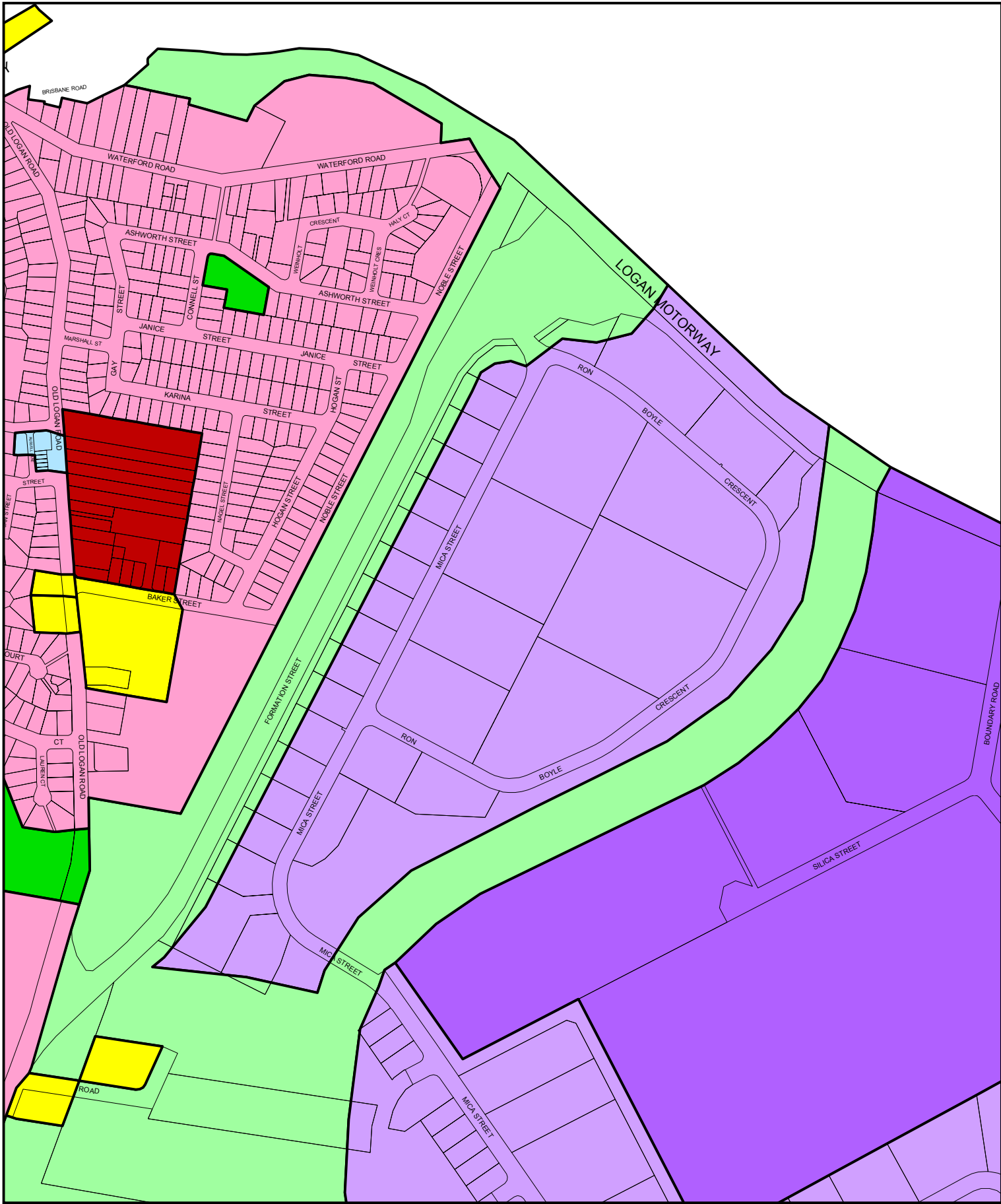
  
**A/DEPUTY WORKS MANAGER**



I concur with the recommendations contained in this report.



**WORKS MANAGER**



**IPSWICH CITY COUNCIL**  
 50 South Street PO Box 101  
 Ipswich Phone [REDACTED]  
 Queensland 4305 Fax [REDACTED]  
 Data Compiled by: Asset Information Management  
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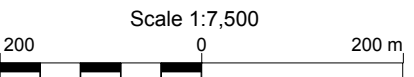
**Current Synergy Zoning 2004**

- Regional Business & Industry
- Regional Business & Industry Buffer
- Recreation
- Local Retail and Commercial
- Residential Low Density
- Special Uses
- Residential Medium Density

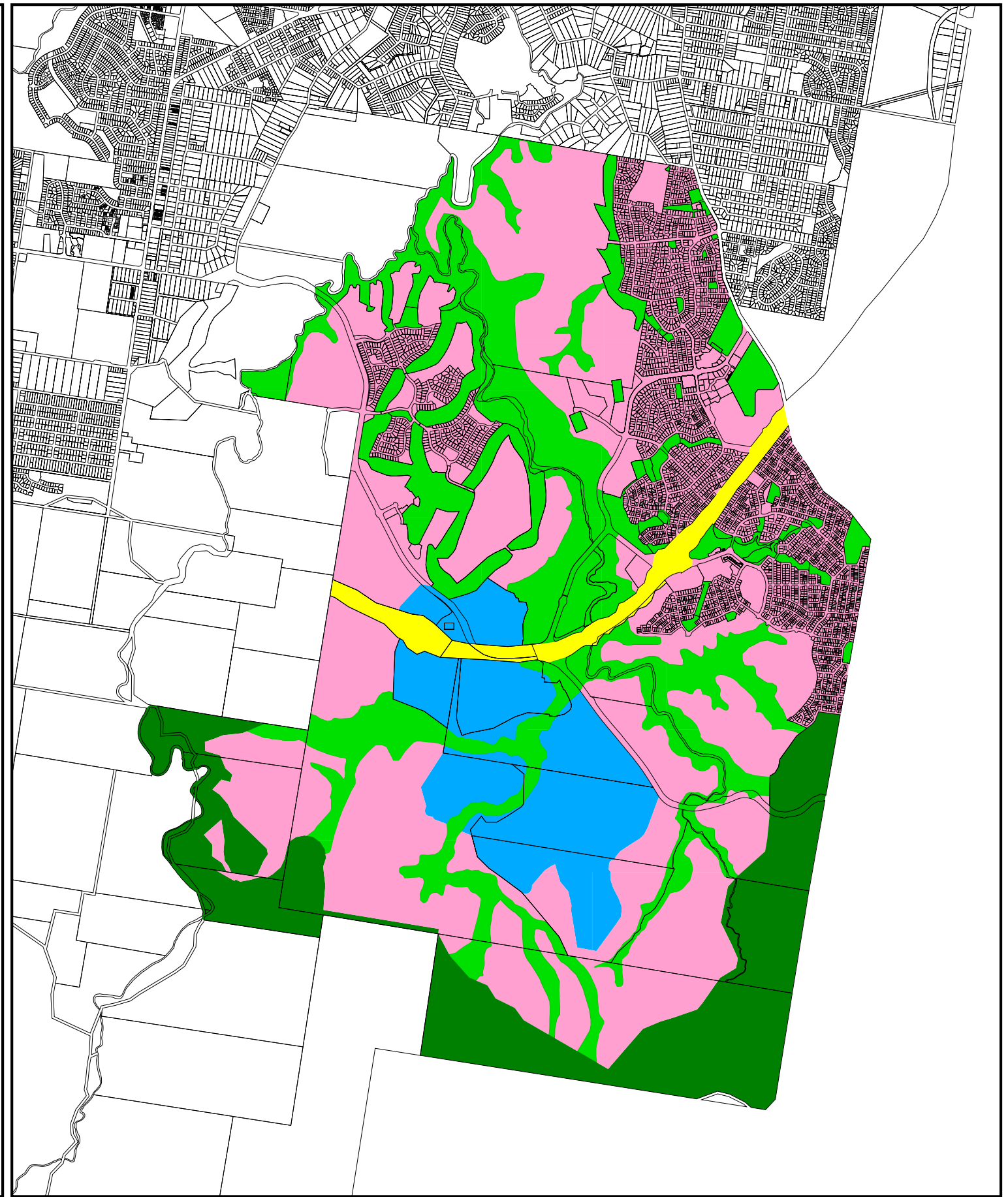
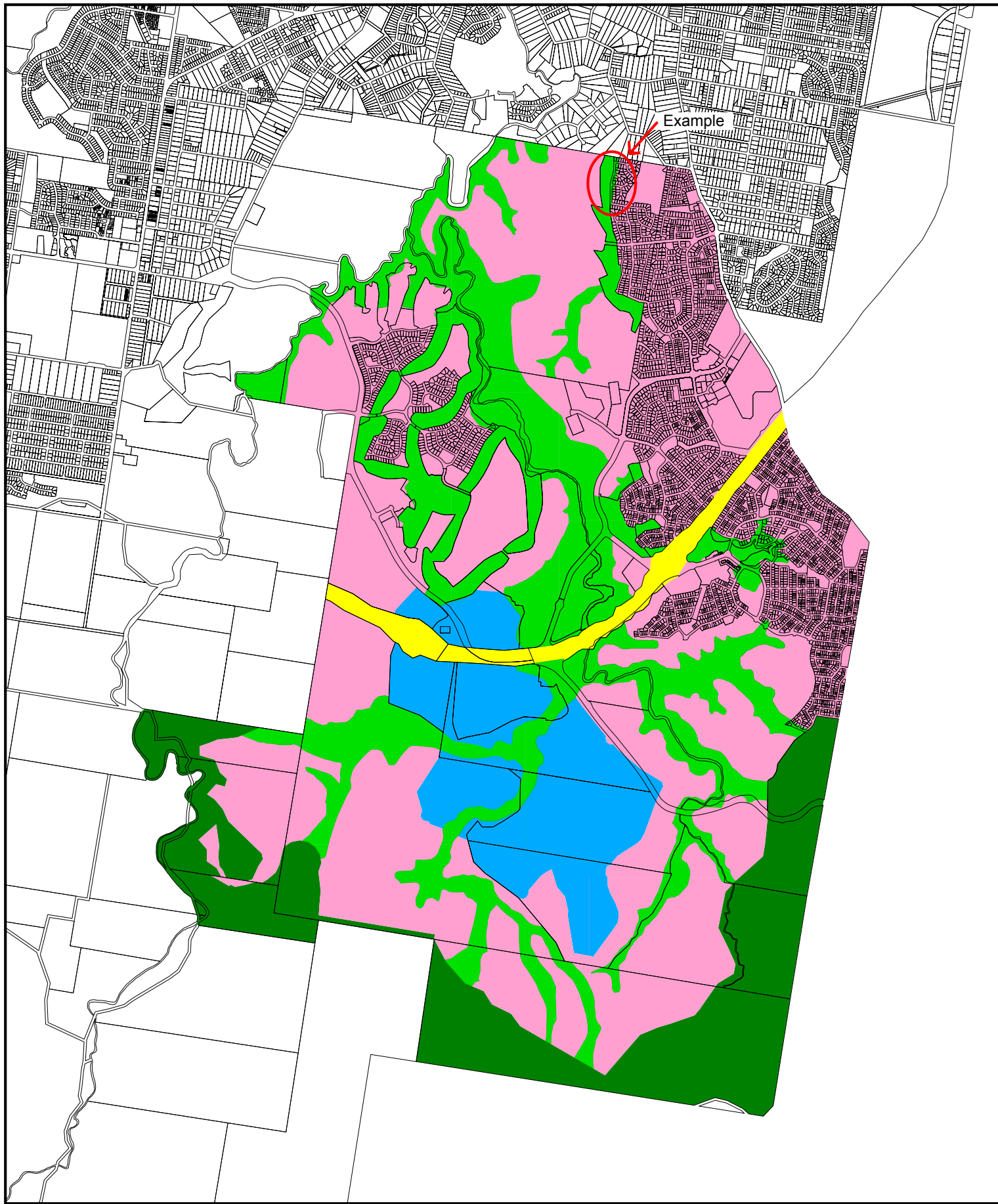
**Amended Synergy Zoning 2004**

- Regional Business & Industry
- Regional Business & Industry Buffer
- Recreation
- Local Retail and Commercial
- Residential Low Density
- Special Uses
- Residential Medium Density

Map Grid : Geocentric Datum of Australia (G.D.A.)  
 Level Datum : Australian Height Datum (A.H.D.)  
 Printed Date : 25/11/2004





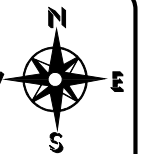


### Current Springfield Structure Plan 2004

- Community Residential
- Open Space
- Town Centre
- Regional Transport Corridor
- Conservation

### Amended Springfield Structure Plan 2004

- Community Residential
- Open Space
- Town Centre
- Regional Transport Corridor
- Conservation



## Ipswich City IPA Planning Scheme – First Round Amendment

Item No.	Section [Document/ section and page number]	Interest / Comment & Legislative / Policy Basis	State Agency Suggested Solution/Outcomes sought	DLGP Categorisation	Local Government's response
	Department of Main Roads - Contact Stephen Larter on 3834 8468				
1.	<b>S6</b> which refers to Schedule 7, maps 4a and 4b of the planning scheme	Preservation of local road corridors	Further planning is required to ensure that the proposed intersection on Warwick Road is appropriately located.	For Information	
	Department of Local Government, Planning, Sport and Recreation - Contact Dominique Gallagher on 3235 4573				
2.	<b>12-5</b> which refers to Table 12.5.1 and Table 12.5.2 of the planning scheme	Council to clarify urban areas are not required to contain own water supply ie. water tanks, for fire fighting purposes.	Insert "or where located in an area without a reticulated water supply" after (d) (iii) (C). Solution 1.3 of the <i>State Planning Policy 1/03: Mitigating the Adverse Impacts of Flood, Bushfire and Landslide Guideline</i> states that buildings must have access to a reticulated water supply <b>or</b> on-site water storage.	State Interest	
3.	<b>12-12</b> which refers to 12.8.4 and Table 12.8.1 of the planning scheme	Measures to mitigate the significant environmental issues associated with separation distances from poultry feedlots are strongly encouraged.	The DLGPSR has noted and supports these proposed amendments. The draft Best Practice Technical Guide for the Meat Chicken Industry in Queensland was released for public comment of 13 April 2005. The proposed amendments are in accordance with the separation distances contained in this document.	For Information	
4.	<b>4-13, 6-3, 8-5 and 9-5</b>	Proposed amendments to level of assessment for reconfiguring a lot in split zones are in accordance with Schedule 8 of the <i>Integrated Planning Act 1997</i> .	Whilst the proposed amendments comply with the <i>Integrated Planning Act 1997</i> , the DLGPSR discourages the over-regulation of development. However, following discussions with John Adams (Planning Manager, Ipswich City Council) the intent of these proposed amendments have been clarified. It is understood Council is seeking to minimise unlawful encroachment of incompatible uses on residential areas. It is also understood only a small number of impact assessable applications will result from these amendments.	For Information	

## Response to State Interest Review I – Ipswich Planning Scheme Amendments

Item No.	Section [Document/ section and page number]	Interest / Comment & Legislative / Policy Basis	State Agency Suggested Solution/Outcomes sought	DLGP Categorisation	Local Government's response
	Department of Main Roads - Contact Stephen Larter on 3834 8468				
1.	<b>S6</b> which refers to Schedule 7, maps 4a and 4b of the planning scheme	Preservation of local road corridors	Further planning is required to ensure that the proposed intersection on Warwick Road is appropriately located.	For Information	<b>Noted. To be considered in detailed road layout design.</b>
	Department of Local Government, Planning, Sport and Recreation - Contact Dominique Gallagher on 3235 4573				
2.	<b>12-5</b> which refers to Table 12.5.1 and Table 12.5.2 of the planning scheme	Council to clarify urban areas are not required to contain own water supply ie. water tanks, for fire fighting purposes.	Insert "or where located in an area without a reticulated water supply" after (d) (iii) (C). Solution 1.3 of the <i>State Planning Policy 1/03: Mitigating the Adverse Impacts of Flood, Bushfire and Landslide Guideline</i> states that buildings must have access to a reticulated water supply <b>or</b> on-site water storage.	State Interest	<b>Table 12.5.1 and 12.5.2 be amended in respect to clauses (10) (d) and (32) (d) respectively to insert the wording "(i) where reticulated water supply is not available" before the current wording of "a minimum water supply of 5000 litres"</b>
3.	<b>12-12</b> which refers to 12.8.4 and Table 12.8.1 of the planning scheme	Measures to mitigate the significant environmental issues associated with separation distances from poultry feedlots are strongly encouraged.	The DLGPSR has noted and supports these proposed amendments. The draft Best Practice Technical Guide for the Meat Chicken Industry in Queensland was released for public comment of 13 April 2005. The proposed amendments are in accordance with the separation distances contained in this document.	For Information	<b>Noted. No further action required.</b>
4.	<b>4-13, 6-3, 8-5 and 9-5</b>	Proposed amendments to level of assessment for reconfiguring a lot in split zones are in accordance with Schedule 8 of the <i>Integrated Planning Act 1997</i> .	Whilst the proposed amendments comply with the <i>Integrated Planning Act 1997</i> , the DLGPSR discourages the over-regulation of development. However, following discussions with John Adams (Planning Manager, Ipswich City Council) the intent of these proposed amendments have been clarified. It is understood Council is seeking to minimise unlawful encroachment of incompatible uses on residential areas. It is also understood only a small number of impact assessable applications will result from these amendments.	For Information	<b>Noted. No further action required.</b>



**Hon Desley Boyle MP**  
Member for Cairns



**Queensland  
Government**

MIN 59900.05 – TPA 23349

**Minister for Environment**

**Minister for Local Government  
and Planning**

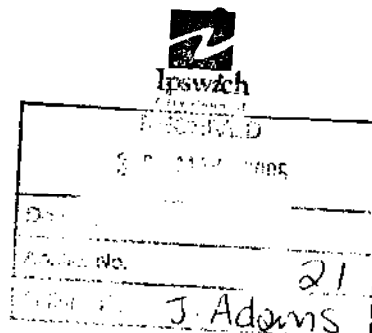
**Minister for Women**

**27 MAY 2005**

Chief Executive Officer  
Ipswich City Council  
PO Box 191  
IPSWICH QLD 4305

Attention: Mr John Adams

Dear Mr Quinn



Thank you for Council's letter of 27 January 2005 regarding the proposed amendments to the planning scheme forwarded to the Department of Local Government, Planning, Sport and Recreation for consideration of State interests in accordance with section 11 of Schedule 1 of the *Integrated Planning Act 1997* (IPA) and approval to publicly notify.

Following my consideration of State interests regarding the proposed amendments, I advise in accordance with section 11(2) of Schedule 1 of the IPA Council may publicly notify the proposed amendments to the planning scheme.

I would like to commend Council for working with the State to assist in addressing the State's interests in the local government context, and for the opportunity to provide State input into the amendments.

I hope this information is of assistance.

Yours sincerely

**Desley Boyle MP**  
**Minister for Environment**  
**Minister for Local Government and Planning**  
**Minister for Women**

Level 18 41 George Street Brisbane  
PO Box 15031 City East  
Queensland 4002 Australia  
Telephone [redacted]  
Facsimile [redacted]  
Email [redacted]@ministerial.qld.gov.au  
Website www.qld.gov.au



F. DO:DO  
H:Planning\IPA Planning Scheme Draft Amendments\2005  
- Operational Review (1)\Reports [Post Display  
Report.doc]

Planning Development & Environment Committee	
Mtg Date: 6/09/05	OAR: YES
Authorisation: Gary White	
Committee to prepare letter: No	
Program No: 02	

24 August 2005

## **MEMORANDUM**

TO: PLANNING AND DEVELOPMENT MANAGER  
FROM: PLANNING MANAGER  
RE: PROPOSED AMENDMENTS TO THE IPSWICH PLANNING SCHEME

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### **INTRODUCTION**

This is a report by the Planning Manager dated 24 August 2005 in relation to the proposed amendments to the Ipswich Planning Scheme.

The report is intended to facilitate Council's response to submissions received from the public and Council Departments during the public display of the proposed amendments to the Ipswich Planning Scheme and to enable the amendments to be referred to the Minister for the final 'consideration of state interests' in accordance with the provisions of the *Integrated Planning Act* (IPA).

### **BACKGROUND**

The proposed amendments to the Planning Scheme now comprise two (2) amendment packages as detailed below.

- (a) At its meeting of 27 January 2005, the Council considered amendment package one (1) which comprised an operational review of the Planning Scheme and resolved:

"A. ....to amend the Ipswich Planning Scheme (pursuant to Schedule 1 of the *Integrated Planning Act 1997*) in the manner outlined in Tables 1-4, as amended, to the report by the Planning Manager dated 10 January 2005.

B. ... to amend the Planning Scheme Policies (pursuant to Schedule 3 of the *Integrated Planning Act 1997*) in the manner outlined in Table 5 of the report by the Planning Manager dated 10 January 2005.

C. That Tables 1-5, as amended, to the report by the Planning Manager dated 10 January 2005 and the associated reports from the Conservation, Parks and Sport Manager dated 4 January 2005 and the Senior Transport Planner dated 6 January 2005 and the Senior

*Engineer dated 6 January 2005, form the core elements of the explanatory statements in relation to the proposed planning scheme and planning scheme policies amendments.*

- D. *That in accordance with the provisions of Section 12.2 of the Planning Scheme, Springfield Land Corporation be notified about the proposed amendments to the Springfield Structure Plan - Map 2.*
- E. *That the Planning Manager be requested to attend to all relevant matters associated with the proposed amendments to the planning scheme and planning scheme policies, including:*
- *giving public notice of the proposals*
  - *advising affected landowners; and*
  - *advising relevant government agencies”*

- (b) At its meeting of 20 April 2005, the Council considered amendment package two (2) which included a review of the Ipswich Planning Scheme Heritage and Character Provisions and resolved:

*“A. ....to amend the Ipswich Planning Scheme (pursuant to Schedule 1 of the Integrated Planning Act 1997) in the manner detailed in Attachments A, B. and C. to the report by the Planning Manager dated 30 March 2005.*

*B. That the report by the Planning Manager dated 30 March 2005 form the core element of the explanatory statement in relation to the proposed planning scheme amendments.*

*C. That the Planning Manager be requested to attend to all relevant matters associated with the proposed amendments to the planning scheme, including:*

- *giving public notice of the proposals;*
- *advising affected landowners; and*
- *advising relevant government agencies”*

Amendment Package One was referred to the Department of Local Government, Planning, Sport and Recreation for the first State Interest Review on 27 January 2005 and was with the Department for a lengthy time period. The second amendment package was considered by Council at its meeting of 20 April 2005. These amendments were referred to the Department of Local Government, Planning, Sport and Recreation on 27 April 2005. The Planning Scheme Policy amendments proposed as part of Package One have been publicly notified, finally adopted and are now in force.

On 27 May 2005 correspondence was received from the Minister advising that Council could advertise the operational amendments to the Planning Scheme (Package One). On 6 June 2005 further correspondence was received from the Minister advising that the second amendment package could be advertised. It was determined to delay the advertisement of the first amendment package to enable both packages to be considered as a component of the same public notification process.

The report as set out below:

- provides an overview of the display process for the proposed amendments to the Ipswich Planning Scheme;
- outlines the submissions received in relation to the proposed amendments to the Ipswich Planning Scheme;
- provides an assessment of the various issues raised in relation to the proposed amendments to the Ipswich Planning Scheme; and
- recommends actions relating to the submissions received.

### **OVERVIEW OF DISPLAY PROCESS:**

The proposed amendments to the Planning Scheme were publicly advertised in accordance with the requirements of the *Integrated Planning Act* (IPA).

The display process included the following elements:

- making the proposed amendments to the Ipswich Planning Scheme documentation available for perusal at Council's Administration Centre;
- a telephone hotline for phone enquiries;
- a statutory public notice in The Queensland Times; and
- the production and distribution of letters to land owners whose proposed land-use designations faced significant changes.

The period for receipt of submissions in relation to the proposed amendments extended from 22 June 2005 to 5 August 2005. At the close of the formal, statutory consultation period on 5 August 2005 Council had received **a total of eleven (11) properly made submissions** comprising nine (9) public submissions and two (2) internal (Council) submissions. One (1) additional internal (Council) submission was received after the close of the formal public advertising period.

A summary of the submissions is provided below:

- Three (3) submissions from Mrs [REDACTED] Enviro Waste Management and Mr [REDACTED] in relation to the DNRM proposal to extend the Key Resource Area boundary in the Redbank Plains area;
- One (1) submission from Town Planning Strategies on behalf of Hayes Investments Pty Ltd, Mrs [REDACTED] regarding zoning consistency across their land titles at Harrisville;
- One (1) submission from Buckley Vann Town Planning Consultants on behalf of Woolthorpe Grazing Company in relation to the proposed separation distances and inconsistent land use status applied to poultry feedlots;
- One (1) submission from [REDACTED] in relation to heritage issues such as the Scotts Buildings, Railway Signal Box and Turntable and the heritage provisions as contained in the Planning Scheme;
- One (1) submission from Mr [REDACTED] with regard to the zoning of land at 51 East Owen Street, Raceview and requesting information in relation to the effect of the proposed amendments on the property;

- One (1) submission from Woods Prince Lawyers on behalf of the Estate of W R Milner, Mrs M K Milner, Milner Porcelain Products P/L and N [REDACTED] in relation to the listing of the Queensland Potteries Kiln and the zoning of their landholdings;
- One (1) submission from Springfield Land Corporation in relation to the designation of land proposed for the future Springfield Middle and Senior College fronting Springfield Greenbank Arterial Road;
- Two (2) submissions (including one (1) submission which was received after the close of the public display period) from the Development Manager. The first submission requests a series of amendments to the Planning Scheme to improve its operational efficiency. The second submission is in relation to an emergent issue regarding road boundary setbacks to Access Restriction Strips (ARS) for new building work; and
- One (1) submission from the Conservation Support Officer in relation to a zoning associated with a Nature Conservation Agreement.

Further information in relation to the submissions received during the public display of the proposed amendments to the Ipswich Planning Scheme are included as attachments to this report:

**Attachment A:** Provides a precis and assessment of the submissions received from the public, including a divisional reference.

**Attachment B:** Provides a precis and assessment of the submissions received from Ipswich City Council Departments.

### **WHERE TO FROM HERE:**

The attachments referred to in this report include a summary of the submissions received from the public, and departments of Ipswich City Council.

It is proposed that:

- the submissions received be noted and the recommendations arising from those submissions be incorporated in the finalised amendments to the Ipswich Planning Scheme; and
- the finalised amendments to the Ipswich Planning Scheme be forwarded to the State Government for final 'state interest' review.

In accordance with the provisions of the *Integrated Planning Act* (1997) (IPA), Council is required to respond to all submissions made during the proposed amendments to the Ipswich Planning Scheme public display period. In accordance with established Council practice, each of the submitters has been sent a letter of acknowledgment, thanking them for their submission and advising them that their submissions will be considered in the finalisation of the amendments to the Ipswich Planning Scheme. It is proposed that, in accordance with the provisions of the IPA, further correspondence be sent to each submitter detailing the response to their submissions, as outlined in the relevant attachments to this report.

**RECOMMENDATION**

- A. That the comments received through the submissions be noted.
- B. That Council resolve to proceed with the proposed amendments to the Ipswich Planning Scheme, with the modifications as detailed in Attachments A and B of the Planning Manager's report of 24 August 2005.
- C. That the Planning Manager be requested to attend to the relevant matters associated with the proposed amendments including:
1. amending the relevant documentation;
  2. advising the submitters about the outcome of the submissions; and
  3. forwarding the relevant documentation to the Minister for the final 'state interests review'.



Attachment A



Attachment B

John Adams  
**PLANNING MANAGER**

I concur with the recommendations contained in this report.

Gary White  
**PLANNING & DEVELOPMENT MANAGER**

**ATTACHMENTS:**

**Attachment A:** Public Submissions - Assessment

**Attachment B:** Ipswich City Council Departments' Submissions – Assessment





**Submission 1:****SWANBANK PLAINS QLD 4201****Division: 3**

*Objection to the proposed amendment to the Key Resource Area overlay of the Planning Scheme as it affects the land described as Lot 124 S3186 on the following grounds:*

- *there is no detail or description as to the purpose or intended use of such a Key Resource Area;*
- *there is no rationale for the position of the boundary of the current Key Resource Area and proposed Key Resource Area boundary;*
- *any further encroachment of the resource area on the property may have a negative impact on the future use of the property; and*
- *a "blanket" overlay over the property, showing a "buffer" zone for the industrial activities to the west, does not take into account the physical features of the property or intended future use.*

**Council Decision**

Council at its meeting of 14 September 2005 resolved to request the Department of Natural Resources and Mines (DNRM) to review and preferably delete the KRA's in the Swanbank area owing to the fact that this land has a higher and better use, in terms of the Planning Scheme and the South East Queensland Regional Plan for regionally significant business and industry purposes. Further, Council is concerned that any ongoing clay or coal mining will reduce the vegetated buffers or seriously affect the surface of the land and render it unsuitable for business and industry uses.

**Submission 2:** **Enviro Waste Management**  
**160 Mary Street**  
**BLACKSTONE QLD 4052**  
**Division: 2**

*Objection to the proposed amendment to the Key Resource Area overlay of the Planning Scheme as it affects the land described as Lot 288 S31235, Halletts Road, Redbank on the following grounds:*

- no key resource exists anymore on the property and it is not subject to any current mining lease. There has already been mining on two (2) underground coal seams between 1930-1960. Looking at all borehole information that is available the overlying strata above the coal seams is consistent with the majority of the district and does not demonstrate any special qualities to be regarded as a Key Resource Area;*
- the land has no great value, in particular for residential development because of the multi seam mining under the property and its closeness to mine rehabilitation activity (Collex Wattle Glen Landfill). It is also zoned a "buffer zone" in the town plan. The front boundary on Greenwood Village Road is relatively free of mining and zoned Special Opportunity Area which could allow with Council support and approval, some minor development (4-5 houses on large blocks). The proposed KRA extension disallows some of the development and possibly would make the remaining development un-economical; and*
- Council should not allow the encroachment of the proposed Key Resource Area to protect the interests of residents. Council would not allow mining as shown in the Key Resource Area close to Greenwood Village Road. It is understood that a proposed housing development may go ahead directly across the Greenwood Village Road adjacent to the new red sector boundary. Rhondda Collieries had to give Council assurance not to mine closer to the eastern portion of Lot 288 than a ridge some 500 metres away from Greenwood Village Road before their last open cut Wattle Glen South on the western perimeter was commenced. A tree preservation order was also agreed to on the remainder of Lot 288 to prevent mining and appease residents on Greenwood Village Road.*

### **Council Decision**

Council at its meeting of 14 September 2005 resolved to request the Department of Natural Resources and Mines (DNRM) to review and preferably delete the KRA's in the Swanbank area owing to the fact that this land has a higher and better use, in terms of the Planning Scheme and the South East Queensland Regional Plan for regionally significant business and industry purposes. Further, Council is concerned that any ongoing clay or coal mining will reduce the vegetated buffers or seriously affect the surface of the land and render it unsuitable for business and industry uses.

Submission 2: Town Planning Strategies (for Hayes Investments Pty Ltd) [REDACTED]  
[REDACTED]  
PO Box 743  
REDCLIFFE QLD 4020  
Division: 10

*Submission in relation to land owned by the [REDACTED] family bounded by Dunn's Avenue, Eagle Street and Queen Street, Harrisville. The submission indicates support for the intent of the proposed amendments related to the property, particularly with the reduction in minimum lot size from 8,000m<sup>2</sup> to 4,000 m<sup>2</sup>.*

*The submission requests that Council also include Lot 2 RP21434, Lot 2 RP21440 and Lot 7 RP113052 within the Township Character Housing Zone. The three (3) allotments adjoin 25-29 Dunn's Avenue (Lot 2 RP89654) which is proposed to be included in the Township Character Housing Zone. The three parcels are located within the same street block and adjacent to the larger parcel where the zoning changes are proposed.*

#### **Planning Branch Comments**

The submitters support for the intent of the proposed amendments related to the property is noted. The zoning of the land described as Lot 2 RP89654 is proposed to be amended from the Rural A Zone to the Township Character Housing Zone. It is considered that the Planning Scheme should also be amended to include Lot 2 RP21434, Lot 2 RP21440 and Lot 7 RP113052 in the Township Character Housing Zone given the location of these properties within the same street block and adjacent to Lot 2 RP89654.

#### **PLANNING MANAGER'S RECOMMENDATION**

That the Planning Scheme be amended to include Lot 2 RP21434, Lot 2 RP21440 and Lot 7 RP113052 in the Township Character Housing Zone.

<b>Submission 4</b>	<b>Buckley Vane Toen Planning Consultants (for Woolthorpe Grazing Company)</b> <b>PO Box 205</b> <b>FORTITUDE VALLEY QLD 4005</b>  <b>Division: All</b>
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*The submission is made on behalf of Woolthorpe Grazing Company, owners of a poultry farm at Middle Road, Purga and who have a development application with Council to extend the poultry farm operations.*

*Objection to the proposed amendments to Section 12.8.4 (Table 4.8.1) of the Planning Scheme to significantly increase the separation distances from road boundaries, existing rural dwellings and other sensitive uses on the following grounds:*

- A rigid application of these separation distances would provide little or no opportunity for establishing new poultry farm ventures in Ipswich City;*
- There are rural areas in Ipswich City where poultry farms can comfortably co-exist with their neighbours provided appropriate operating arrangements are put in place. Our client's facility at Middle Road, Purga is a case in point;*
- The poultry industry in Ipswich City is a large employment generator with significant flow-on economic benefits to the community; and*
- It is inappropriate that amendments to the Planning Scheme should unduly restrict the establishment of poultry farms through the incorporation of separation distances as proposed.*

*The submission requests Council to reconsider the inconsistent use status applied to poultry farms in rural areas of Ipswich City and to undertake a further review of unreasonable separation distances now proposed.*

#### **Planning Branch Comments**

Owing to significant community concerns regarding poultry feedlots (mostly involving odour complaints) it is considered that the setback/separation distances should be increased and contained within the actual poultry feedlot land holding as proposed by the amendments. Given the amenity complaints received from the public, it is considered prudent that the inconsistent land use status applied to poultry feedlots remain in Ipswich City. The proposed amendments have also received the support of the relevant State Agencies.

#### **PLANNING MANAGER'S RECOMMENDATION**

That the Planning Scheme not be amended as a result of this submission.

**Submission 5:****10 McLean Street  
REDBANK PLAINS QLD 4300****Division 1**

*Objection to the proposed amendment to the Key Resource Area overlay of the Planning Scheme as it affects the land described as L123 S3186 on the following grounds:*

- *The KRA and its boundaries were established only 7 years ago in 1998. What has changed that requires the extension?*
- *I am providing a "visual buffer" for properties to the north and to the east of my land (reference to discussion with officers of DNRM);*
- *The view from the north and east toward the mining location is completely obscured by bushland which is designated by the VMA as "Of Concern Dominant" preventing broad scale clearing;*
- *The topography of the vicinity of the land precludes the possibility of land holders to the east having any vision of the mining, nor from the north;*
- *The mining involves digging and trucking away clay which reduces the height and elevation of the mined land, progressively becoming less visible;*
- *Given the above points, the "visual" impact of the mine on my northern and western neighbours is nil; and*
- *Subdivision would be unlikely to be granted due to adverse zoning, vegetation restrictions, extensive underground coal mines and associated geotechnical issues and drainage patterns. As if these constraints were not enough, the KRA boundary embraces a third of the land.*

*Perusal of the January 1998 DNRM report prepared by M.L. O'Flynn regarding KRA's and the Ipswich area indicates:*

- *KRA's control urbanisation, which is out of question in the instance of this land;*
- *KRA's incorporate a buffer zone within their boundaries, meaning the "buffer" factor is already embraced;*
- *Clay mining is an "unobtrusive process" and a relatively innocuous activity and separation distances of as little as 50 metres may be acceptable;*
- *KRA boundaries are to take into account conditions of topography and other features that allow narrower buffers in such circumstances; and*
- *The KRA boundary established some years ago was already generous according to the documented guideline parameters; and*
- *The above points indicate an extension of the KRA boundary is contrary to the indications and are not required in the instance of Lot 123 S3186 and the resource in question.*

*Requests that the proposed extension not be approved and consideration be given to a reduction in the area consumed by the KRA on Lot 123 S3186.*

### **Council Decision**

Council at its meeting of 14 September 2005 resolved to request the Department of Natural Resources and Mines (DNRM) to review and preferably delete the KRA's in the Swanbank area owing to the fact that this land has a higher and better use, in terms of the Planning Scheme and the South East Queensland Regional Plan for regionally significant business and industry purposes. Further, Council is concerned that any ongoing clay or coal mining will reduce the vegetated buffers or seriously affect the surface of the land and render it unsuitable for business and industry uses.

**Submission 5:****NORTH IPSWICH LLD 4005****Division: All**

(1) Proposed removal of Scotts Buildings from Schedule 2:

Objects to the proposed removal of the Scotts Buildings from Schedule 2 on the grounds that the previously prepared conservation plan should be implemented in any proposed new development on the site. At least some of the elements of the existing fabric should be incorporated into a new development rather than to de-list the site thus allowing it to be completely destroyed. If we are truly the Heritage City we must incorporate as much of our surviving heritage into new developments wherever possible.

(2) Proposed listing of the Railway Signal Box and Turntable into Schedule 3:

The Railway Signal Box and Turntable should be incorporated into any new development and be preserved for the benefit of the general public to enjoy as part of a number of Heritage Rail Trails that could network out from the CBD.

(3) Proposed changes to Column 2 of Table 11.3.2 – Assessment Categories and Relevant Assessment Categories for Character Places Overlay – Other Developments:

When erecting a new building, single dwelling or Class 10 outbuilding should not be exempt from Impact Assessment. As a community we run the risk of infilling character zones with new out of character modern dwellings thus destroying streetscape values and the character of the precinct. The design and material used on any new structure (including a private single dwelling) should wherever possible blend into an existing streetscape and neighbouring properties in a character zone especially if the site is on Schedule 2 or 3.

(4) Attachment B, Note 11.3.3A, Section 11.3.3 Character Places Overlay Code

- Objects to Clause (7) - it is not worth stating the Planning Scheme encourages the conservation of "Identified Places of Interest" if in fact they cannot be conserved, eg. Heiner Road and the Wharf Branch Railway.
- Objects to Clause (8) as additional wording is required to protect non-building related heritage.

(5) Any removal or alteration of a building in a Character Zone should be assessed to ascertain the impact on the integrity of the Character Zone, not just the street frontage but from the existing local residents as well.

(6) The re-use of removal homes of similar age and character from outside the Character Zone should be strongly encouraged to replace buildings destroyed by fire, etc.



**Planning Branch Comments**

- (1) The Scotts Buildings are currently listed in Schedule 3 – Identified Places of Interest and not Schedule 2 – Character Places as indicated by the submitter. Therefore these places currently have no statutory protection. The Heritage Consultative Committee Development Assessment Sub Committee has reviewed the places in the Schedules and agreed that owing to the lack of remaining historic fabric the Scotts buildings should be deleted from Schedule 3. A development application for the site has been received and the relevant heritage issues will be further considered as part of the assessment of this application.
- (2) The Ipswich Signal Cabin (L1 RP212242) is currently listed in Schedule 3 – Identified Places of Interest. The Ipswich Turntable (L1 RP212242) is currently not listed in either Schedule 2 or 3. It is proposed to include both sites in Schedule 2 – Character Places, thus achieving formal protection enabling the outcomes requested by the submitter to have the items considered in any future development proposal.
- (3) Community consultation was undertaken with reference groups in various areas of the City for example, Ipswich inner suburbs, Rosewood and Harrisville as part of the drafting of the Ipswich Planning Scheme. In each case, the outcome of the consultation was that if the development involved more than a house in a Character Area (eg. multiple residential), then consultation was needed. This is reflected in the existing provisions of the Planning Scheme. It is considered inappropriate to require Impact Assessment for the erection of all new buildings, single dwellings or Class 10 outbuildings as requested by the submitter, given the Planning Scheme already contains adequate provisions to achieve the design outcomes detailed in the submission.
- (4) There is value in the Planning Scheme encouraging the conservation of 'Identified Places of Interest' (ie. Schedule 3 listings) to enable negotiations at the time of development assessment to retain these items. The proposed Planning Scheme amendments are also prudent given they clarify that these items do not need to be conserved or retained 'in situ'. The current Planning Scheme already has adequate wording to protect non-building related heritage, for example listed trees and vegetation and indigenous heritage.
- (5) The Planning Scheme already contains adequate provisions to achieve suitable integration with regard to the integrity of the Character Zone, not just the street frontage.
- (6) The Planning Scheme already contains adequate provisions to achieve the design outcomes detailed in the submission, whether it be by the introduction of a removal home of similar age and character from outside the Character Zone or a new building, which has been designed in a manner which is sympathetic and respectful of its location within a Character Zone.

**PLANNING MANAGER'S RECOMMENDATION**

That the Planning Scheme not be amended as a result of this submission

Submission 7:

Harding Street  
RACEVIEW QLD 4305

Division 9

*Submission in relation to rezoning of land described as Lot 2 RP49979 at 51 East Owen Street, Raceview.*

*In May 2005 the submitter enquired regarding the zoning details for Lot 2 RP49979 to find out it was zoned Local Business Buffer Zone. The submitter believed the land was zoned Open Space (Environmental Protection) in accordance with the Southern Corridor Structure Plan. The submitter indicates they did not receive notice from Council on the rezoning.*

*I would like a conference with the Planning Section regards the zoning and what the Vegetation Buffer Zone includes and also what vegetation can be cleared if any. I believe the property should not be zoned to Business.*

*Does my property fall into the section of the Integrated Planning Act which reads "land use consistency changes across documents"?*

*Also does my property fall into the minor amendments to the 1-20 development line in the upper reaches of the Woogaroo and Bundamba Creek?*

#### **Planning Branch Comments**

The Planning Scheme includes the property within the Local Business and Industry Buffer Zone. The Southern Corridor Structure Plan included the site within the Open Space (Environmental Protection) Zone. There is strong similarity between the two zoning designations, as both have a strong focus on vegetation protection.

The Public Notice which advertised the proposed Planning Scheme amendments referred to a list which detailed the purpose and general effect of the proposed amendments. The list included "land use consistency changes across documents". This particular element of the Planning Scheme amendments did not apply to Lot 2 RP49979.

The Public Notice which advertised the proposed Planning Scheme amendments also referred to changes to Overlay Map OV5 (Flooding and Urban Stormwater Flow Paths) to incorporate minor amendments to the 1 in 20 development line in the upper reaches of Woogaroo and Bundamba creeks. There has been no increase to the 1 in 20 development line on the subject property.

#### **PLANNING MANAGER'S RECOMMENDATION**

That the Planning Scheme not be amended as a result of this submission

**Submission B:**

RPD Box 1335  
BRISBANE QLD 4001  
Division 2

*Objection to the proposed amendment to move the listing of the "Kiln" located at 11 Mine Street, Redbank from Schedule 3 "Identified Places of Interest" to Schedule 2 "Character Places" of the Planning Scheme on the following grounds:*

- The notice dated 28 April 2005 does not fully comply with the requirements for such a notice under Planning Scheme Policy 4 in that it does not state the reasons on which the proposal is based nor the details of the amendment. The parties request a full and detailed written statement of what new information is being relied upon that negates the criteria of the kiln's current listing in Schedule 3 and why it now warrants the formal protection of Schedule 2;*
- The draft reference citation to be entered within Schedule 2 is not accurate in respect to RPD and Description and thus does not reflect Council's verbal explanation of the proposed amendment (ie. RPD should read L28 RP222102 and description should be 'Double Chambered Brick Kiln');*
- Listing the Qld Potteries Kiln and a 5 metre wide area around it within Schedule 2 imposes undue impediments on the family business Milner Porcelain Products;*
- Milner Porcelain Products continues to conduct its ceramics business at 11 Mine Street, Redbank and its operation occupies the proposed listed area around the brick kiln;*
- Owing to the industrial nature, age and large scale of the kiln and its surrounds, the onus of 'liability for perpetuity' and cost of maintenance become significant burdens for present or future owners. The Kiln is unsuitable for re-use and therefore cannot be financially self-sustaining;*
- Under the Planning Scheme, Milner Porcelain Products has lost Industrial Zoning status of its land when it was amended to two residential zonings. Uniform zoning across titles for this property would be an advantage to allow the whole property to function as an economic unit;*
- Listing the Kiln takes an additional 225m<sup>2</sup> from the Milner family land holdings;*
- "Expropriation without compensation for the benefit of "the community" and "image" of the city violates the family heritage and democratic right of the individual owner...";*
- It ignores the recommendation of the 1992 Heritage Study that Council adopt a comprehensive heritage incentives program to encourage and assist owners with heritage conservation and that the program incorporate financial as well as non-financial incentives; and*
- No financial incentives have been offered with this proposed amendment.*

**Planning Branch Comments**

- (a) The kiln is of cultural significance as it is a unique structure in Ipswich and one of only a few surviving industrial era chimneys. It is also an important landmark feature. Given this significance, it is appropriate to include the kiln in Schedule 2 of the Planning Scheme.

- (b) The submitter's comments in relation to the citation to be entered into Schedule 2 are concurred with. This citation should be amended to read 'L28 RP222102' and the description 'Double Chambered Brick Kiln'.
- (c) It is appropriate that the listing boundary be amended to include only the one (1) allotment upon which the Kiln is located (Lot 28 RP222102) and to designate the extent of significance by a 5 metre wide area surrounding the kiln on this lot.
- (d) The submitter's comments in relation to the zoning of the land are concurred with. The zoning of Lot 50 RP22313 should be changed from Character Housing Mixed Density to Residential Medium Density (RM1). This zoning change will result in all the landholding being in the Residential Medium Density (RM1) zone, thus achieving the submitter's request for uniform zoning across titles.
- (e) In June 1990, the Ipswich City Council made a commitment to the most ambitious heritage action plan yet undertaken in Queensland, and indeed one of the most ambitious heritage programs undertaken anywhere in Australia. The stated objective of the Ipswich Heritage Program is *"to identify places of cultural heritage significance within Ipswich and to encourage their conservation for the present community and future generations, including both residents and visitors"*. At the present approximately 7000 places within Ipswich have been afforded protection under the Ipswich Heritage Program.

The key foci of the Ipswich Heritage Program are:

- The identification, documentation, analysis and protection of places of cultural heritage significance through zonings and listings in the Ipswich Planning Scheme;
- Educational activities such as the free *Heritage Adviser Service*, *Heritage Information Kit* and *Heritage Education Kit* for schools;
- Awareness raising and promotional activities in relation to the City's heritage assets such as an annual *Awards for Excellence*, *Historical Markers*, *Heritage Trails* and *Ipswich Heritage Videos*; and
- The Ipswich Heritage Consultative Committee which was established to provide the Ipswich City Council with community input into its heritage initiatives and to provide technical expertise from a range of eminent heritage practitioners.

It was determined that a free Heritage Advisor Service and the above listed activities were more effective financial inputs for Council than spreading funding across the vast number of heritage properties in the City which would have resulted in limited funds per property.

#### **PLANNING MANAGER'S RECOMMENDATION**

1. That the Schedule 2 listing boundary for the Mine Street "Queensland Potteries kiln" be amended to include only the one (1) allotment upon which the kiln is located (Lot 28 RP222102) and to designate the extent of significance by a 5 metre wide area surrounding the kiln on this lot.
2. That the citation to be entered into Schedule 2 be amended to read "L28 RP222102" and description 'Double Chambered Brick Kiln'
3. That the Planning Scheme be amended to include Lot 50 RP22313 in the Residential Medium Density (RM1) Zone.

**Submission 9:**

1 Commercial Drive  
SPRINGFIELD QLD 4300

Division: 1

*Issue in relation to the designation of land proposed for the future Springfield Middle and Senior College fronting Springfield Greenbank Arterial. Under the proposed amendments this land has been included in the Open Space designation. The proposed use of this land as a school under this designation is prohibited. The Springfield Structure Plan indicates this land is intended to be used for Education/Community Facilities purposes. It is requested that Council amend the propose Planning Scheme amendment to include this land in the Community Residential designation (refer DADN Application No: 4992/02 which designates the predominate use as being Educational Facility).*

**Planning Branch Comments**

It should be noted that the land is currently within the Open Space designation and in fact has not been proposed (by Council) to be changed. Amending the designation to Community Residential could be interpreted that residential uses are appropriate in what is essentially an open space network. The Open Space designation allows a school to be built and is the most appropriate designation. Subsequent discussions have been held with Mr Russell Luhrs, Planning Manager of Springfield Land Corporation which have resulted in his agreement to this approach to leave the land in the Open Space designation.

**PLANNING MANAGER'S RECOMMENDATION**

That the Planning Scheme not be amended as a result of this submission





**Submission 1: Development Manager**

The Development Manager has requested that the following matters be addressed/amended:

(a) Part 12, Division 6 – Residential Code

- Part 12, Division 6 – Residential Code, Section 12.6.5 (8), proposed Table 12.6.1, Column 2, Section (2) (e), immediately after the words “Class 10a buildings or parts”, insert the words “of class 10a buildings”;
- Part 12, Division 6 – Residential Code, Section 12.6.5 (8), proposed Table 12.6.1, Column 2, Section (2) (e) (ii), delete the words “for parts, of any class” and replace with “or parts of buildings”;
- Part 12, Division 6 – Residential Code, Section 12.6.5 (8), proposed Table 12.6.1, Column 2, Section (2) (e) (iii), replace the word “habitable” with the word “habitable” and delete the words “an adjoining dwelling” and replace with the words “a dwelling on an adjoining lot”;
- Part 12, Division 6 – Residential Code, Section 12.6.5 (8), proposed Table 12.6.1, Column 2, insert new Section (2) (f) as follows:

“2 (f) Rainwater tanks may be within the boundary clearances nominated in (2) (b) and (2) (c) above, where-

  - (i) their height above natural ground level does not exceed 3m; and
  - (ii) the diameter of any circular type tanks does not exceed 3.5m, or, if the tank is not circular in nature, no side of the tank facing the boundary line is longer than 5m.”
- Part 12, Division 6 – Residential Code, Section 12.6.5 (8), proposed Table 12.6.2, Column 2, Section (1) (b) (iii), replace the words “adjacent buildings” with the words “buildings on adjoining lots”;
- Part 12, Division 6 – Residential Code, Section 12.6.5 (8), proposed Table 12.6.2, Column 2, Section (1) (e) (i) (B), delete the words “finished ground level” and replace with the words “the coping”;
- Part 12, Division 6 – Residential Code, Section 12.6.5 (8), proposed Table 12.6.2, Column 2, Section (2) (e) (iii), immediately after the words “Class 10a buildings or parts” insert the words “of class 10a buildings”;
- Part 12, Division 6 – Residential Code, Section 12.6.5 (8), proposed Table 12.6.2, Column 2, Section (2) (e) (iii), delete the words “an adjoining dwelling” and replace with the words “a dwelling on an adjoining lot”;
- Part 12, Division 6 – Residential Code, Section 12.6.5 (8), proposed Table 12.6.2, Column 2, insert new Section (2) (f) as follows:

“2 (f) Rainwater tanks may be within the boundary clearances nominated in (2) (b) and (2) (c) above, where-

  - (iii) their height above natural ground level does not exceed 3m; and
  - (iv) the diameter of any circular type tanks does not exceed 3.5m, or, if the tank is not circular in nature, no side of the tank facing the boundary line is longer than 5m”

**(b) Other Amendments**

- *Part 4 – Urban Areas, Division 20 – Special Uses Zone, Table 4.20.2, insert “Community Use Code (Part 12, division 12)” in Column 3 against “Specified use listed in Table 4.20.1 for the Specified Sub Area” in Column 1.*
- *Part 8 – Rosewood Area, Figure 8.5 – Rosewood Landmarks, Features, Approach Routes and Gateways, delete reference to the “Coal loading gantry”.*
- *Part 8 – Rosewood Area, Table 8.2, delete reference to the “8. Coal loading gantry...”.*
- *Schedule 3, delete reference to the “Karrabin Rosewood Road Coal loading gantry”.*
- *Part 9, Township Areas, Division 10, Special Uses Zone, there are two SU72 zones. “SU72 – Highway Oriented Uses, Business Uses, Service Trades Uses and Light Engineering/Metal Fabrication Works” should be renumbered to SU73.*

**(c) Mapping Amendments**

- *Lot 900 SP137006 – currently in the Residential Low Density Zone (RL2 Sub Area). The land is now owned by Ipswich City Council for park purposes and should be included in the Recreation Zone.*
- *Lot 901 SP137006 – currently in the Future Urban Zone (FU2 Sub Area). The land is now owned by Ipswich City Council for park purposes and should be included in the Recreation Zone.*
- *Lot 1 RP192617, 1945-2056 Warrego Highway, Haigslea. A Consent Order includes this land in the Special Use (SU81) Zone. The zoning of the site should be amended to include the land in the Special Use (SU81) Zone.*

**Planning Branch Comments**

- (a) *The land at Lot 1 RP192617, 1945-2056 Warrego Highway, Haigslea should be included in the Special Uses (SU81) Zone and Table 10.11 Special Uses Zone – Existing Approved Uses for Sub Areas should be amended to incorporate the wording, “SU 81 – Highway Service Centre comprising Service Station, Automatic/Manual Carwash, Shop not exceeding 100m<sup>2</sup> GFA, Restaurants, Fast Food Stores, Accommodation and Ancillary Uses”.*
- (b) *The remaining comments by the submitter are concurred with. It is considered the amendments would assist in enhancing the functionality of the Planning Scheme.*

**PLANNING MANAGER’S RECOMMENDATION**

That the planning scheme be amended in accordance with the Planning Branch comments.

**Submission 2: Conservation Support Officer**

The Conservation Support Officer has requested the following matter be addressed:

*"On 01/07/2005, Ms Rae Lindgren signed a Nature Conservation Agreement (Rezone) pertaining to a section of 722 Riverside Drive, Pine Mountain (Lot 486 RP 896408).*

*In accordance with the 'Terms of Agreement':*

*5. The Owner agrees that Council will include the Nature Conservation Agreement Area in the Rural E (Special Land Management) Zone or any equivalent designated zone or precinct at it's earliest opportunity. The inclusion of subject land in the Rural E (Special Land Management) Zone may be considered by Council either:*

- As an amendment to the Planning Scheme; or*
- The Planning Scheme Review process; or*
- The preparation of a local area plan.*

*Whichever is deemed most suitable and appropriate at the time".*

**Planning Branch Comments**

The above comments are concurred with. The area of Lot 486 RP 896408 included in the Nature Conservation Agreement Area should be included in the Rural E (Special Land Management) Zone.

**PLANNING MANAGER'S RECOMMENDATION**

That the Planning Scheme be amended to include the area of Lot 486 RP 896408 included in the Nature Conservation Agreement Area in the Rural E (Special Land Management) Zone.

**Submission 3: Development Manager**

**This submission was received after the close of the public notification period. The submission deals with an emergent issue and has therefore been considered as part of the submission review.**

*"It has recently been brought to my attention that some Building Certifiers are treating Access Restriction Strips (ARS) as not requiring the normal road boundary setbacks for new building work.*

*This has led to some serious, adverse visual amenity impacts, particularly where minimal (ie. 1.5 metre) setbacks have been allowed adjoining major circulation and approach routes into the City.*

*In order to clarify this situation, it is recommended that a footnote be included in Schedule 5 to state that the road setback provisions apply regardless of the existence of an Access Restriction Strip".*

**Planning Branch Comments**

The above matters are concurred with.

**PLANNING MANAGER'S RECOMMENDATION**

That Schedule 5 of the Planning Scheme be amended by including a footnote to state that:

"The road setback distances contained in this Schedule apply regardless of the existence of any Access Restriction Strip".

F. DO:DO  
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- Operational Review (1)\Reports [Post Display  
Report.doc]

Planning Development & Environment Committee	
Mtg Date: 6/09/05	OAR: YES
Authorisation: Gary White	
Committee to prepare letter: No	
Program No: 02	

## ITEM 02.01

24 August 2005

### MEMORANDUM

TO: PLANNING AND DEVELOPMENT MANAGER  
FROM: PLANNING MANAGER  
RE: PROPOSED AMENDMENTS TO THE IPSWICH PLANNING SCHEME

---

#### INTRODUCTION

This is a report by the Planning Manager dated 24 August 2005 in relation to the proposed amendments to the Ipswich Planning Scheme.

The report is intended to facilitate Council's response to submissions received from the public and Council Departments during the public display of the proposed amendments to the Ipswich Planning Scheme and to enable the amendments to be referred to the Minister for the final 'consideration of state interests' in accordance with the provisions of the *Integrated Planning Act* (IPA).

#### BACKGROUND

The proposed amendments to the Planning Scheme now comprise two (2) amendment packages as detailed below.

- (a) At its meeting of 27 January 2005, the Council considered amendment package one (1) which comprised an operational review of the Planning Scheme and resolved:
- "A. ....to amend the Ipswich Planning Scheme (pursuant to Schedule 1 of the *Integrated Planning Act 1997*) in the manner outlined in Tables 1-4, as amended, to the report by the Planning Manager dated 10 January 2005.
- B. ... to amend the Planning Scheme Policies (pursuant to Schedule 3 of the *Integrated Planning Act 1997*) in the manner outlined in Table 5 of the report by the Planning Manager dated 10 January 2005.
- C. That Tables 1-5, as amended, to the report by the Planning Manager dated 10 January 2005 and the associated reports from the Conservation, Parks and Sport Manager dated 4 January 2005 and the Senior Transport Planner dated 6 January 2005 and the Senior

.../2

*Engineer dated 6 January 2005, form the core elements of the explanatory statements in relation to the proposed planning scheme and planning scheme policies amendments.*

- D. That in accordance with the provisions of Section 12.2 of the Planning Scheme, Springfield Land Corporation be notified about the proposed amendments to the Springfield Structure Plan - Map 2.*
- E. That the Planning Manager be requested to attend to all relevant matters associated with the proposed amendments to the planning scheme and planning scheme policies, including:*
- giving public notice of the proposals*
  - advising affected landowners; and*
  - advising relevant government agencies”*
- (b) At its meeting of 20 April 2005, the Council considered amendment package two (2) which included a review of the Ipswich Planning Scheme Heritage and Character Provisions and resolved:
- “A. ....to amend the Ipswich Planning Scheme (pursuant to Schedule 1 of the Integrated Planning Act 1997) in the manner detailed in Attachments A, B. and C. to the report by the Planning Manager dated 30 March 2005.*
- B. That the report by the Planning Manager dated 30 March 2005 form the core element of the explanatory statement in relation to the proposed planning scheme amendments.*
- C. That the Planning Manager be requested to attend to all relevant matters associated with the proposed amendments to the planning scheme, including:*
- giving public notice of the proposals;*
  - advising affected landowners; and*
  - advising relevant government agencies”*

Amendment Package One was referred to the Department of Local Government, Planning, Sport and Recreation for the first State Interest Review on 27 January 2005 and was with the Department for a lengthy time period. The second amendment package was considered by Council at its meeting of 20 April 2005. These amendments were referred to the Department of Local Government, Planning, Sport and Recreation on 27 April 2005. The Planning Scheme Policy amendments proposed as part of Package One have been publicly notified, finally adopted and are now in force.

On 27 May 2005 correspondence was received from the Minister advising that Council could advertise the operational amendments to the Planning Scheme (Package One). On 6 June 2005 further correspondence was received from the Minister advising that the second amendment package could be advertised. It was determined to delay the advertisement of the first amendment package to enable both packages to be considered as a component of the same public notification process.



The report as set out below:

- provides an overview of the display process for the proposed amendments to the Ipswich Planning Scheme;
- outlines the submissions received in relation to the proposed amendments to the Ipswich Planning Scheme;
- provides an assessment of the various issues raised in relation to the proposed amendments to the Ipswich Planning Scheme; and
- recommends actions relating to the submissions received.

#### **OVERVIEW OF DISPLAY PROCESS:**

The proposed amendments to the Planning Scheme were publicly advertised in accordance with the requirements of the *Integrated Planning Act* (IPA).

The display process included the following elements:

- making the proposed amendments to the Ipswich Planning Scheme documentation available for perusal at Council's Administration Centre;
- a telephone hotline for phone enquiries;
- a statutory public notice in The Queensland Times; and
- the production and distribution of letters to land owners whose proposed land-use designations faced significant changes.

The period for receipt of submissions in relation to the proposed amendments extended from 22 June 2005 to 5 August 2005. At the close of the formal, statutory consultation period on 5 August 2005 Council had received **a total of eleven (11) properly made submissions** comprising nine (9) public submissions and two (2) internal (Council) submissions. One (1) additional internal (Council) submission was received after the close of the formal public advertising period.

A summary of the submissions is provided below:

- Three (3) submissions from [REDACTED] Enviro Waste Management and Mr [REDACTED] in relation to the DNRM proposal to extend the Key Resource Area boundary in the Redbank Plains area;
- One (1) submission from Town Planning Strategies on behalf of Hayes Investments Pty Ltd, [REDACTED] regarding zoning consistency across their land titles at Harrisville;
- One (1) submission from Buckley Vann Town Planning Consultants on behalf of Woolthorpe Grazing Company in relation to the proposed separation distances and inconsistent land use status applied to poultry feedlots;
- One (1) submission from [REDACTED] in relation to heritage issues such as the Scotts Buildings, Railway Signal Box and Turntable and the heritage provisions as contained in the Planning Scheme;
- One (1) submission from [REDACTED] with regard to the zoning of land at 51 East Owen Street, Raceview and requesting information in relation to the effect of the proposed amendments on the property;

- One (1) submission from Woods Prince Lawyers on behalf of the Estate of W R Milner, Mrs M K Milner, Milner Porcelain Products P/L and [REDACTED] in relation to the listing of the Queensland Potteries Kiln and the zoning of their landholdings;
- One (1) submission from Springfield Land Corporation in relation to the designation of land proposed for the future Springfield Middle and Senior College fronting Springfield Greenbank Arterial Road;
- Two (2) submissions (including one (1) submission which was received after the close of the public display period) from the Development Manager. The first submission requests a series of amendments to the Planning Scheme to improve its operational efficiency. The second submission is in relation to an emergent issue regarding road boundary setbacks to Access Restriction Strips (ARS) for new building work; and
- One (1) submission from the Conservation Support Officer in relation to a zoning associated with a Nature Conservation Agreement.

Further information in relation to the submissions received during the public display of the proposed amendments to the Ipswich Planning Scheme are included as attachments to this report:

**Attachment A:** Provides a precis and assessment of the submissions received from the public, including a divisional reference.

**Attachment B:** Provides a precis and assessment of the submissions received from Ipswich City Council Departments.

### **WHERE TO FROM HERE:**

The attachments referred to in this report include a summary of the submissions received from the public, and departments of Ipswich City Council.

It is proposed that:

- the submissions received be noted and the recommendations arising from those submissions be incorporated in the finalised amendments to the Ipswich Planning Scheme; and
- the finalised amendments to the Ipswich Planning Scheme be forwarded to the State Government for final 'state interest' review.

In accordance with the provisions of the *Integrated Planning Act* (1997) (IPA), Council is required to respond to all submissions made during the proposed amendments to the Ipswich Planning Scheme public display period. In accordance with established Council practice, each of the submitters has been sent a letter of acknowledgment, thanking them for their submission and advising them that their submissions will be considered in the finalisation of the amendments to the Ipswich Planning Scheme. It is proposed that, in accordance with the provisions of the IPA, further correspondence be sent to each submitter detailing the response to their submissions, as outlined in the relevant attachments to this report.

**RECOMMENDATION**

- A. That the comments received through the submissions be noted.
- B. That Council resolve to proceed with the proposed amendments to the Ipswich Planning Scheme, with the modifications as detailed in Attachment A and Attachment B, ~~as amended to~~ the ~~report by the~~ Planning Manager, ~~dated~~ 24 August 2005.
- Amended at PD&E Committee No. 2005(10) of 06.09.05 NLT (NCM)
- C. That the Planning Manager be requested to attend to the relevant matters associated with the proposed amendments including:
1. amending the relevant documentation;
  2. advising the submitters about the outcome of the submissions; and
  3. forwarding the relevant documentation to the Minister for the final 'state interests review'.

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Attachment A



Attachment B

John Adams  
**PLANNING MANAGER**

I concur with the recommendations contained in this report.

Gary White  
**PLANNING & DEVELOPMENT MANAGER**

**ATTACHMENTS:**

**Attachment A:** Public Submissions - Assessment

**Attachment B:** Ipswich City Council Departments' Submissions – Assessment

14 September 2005

Dear 

**Re: Amendments to the Ipswich Planning Scheme**

I wish to advise that at its meeting of 14 September 2005, Council considered submissions received from the public and internal Council departments made during the public display of the proposed amendments to the Ipswich Planning Scheme.


The proposed amendments to the Ipswich Planning Scheme now comprise two (2) amendment packages. Amendment Package One which comprised an operational review of the Planning Scheme was referred to the Department of Local Government, Planning, Sport and Recreation for the first State Interest Review on 27 January 2005. The second amendment package which included a review of the Ipswich Planning Scheme Heritage and Character Provisions was referred to the Department of Local Government, Planning, Sport and Recreation on 27 April 2005.

On 27 May 2005 correspondence was received from the Minister advising that Council could advertise the operational amendments to the Planning Scheme (Package One). On 6 June 2005 further correspondence was received from the Minister advising that the second amendment package could be advertised. It was determined to delay the advertisement of the first amendment package to enable both packages to be considered as a component of the same public notification process.

Attachment 1 includes the planning report which:

- provides an overview of the display process for the proposed amendments to the Ipswich Planning Scheme;
- outlines the submissions received in relation to the proposed amendments to the Ipswich Planning Scheme;
- provides an assessment of the various issues raised in relation to the proposed amendments to the Ipswich Planning Scheme; and
- recommends actions relating to the submissions received.

The documents are hereby forwarded to the Minister for final 'consideration of State Interests' pursuant to Schedule 1 of the *Integrated Planning Act*.

Central Southern Team SEQ Planning Division  
Department of Local Government, Planning,  
Sport & Recreation  
PO BOX 31  
BRISBANE ALBERT STREET Q 4002  
ATTN: 

I look forward to working with you to expedite the final State Interests Review and to progress the plan making process as a matter of urgency in order to ensure the continued operational efficiency of the Ipswich Planning Scheme.

I look forward to receiving confirmation that Council may proceed to the final adoption of the planning scheme amendments following the final State Interest Review.

If you require any further information please contact me direct on [REDACTED]

Yours sincerely

[REDACTED]  
**ACTING PLANNING MANAGER**

### **List of Attachments**

Attachment A – Planning Report (including outline of public display and submissions received)



Attachment A -  
Planning Report



**Hon Desley Boyle MP**  
Member for Cairns

MC05.4339 – TPA23349 & TPA23394

16 NOV 2005

Mr Jamie Quinn  
Chief Executive Officer  
Ipswich City Council  
PO Box 191  
IPSWICH QLD 4305

Attention: Mr John Adams



RECEIVED	
17 NOV 2005	
Doc. No.	
Applic. No.	P.
Action T.	J. Adams

Dear Mr Quinn

Thank you for Council's letter of 14 September 2005 regarding proposed Package 1 (January 2005) and Package 2 (April 2005) amendments to the Ipswich planning scheme forwarded to the Department of Local Government, Planning, Sport and Recreation for consideration of State interests in accordance with section 18 of Schedule 1 of the *Integrated Planning Act 1997* (IPA) and approval to adopt.

Following my consideration of State interests regarding the proposed amendments, I advise in accordance with section 18(4)(b) of Schedule 1 of the IPA Council may adopt the proposed amendments to the planning scheme subject to the following condition:

- a) Retain the Key Resource Area south of Redbank Plains Road in the Swanbank/Redbank Plains area as depicted on Attachment D Map 2 as agreed to by the Department of Natural Resources and Mines during the initial consideration of State interests in May 2005.

I acknowledge Council has identified the Swanbank/Redbank Plains area as a regionally significant business and industry area. Rather than delay the planning scheme amendments further I recommend Council raise its concerns directly with officers of the Department of Natural Resources and Mines in relation to the depiction of the Key Resource Area. I am advised Mr Jan Domagala, Regional Geologist and Team Leader, Mining Support Unit, Department of Natural Resources and Mines can be contacted on telephone number [REDACTED]

I would like to thank Council for the opportunity to provide State input into the amendments.

Yours sincerely

[REDACTED]

**Desley Boyle MP**  
**Minister for Environment**  
**Minister for Local Government and Planning**  
**Minister for Women**



**Queensland**  
**Government**

Minister for Environment

Minister for Local Government  
and Planning

Minister for Women

Level 18 41 George Street Brisbane  
PO Box 15031 City East  
Queensland 4002 Australia  
Telephone [REDACTED]  
Facsimile [REDACTED]  
Email [REDACTED]@ministerial.qld.gov.au  
Website www.qld.gov.au





**Hon Desley Boyle MP**  
Member for Cairns

MC05.4339 – TPA23349 & TPA23394

16 NOV 2005

Cr Paul Pisasale  
Mayor  
Ipswich City Council  
PO Box 191  
IPSWICH QLD 4305



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23 NOV 2005	
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Minister for Environment

Minister for Local Government  
and Planning

Minister for Women

Dear Cr Pisasale

Today I wrote to the CEO of your Council, Mr Jamie Quinn, advising him that I have approved the adoption of the proposed Package 1 (January 2005) and Package 2 (April 2005) amendments to the Ipswich planning scheme as provided to the Department of Local Government, Planning, Sport and Recreation on 14 September 2005 subject to one condition relating to the depiction of a Key Resource Area south of Redbank Plains Road in the Swanbank/Redbank Plains area.

Yours sincerely



**Desley Boyle MP**  
Minister for Environment  
Minister for Local Government and Planning  
Minister for Women

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18/11



CEP  
Gay white  
John Adams

Level 18 41 George Street Brisbane  
PO Box 15031 City East  
Queensland 4002 Australia  
Telephone +61 7 3227 8819  
Facsimile +61 7 3221 9964  
Email ELGPW@ministerial.qld.gov.au  
Website www.qld.gov.au

F. DO:DO  
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- Operational Review (1)\Reports [Final Adoption  
Report.doc]

## ITEM 02.03

Planning Development & Environment Committee	
Mtg Date: 6/12/05	OAR: YES
Authorisation: Gary White	
Committee to prepare letter: No	
Program No: 02	

22 November 2005

### **MEMORANDUM**

TO: PLANNING AND DEVELOPMENT MANAGER

FROM: PLANNING MANAGER

RE: FINAL ADOPTION OF AMENDMENTS TO THE IPSWICH PLANNING  
SCHEME

---

#### **INTRODUCTION**

This is a report by the Planning Manager dated 22 November 2005 in relation to the final adoption of the amendments to the Ipswich Planning Scheme.

#### **BACKGROUND**

At its meeting of 14 September 2005, Council resolved to proceed with the proposed amendments to the Ipswich Planning Scheme with the modifications as detailed in Attachments A and B, as amended, to the report of the Planning Manager dated 24 August 2005.

Amendment package one (1) comprised an operational review of the Planning Scheme and amendment package two (2) included a review of the Ipswich Planning Scheme Heritage and Character Provisions.

The amended planning scheme documents were forwarded to the Department of Local Government, Planning, Sport and Recreation for Ministerial approval as part of the second State Interests Review on 14 September 2005.

By letter dated 16 November 2005 (see Attachment A), advice has been received from the Minister that Council may now adopt the proposed amendments to the planning scheme subject to the following condition:

*“Retain the Key Resource Area south of Redbank Plains Road in the Swanbank/Redbank Plains area as depicted on Attachment D Map 2 as agreed to by the Department of Natural Resources and Mines during the initial consideration of State interests in May 2005”*

The Minister's letter acknowledges Council has identified the Swanbank/Redbank Plains area as a regionally significant business and industry area. Rather than delay the planning scheme amendments further, the Minister recommends that Council raise its concerns directly with officers of the Department of Natural Resources and Mines in relation to the depiction of the Key Resource Areas.

### **CONSOLIDATED PLANNING SCHEME:**

A consolidated planning scheme means a document that accurately combines a local government's planning scheme, as originally made, with all amendments made to the planning scheme since the planning scheme was originally made.

A local government may decide to consolidate the planning scheme under IPA, section 2.1.8

- after a number of amendments have been made to a planning scheme; or
- after each amendment to allow for the most recent adopted version of the planning scheme to incorporate all amendments as they occur.

It is proposed that Council resolve to adopt a consolidated planning scheme in accordance with section 2.1.8 of IPA at the same time it resolves to adopt the above described amendments to the planning scheme. Consolidating the planning scheme requires only that Council adopt the consolidated planning scheme by resolution. No Ministerial approval or State interests review are required.

By resolving to adopt a consolidated planning scheme at the same time each amendment package is adopted, allows for the most recent adopted version of the planning scheme to incorporate all amendments as they occur (rather than rolling the individual amendments into the existing planning scheme and having footers with different dates on them, etc). This will be a lot cleaner and less confusing than adopting a series of individual amendments and will ensure that it is easily determined exactly what scheme is in force at what date and so forth.

### **COMMENCEMENT DATE:**

In accordance with the requirements of IPA the amendments to the Ipswich Planning Scheme will take effect either:

- on the day the adoption of the amendments to the Ipswich Planning Scheme is notified in the Queensland Government Gazette; or
- such later date which Council may determine to be the 'commencement date'.

There are a number of logistical elements which are yet to be finalised in relation to the planning scheme amendments and the new consolidated planning scheme. These include the logistics associated with printing the documents over the Christmas/New Year period.

It would also be preferable for the consolidated planning scheme to commence on a Monday as this would enable 'uploading' of the necessary GIS and other relevant property data over a weekend.

Accordingly, it is proposed that the commencement date for the amendments and the new consolidated Ipswich Planning Scheme be Monday, 23 January 2006.

**RECOMMENDATION**

Amended PD&E Ctee No. 2005(14) of 6 December 2005. ncm

- A. That Council resolve to adopt the amendments to the Ipswich Planning Scheme inclusive of the Ministerial condition to retain the Key Resource Area south of Redbank Plains Road in the Swanbank/Redbank Plains area as depicted in Attachment D, Map 2 as agreed to by the Department of Natural Resources and Mines during the initial consideration of State interests in May 2005.
- B. That Council resolve to adopt a consolidated planning scheme under the Integrated Planning Act 1997, Section 2.1.8, inclusive of all relevant planning scheme policies and implementation guidelines.
- C. That Council resolve that the commencement date for the planning scheme amendments and the consolidated Ipswich Planning Scheme be Monday, 23 January 2006.
- D. That the Planning Manager be requested to attend to the relevant matters associated with the implementation of the planning scheme amendments and the consolidated Ipswich Planning Scheme including:
1. placement of public notices of the adoption of the amendments and Council's adoption of a consolidated planning scheme;
  2. forwarding notification of the adoption of the amendments and resolution to adopt a consolidated planning scheme to the Chief Executive of the Department of Local Government, Planning, Sport and Recreation, pursuant to Schedule 1 of the Integrated Planning Act 1997; and
  3. amending the relevant documentation.
- E. That the Planning Manager be requested to liaise directly with officers of the Department of Natural Resources and Mines in relation to the depiction of the Swanbank/Redbank Plains Key Resource Area.

Deleted: on

John Adams  
**PLANNING MANAGER**

I concur with the recommendations contained in this report.

Gary White  
**PLANNING & DEVELOPMENT MANAGER**

**ATTACHMENTS:**

**Attachment A:** Minister's Letter of Final Approval



Attachment A.tif

JSA/DO  
[REDACTED]

14 February 2006

Dear [REDACTED]

**Re: Adoption of Amendments and a Consolidated Planning Scheme**

I wish to advise that at its meeting of 14 December 2005, Council adopted amendments to the planning scheme for the City of Ipswich. On the same date the Council also adopted a consolidated planning scheme under the Integrated Planning Act 1997, section 2.1.8.

The amendments to the Ipswich Planning Scheme comprised the two (2) amendment packages referred to in the Minister's correspondence dated 16 November 2005. Amendment Package One was an operational review of the Planning Scheme (January 2005). The second amendment package included a review of the Ipswich Planning Scheme Heritage and Character Provisions (April 2005).

The planning scheme amendments and the consolidated planning scheme took effect on and from 23 January 2006 and include amendments effective up to 23 January 2006.

The documents are hereby forwarded in accordance with IPA Implementation Note 1, July 2005.

If you require any further information please contact [REDACTED] on [REDACTED]

Yours sincerely

John Adams  
**PLANNING MANAGER**

Central Southern Team SEQ Planning Division  
Department of Local Government, Planning,  
Sport & Recreation  
PO BOX 31  
BRISBANE ALBERT STREET Q 4002  
ATTN: [REDACTED]

**List of Attachments**

Attachment A – Four (4) certified copies of the consolidated planning scheme document

Attachment B – One (1) single pdf file of the consolidated planning scheme document (including maps in GIS format)

Attachment C – One (1) copy of the Queensland Government Gazette public notice of adoption of amendments to the planning scheme and a consolidated planning scheme.

Attachment D – One (1) copy of the Queensland Times public notice of adoption of amendments to the planning scheme and a consolidated planning scheme.