

Ipswich City Plan 2025

Amendment - Amendment Package 1 - s18 Tailored Process

Predominantly operational, minor or administrative amendments to correct or improve the functioning of the Ipswich City Plan 2025. Includes: - Increased efficiency (addressing matters that weren't intended) - Functional improvement and clarity (making things clearer and simpler) - Enhancements to character provisions (2 new listings; improved operation of code) - Editorial matters (fixing spelling, grammar, numbering, formatting) s18 '3 Month Process'

Part 3 Strategic Framework

3.5.2

Further Studies

Reason for change: Post Consultation administrative change - correction

(1) Further studies, investigations or consultations addressing longer-term strategic planning and development issues are intended within the life of this scheme. In addition, the challenges and issues sought to be addressed by this planning scheme may evolve over time, or new issues may emerge. At minimum, core issues include:

- a. Improving the way the planning scheme currently addresses First Nations and Aboriginal interests by directly engaging with the community, including First Nations and Aboriginal groups to build relationships and trust, to establish what can be improved in the planning scheme and to prepare a planning scheme amendment if needed and welcomed.
- b. Improving the way the planning scheme addresses natural hazards. This scheme provides substantial advancement in the management of natural hazards. More investigation is anticipated in addressing issues of landslide, flooding, stormwater and climate change. Natural floodplain management will be further considered within the life of the scheme to improve floodplain mitigation and realise multiple benefits for ecosystem health and waterway rehabilitation.
- c. Reviewing character protection in the city, including a review of both pre 1946 features and structures to be protected and the potential inclusion of a range of structures and features from the post 1946 era.
- d. Improving placemaking. The planning scheme plays a role in the creation of vibrant, diverse and active spaces. Studies considering the improvement of placemaking in Ipswich may assist further evolution of the planning scheme requirements for the design and development of places.
- e. Development of an Ebenezer road strategy to identify major transport connection requirements and the possibilities for the ~~implantation~~implementation of those requirements to facilitate the development of the Ebenezer Regional Industrial Area.
- f. The Waste Challenges: the planning scheme may evolve in response to the rapidly changing waste and resource management environment.
- g. Capitalising on an opportunity: the Olympics in South East Queensland to be held in 2032 presents an opportunity to accelerate the growth and development of supportive sectors of the urban landscape.
- h. Focusing on the development of a pipeline of a diverse supply of housing and jobs growth associated with the rapid growth of South East Queensland as identified in *ShapingSEQ*.

- i. A focus on the sustainable delivery of infrastructure for the community, including the infrastructure identified in the Local Government Infrastructure Plan and the Ipswich Advocacy Priorities.

Part 4 Local Frameworks \ 4.2.25 Area 27 - Ebenezer

4.2.25.4 Specific Benchmarks for Assessment

Reason for change: Post Consultation administrative change - correction

PO1.2 New highway oriented service centres provide transport and highway-related goods and services (predominantly the provision of fuel) and are limited to existing and planned locations of either Neighbourhood Centres or Local Centre at convenient and accessible locations ~~long~~ along the Cunningham Highway.	AO1.2 Development for a Highway Service Centre is consistent with the Ipswich Centres Hierarchy.
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Part 5 Categorisation Tables \ 5.9 Categories of Development And Assessment - Overlays \ 5.9.7 Mining Influence Areas Overlay

5.9.7

Mining Influence Areas Overlay – Categories of Development and Assessment

Reason for change: Post Consultation administrative change - correction

Material Change of Use	Accepted Development	
	If development does not include building works	Not applicable
	Code Assessable	
	All other development (where within the Mining Influence ~~Constrained Area~~ Areas)	Mining Influence Areas Overlay Code

Reason for change: Post Consultation administrative change - correction

Building Works only	Accepted Development	
	If involving: a. a Class 10 building; or b. Minor building work.	Not applicable
	Code Assessable	
	All other development (where within the Mining Influence ~~Constrained Area~~ Areas)	Mining Influence Areas Overlay Code

Reason for change: Post Consultation administrative change - correction

Reconfiguring a Lot	Code Assessable	
	All development (where within the Mining Influence ~~Constrained~~ <u>AreaAreas</u>)	Mining Influence Areas Overlay Code

Reason for change: Post Consultation administrative change - correction

Operational Works	Accepted Development	
	If involving: a. Operational Works in association with a Material Change of Use where the Material Change of Use is Accepted Development; or b. an Advertising device.	Not applicable
	Code Assessable	
	All other development (where within the Mining Influence ~~Constrained~~ <u>AreaAreas</u>)	Mining Influence Areas Overlay Code

Part 9 Use and Development Codes \ 9.4 Development Codes \ 9.4.1 Reconfiguring a Lot Code

9.4.1.3 Specific Benchmarks for Assessment

Reason for change: Post Consultation administrative change - correction

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Utilities and Stormwater Drainage

Reason for change: Post Consultation administrative change - correction

PO5PO4.1 In urban areas (including residential, centre and industrial areas), services, including water supply, effective firefighting provision, wastewater services, waste disposal, drainage, gas where available, electricity and telecommunication utilities, are provided in a manner that: - is efficient; and - minimises the risk of adverse environmental or amenity related impacts.	AO5AO4.1 Urban development provides water supply, effective firefighting provision, sewage disposal, wastewater services, drainage, gas where available, electricity and telecommunications utilities to service the development in accordance with the requirements of the relevant regulatory authority and distributor. Note: - Where wastewater services are not available, sufficient area for on-site effluent treatment and disposal is to be included as a part of service provision. - SC6.2 General Works and Infrastructure Planning Scheme Policy provides further information on the provision of utilities.
PO5PO4.2 Rural reconfigurations are serviced with a	AO5AO4.2 No accepted outcome provided

road constructed in accordance with Table 6.4.4.4 - Rural Road Characteristics in SC6.4 Transport and Parking Planning Policy.

Note: SC6.4 Transport and Parking Planning Scheme Policy (Table 6.4.4.4 — Rural Road Characteristics) provides guidance on the road characteristics required for rural uses.

Reason for change: Post Consultation administrative change - correction

PO5PO4.3

For all lot reconfigurations, an appropriate stormwater drainage system is provided that protects people and built environments from stormwater hazard, whilst ensuring stormwater discharge to receiving waters maintains hydrological regimes and does not degrade the quality of water in receiving environments.

Note: This requirement will be met by addressing the requirements of SC6.2 General Works and Infrastructure Planning Scheme Policy, Part 3 — Stormwater Quantity, Quality and Floodplain Management and Part 8 — Standards for Construction of Stormwater Drainage Works.

AO5AO4.3

No accepted outcome provided.

Reason for change: Post Consultation administrative change - correction

PO5PO4.4

Where lots are proposed of 10m or less in width, services within the lot and in the adjacent verge are located so they do not restrict subsequent development at the site.

Note: Indicative engineering plans for subdivisions incorporating lots of less than 10m in width show the location of all services to assist in demonstrating compliance with this performance outcome.

AO5AO4.4

Where lots are 10m or less in width, services and associated easements:

- do not traverse lots;
- do not require buildings to be set back from site boundaries further than required by the relevant assessment benchmarks;
- are located to minimise conflict with driveways and street trees; and
- allow for the maximum possible separation between the driveways of adjacent allotments.

Reason for change: Post Consultation administrative change - correction

65

Frontage and Access

Reason for change: Post Consultation administrative change - correction

PO6PO5.1

Existing (dedicated) street verges adjoining the frontage of reconfigured lots are constructed or upgraded to the standards and characteristics identified for their road or street types.

Note: The design requirements for each street type are

AO6AO5.1

No accepted outcome provided.

listed in the Road Characteristics Tables (Centre, Urban and Rural) in SC6.4 Transport and Parking Planning Scheme Policy.

Reason for change: Post Consultation administrative change - correction

PO6PO5.2

Access to a lot meets the requirements for the relevant street type and is constructed in accordance with the relevant construction standards.

Note:

- The design requirements for each street type are listed in the Road Characteristics Tables (Centre, Urban and Rural) in SC6.4 Transport and Parking Planning Scheme Policy.
- The SC6.2 General Works and Infrastructure Planning Scheme Policy provides the relevant construction standards for access.

AO6AO5.2

No accepted outcome provided.

Reason for change: Post Consultation administrative change - correction

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Completion of Works

Reason for change: Post Consultation administrative change - correction

PO7PO6.1

For reconfigurations, stages of reconfigurations or sub-stages of reconfigurations, all frontage and infrastructure works necessary to support the stage or stages are completed (for the stage, sub-stage or entire reconfiguration) before submitting the relevant Plan of Subdivision for approval.

Note: All frontage and infrastructure works are to be in place or sufficient security provided before a Plan of Subdivision will be approved by the local government.

AO7AO6.1

No accepted outcome provided.

Reason for change: Post Consultation administrative change - correction

For Reconfigurations where a new street or road is required

Reason for change: Post Consultation administrative change - correction

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Additional Lot Design Matters

Reason for change: Post Consultation administrative change - correction

PO8PO7.1

The layout of urban lots and infrastructure creates legible and interconnected movement and open space networks that are integrated with the surrounding road network, open space and environmental corridors.

AO8AO7.1

No accepted outcome provided.

Reason for change: Post Consultation administrative change - correction

PO8PO7.2

The layout of urban lots and infrastructure is

AO8AO7.2

No accepted outcome provided.

designed to create compact and walkable neighbourhoods that are well connected to employment areas, centres, community facilities, educational establishments, open space and recreational facilities.

Reason for change: Post Consultation administrative change - correction

PO8PO7.3

Open spaces and environmental areas are provided to define the boundaries of neighbourhoods and to provide opportunities for leisure and the promotion of community identity, in addition to their ecological value.

AO8AO7.3

No accepted outcome provided.

Reason for change: Post Consultation administrative change - correction

PO8PO7.4

Lot orientation allows dwellings and their associated private open space to take advantage of microclimatic benefits by:

- maximising solar access to the north in winter;
- minimising solar access to the west in summer;
- maximising access to prevailing summer breezes; and
- minimising exposure to prevailing winter winds.

AO8AO7.4

No accepted outcome provided.

Reason for change: Post Consultation administrative change - correction

PO8PO7.5

Concentrations of built to boundary lots are placed in the most accessible and well-serviced locations and take maximum advantage of parks and public transport services.

AO8AO7.5

No accepted outcome provided.

Reason for change: Post Consultation administrative change - correction

PO8PO7.6

The lot design is responsive to landmarks, views, vistas, features and places of European and Aboriginal cultural heritage significance.

AO8AO7.6

No accepted outcome provided.

Reason for change: Post Consultation administrative change - correction

PO8PO7.7

The layout of lots, streets and infrastructure:

- avoids or minimises alteration to natural features such as drainage lines and waterways;

AO8AO7.7

No accepted outcome provided.

- b. minimises the need for vegetation clearing;
- c. retains or provides viable ecological corridors for wildlife movement;
- d. minimises alteration to the natural topography through excavation and filling; and
- e. avoids increasing the risks associated with natural hazards.

Reason for change: Post Consultation administrative change - correction

98

Street Design

Reason for change: Post Consultation administrative change - correction

PO9PO8.1

The design features of roads, streets and lanes:

- a. ensure they can perform their function as required for their categorisations in the road hierarchy;
- b. include a horizontal and vertical alignment design sufficient to accommodate utilities, on-street parking, access to lots, street trees and furniture as required by their type in the road hierarchy;
- c. accommodates safe pedestrian and cyclist movement;
- d. encourages traffic speeds and volumes at levels commensurate with their road hierarchy function; and
- e. ensures unhindered access for service and emergency vehicles.

Note:

- Where a reconfiguration of a lot proposes to include the construction of a length of new road or street, the reconfiguration will be assessed against the requirements of 9.4.6 Transport and Parking Code.
- The road hierarchy and the road characteristics tables for centre, urban and rural roads can be found in SC6.4 Transport and Parking Planning Scheme Policy.

AO9AO8.1

No accepted outcome provided.

Reason for change: Post Consultation administrative change - correction

PO9PO8.2

The layout of streets is arranged to optimise convenience of walking, cycling and access to public transport, predominantly through a rectilinear grid pattern or modified grid pattern that is also designed to be responsive to topography and constraints,

AO9AO8.2.1

Street blocks are provided as a grid pattern.

AO9AO8.2.2

Street blocks are between 50m and 64m in width and 100m and 250m in length.

AO9AO8.2.3

including natural hazards.

Note: The SC6.4 Transport and Parking Planning Scheme Policy provides further criteria to inform the optimal layout of streets.

A 10m wide mid-block pedestrian link is provided for street blocks greater than 130m in length.

Reason for change: Post Consultation administrative change - correction

PO9PO8.3

The layout of streets does not involve cul-de-sacs unless they are designed as a minor part of a predominantly connected grid layout, and the cul-de-sacs:

- enable servicing, manoeuvring and on-street parking in an efficient manner; and
- enable future connections to adjoining land and development; or
- are linked to the pedestrian or cycle network at the head of the cul-de-sac by connection to an adjoining street or to the open space network.

AO9AO8.3

No accepted outcome provided.

Reason for change: Post Consultation administrative change - correction

PO9PO8.4

The design of each road or street includes:

- a footpath in accordance with the requirements of the street type, constructed in accordance with the relevant construction standards; and
- large canopy street trees planted on each side of the street at a minimum spacing of 15m.

Note:

- The design requirements for each street type are listed in the road characteristics tables (Centre, Urban and Rural) in the SC6.4 Transport and Parking Planning Scheme Policy.
- The SC6.2 General Works and Infrastructure Planning Scheme Policy provides the relevant construction standards for roads and streets.
- The SC6.7 Landscape Works Planning Scheme Policy provides the relevant standards for the location and establishment of street trees.

AO9AO8.4

No accepted outcome provided.

Reason for change: Post Consultation administrative change - correction

PO9PO8.5

In urban streets requiring parking, on-street parking is provided at rates sufficient to augment the off-street parking supply and that support the short-term parking needs of residents and visitors.

Note: A parking analysis plan may assist in demonstrating compliance with this performance outcome.

AO9AO8.5.1

In residential areas, 1 on-street parking space is available for each lot.

Note:

- In addition to on-street parking, lots intended for a dwelling are expected to include on-site parking provision of a minimum of 1 covered parking space and an additional area for a car in the driveway.
- On street parking spaces are to be clear of driveways, stormwater infrastructure and other barriers to parking provision.

AO9AO8.5.2

For industrial development, parking lanes are provided within the carriageway on both sides of the street, with widths as identified in the Urban Road Characteristics Table of the Transport and Parking Planning Scheme Policy Table 6.4.4.3.

Reason for change: Post Consultation administrative change - correction

PO9PO8.6

Residential street frontages dominated by driveways are avoided to maintain attractive streetscapes and to maximise the provision of on-street parking.

AO9AO8.6

For lots with a frontage of 9m or less, driveways are provided from a rear lane.

Reason for change: Post Consultation administrative change - correction

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Landscaping and Fencing

Reason for change: Post Consultation administrative change - correction

PO10PO9.1

Where required, fences are designed and constructed to:

- a. provide visual interest within the streetscape;
- b. include materials and colours that are compatible with buildings and landscaping at and surrounding the site;
- c. allow for casual surveillance and engagement with

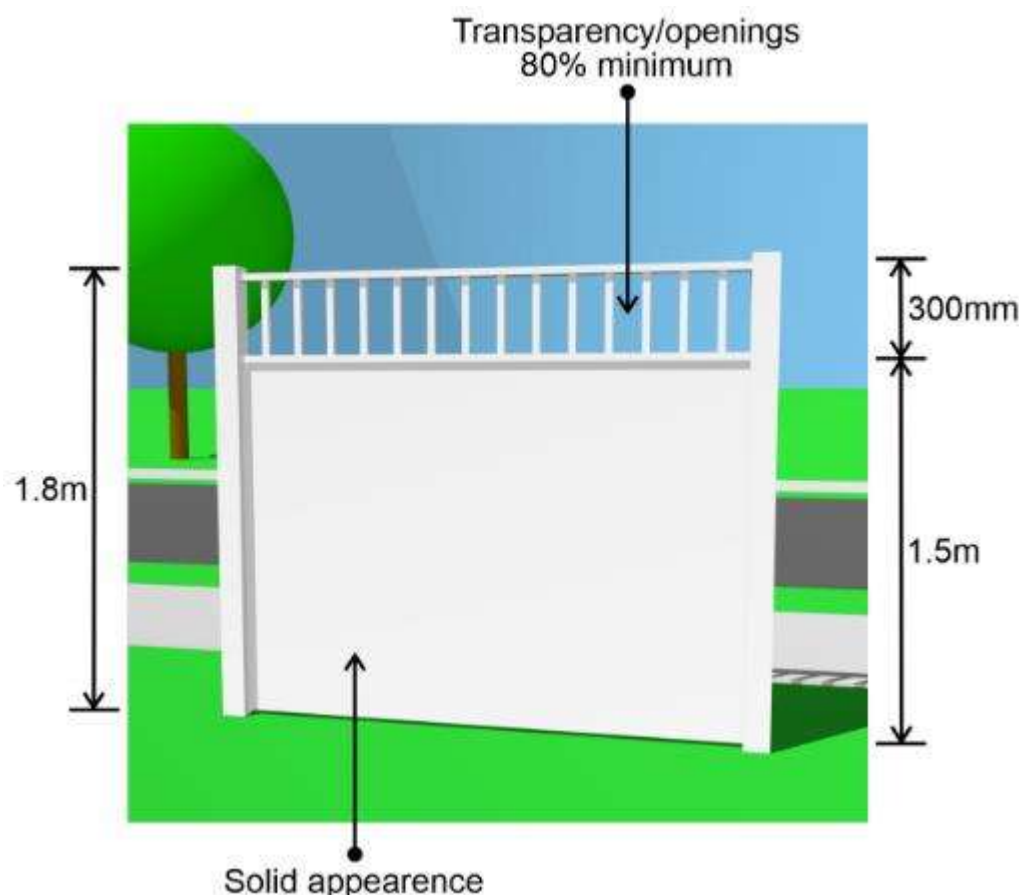
AO10AO9.1

For residential areas where fencing is provided:

- a. primary frontage fencing is a maximum of 1.2m high, or 1.8m high if greater than 30% transparent;
- b. where adjoining a lot that is intended for recreation, open space or drainage reserve, perimeter fencing is 1.8m high, solid up to 1.5m, with 80% transparency from 1.5m to 1.8m high (as shown in Diagram A).
- c. perimeter fencing (excluding all road frontages) may be solid, and a maximum of 1.8m high.

DIAGRAM A

public spaces; and
d. assist in highlighting entrances and paths to increase pedestrian security and safety.



Reason for change: Post Consultation administrative change - correction

PO10PO9.2

Where screen fencing is provided along the secondary frontages of residences, the fencing:

- includes pedestrian access to the lot;
- provides visual interest through form, articulation, detailing and landscaping; and
- allows for adequate maintenance of the road reserve.

AO10AO9.2

In residential areas, screen fencing along secondary frontages has a maximum height of:

- 1.2m if of solid appearance (0% transparency); or
- 1.8m if the fence has openings, or is constructed of materials that make it greater than 30% transparent; or
- 1.8m high, solid up to 1.5m and 80% transparent from 1.5m to 1.8m high as shown in Diagram A; and
- provides pedestrian access from the road reserve to each lot.

Reason for change: Post Consultation administrative change - correction

PO10PO9.3

Arterial and sub arterial roads are provided with areas of

AO10AO9.3

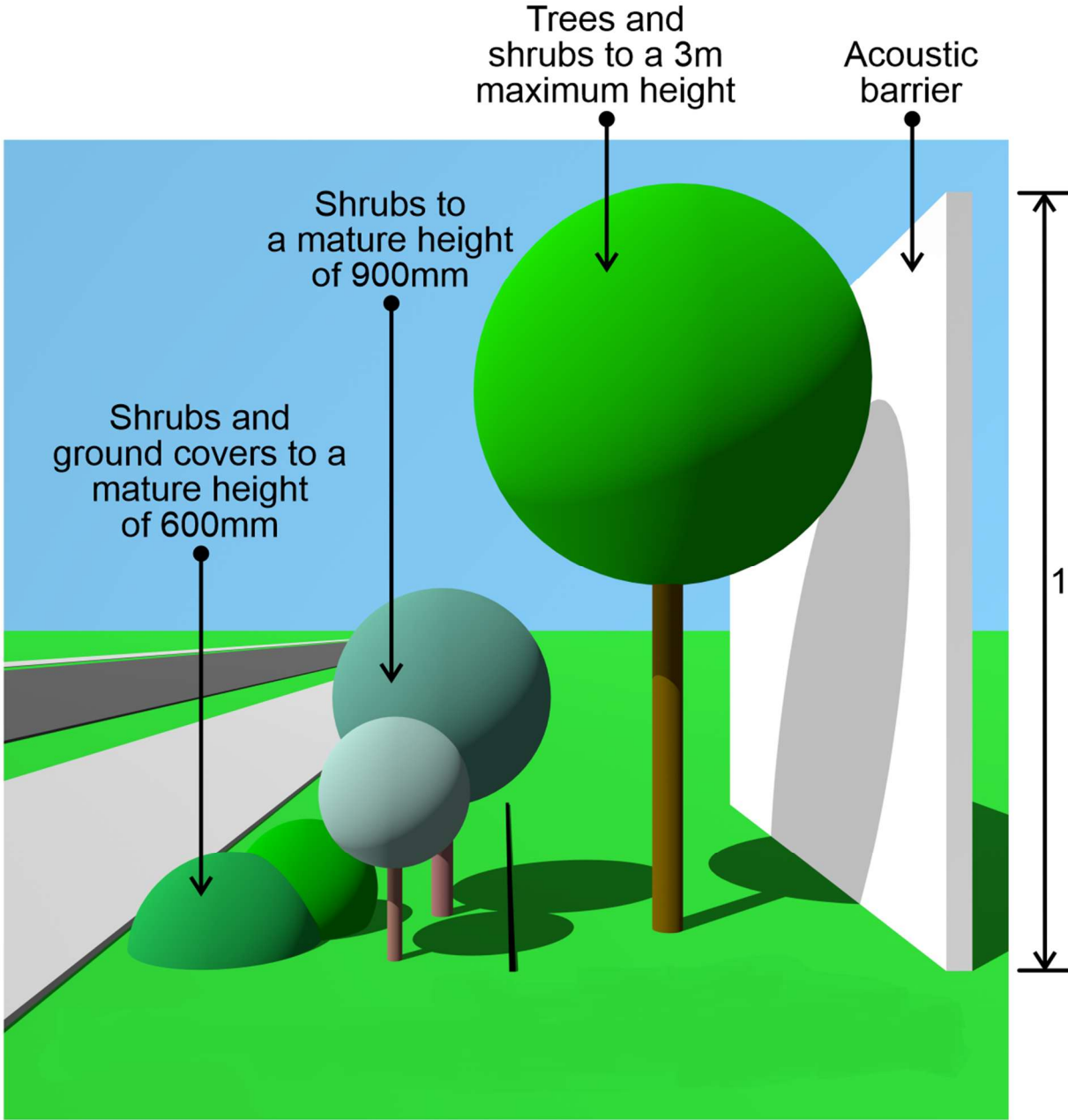
Reconfiguring a lot for residential use that adjoins an arterial or sub arterial road provides:

- a land dedication of a road for public use to Council between the lot or lots and the arterial or sub arterial road that:
 - is a minimum of 3m wide;
 - extends for the full length of the lot boundaries adjoining the arterial or sub arterial road;

landscaping providing an attractive streetscape and a separation between the road and residential uses.

- iii. is landscaped with native, locally endemic species at a density sufficient to provide partial screening between the arterial or sub arterial road and the development; and
- iv. if required, incorporates an acoustic fence adjacent to the lot boundaries (within the road reserve, see Diagram B); or
- b. a constructed road between the arterial or sub arterial road and the newly formed

DIAGRAM B



Note: Acoustic fencing is to meet the requirements of Queensland Department of Transport and Main Roads Specification MRS 15 (Noise Fences) and Technical Standard MRTS 15 (Noise Fences).

Reason for change: Post Consultation administrative change - correction

4110

Parks, Open Space and Community Facilities

Reason for change: Post Consultation administrative change - correction

PO11PO10.1

Reconfiguring a lot facilitates an accessible open space network that:

- a. accommodates the planned location of parks and open space;
- b. contributes to the character of the neighbourhood;
- c. links to existing other open space or parkland;
- d. is designed to maximise the use of parks and open space use by the surrounding community; and
- e. offers a broad range of informal and formal experiences in line with the established strategies of the Local Government Infrastructure Plan for the provision of parkland and open space.

Note:

- The delivery of any part of a network identified in the approved plans as being for trunk infrastructure is determined by Part 6 of the Planning Scheme — The Local Government Infrastructure Plan.
- The SC6.7 Landscape Works Planning Scheme Policy and the SC6.13 Parks Planning Policy provide standards relevant to the design and construction of parks and public space.

AO11AO10.1

No accepted outcome provided.

Reason for change: Post Consultation administrative change - correction

PO11PO10.2

Land is provided for community facilities in proportion to the size of the development and in accordance with local community needs.

Note: The delivery of any part of a network identified in the approved plans as being for trunk infrastructure is determined by Part 6 of the Planning Scheme — The Local Government Infrastructure Plan.

Editor's Note: The Department of Education works to a Desired Standard of Service to provide a new state primary school every 3,000 dwellings and a new state secondary every 8,000 dwellings. It is recommended that the Department of Education is consulted with for any large scale development (i.e. structure plan or subdivision which is likely to result in a combined ultimate total of more than 1,000 lots) to ensure adequate provision is made for new schools in the locality.

AO11AO10.2

No accepted outcome provided.

Reason for change: Post Consultation administrative change - correction

1211

Crime Prevention through Environmental Design (CPTED)

Reason for change: Post Consultation administrative change - correction

PO12PO11.1

The configuration of street and lot layouts

AO12AO11.1

No accepted outcome provided.

facilitates personal safety and property security and discourages crime and anti-social behaviour by providing:

- high levels of casual surveillance for streets, paths and parklands from surrounding development;
- parks with a minimum of 50% of their perimeter fronted by a road;
- a high level of accessibility from a road for all public space; and
- a clear relationship between the public realm and adjoining private space.

Note: The Queensland Government CPTED Guidelines for Queensland provides information to assist with the integration of crime prevention through environmental design principles into the planning and design of development.

Reason for change: Post Consultation administrative change - correction

1312

Future Infrastructure

Reason for change: Post Consultation administrative change - correction

PO13PO12.1

Where future infrastructure has been planned and identified in a Local Government Infrastructure Plan, reconfiguration works are designed and implemented to adequately accommodate the future infrastructure.

Note: The Growth Management Overlay (OV5) identifies future development areas where there may be plans for future infrastructure supporting the orderly progression of residential or industrial growth.

AO13AO12.1

No accepted outcome provided.

Appendix 2 Table of Amendments

Appendix 2 Table of Amendments

Reason for change: Post Consultation administrative change - correction

Amendment Package 1 – Adopted 22 June 2026 and took effect on and from 1 July 2026.

Ipswich City Plan 2025 version 2

Major Amendment – s18 Tailored Process

The purpose and general effect of Amendment Package 1 was to provide for:

- increased efficiency (correcting administrative inconsistencies);
- functional improvement and clarity (making things

			<u>clearer and simpler);</u> • <u>enhancements to character provisions (one new listing and improved operation of code); and</u> • <u>editorial matters (fixing spelling, grammar, numbering, and formatting).</u> <u>Amendment Package 1 included a range of textual corrections, reference corrections, mapping and listing corrections, level of assessment corrections, and various benchmark improvements.</u>
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Mapping Changes

Reason for change: Post Consultation administrative change - correction

OV3 Character Places and Areas

Removal of 132-134 Queen Street, Marburg from OV3 Local Character Areas (listing not in Schedule 7 and house not on site)

Reason for change: Post Consultation administrative change - correction

OV6 Building Height Density

Corrections to align mapping label and polygon mismatches with property zoning.