

Environmental Assessment Report

Address 43 – 54 The Terrace, 1A Pine Street, and Lot A The Terrace, North Ipswich

Project North Ipswich Sports and Entertainment Precinct (NISEP) Western Grandstand Project

Prepared by Mewing Planning Consultants Pty Ltd

Date July 2026

Prepared by: Mewing Planning Consultants Pty Ltd

Our reference: 25303

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Summary

Site and Planning Framework Details

Table 1 - Site Details and Planning Framework	
Site Details	
Address	43 – 54 The Terrace, North Ipswich 1A Pine Street, North Ipswich Lot A The Terrace, North Ipswich
RP Descriptions	Lot 100 on SL12562 Lot 246 on SL8089 Lot 221 on SL4494 Lot A on AP22241
Site Area	73,984m ² (7.39ha)
Owner	- Lot 100 on SL12562: Ipswich City Council for recreation purposes and for no other purposes whatsoever. Deed of grant in trust. - Lot 246 on SL8089: Ipswich City Council (Trustees). - Lot 221 on SL4494: Ipswich City Council (Trustees). - Lot A on AP22241: Permit to occupy unallocated state land to the Permittee, being Ipswich City Council. Refer to the Certificate of Titles included within Appendix N.
Easements	There are no easements or encumbrances identified over the site. There are no registered covenants identified over the site. Refer to Section 2.1.3 of this Environmental Assessment Report for further detail.
Planning Framework	
Local Government	Ipswich City Council
Planning Scheme	Ipswich City Plan 2025 (Version 1)
Zone	Recreation and Open Space Zone (All Lots, except for Lot A) High Density Residential Zone (Lot A on AP22241)
Local Area Framework	Local Area Framework 11 – North Ipswich
Overlays	- OV1 – Biodiversity - MSES Vegetation - OV2 – Waterway Corridors and Wetlands - Major Waterway Buffer - OV3 – Character Places and Areas Overlay - Wharf Line – Hancock’s Railway Siding – Railway Track (Adjoining) - OV4 – Active Frontages Overlay - High Level Activation - OV7 – Operational Airspace, Height Restriction Zone and Obstruction Clearance Surface Overlay - RAAF Height Restriction Zone 90m - RAAF Obstruction Clearance Surface – Transitional Surface

Table 1 - Site Details and Planning Framework	
	• OV7B – Wildlife Attraction and Lighting Issues ◦ Wildlife Hazard Buffer Zone 8km ◦ RAAF Lighting Area Buffer • OV7D – Explosive Storage Safeguard, Public Safety Areas, Building Restricted Areas and Purga Rifle Range Overlay ◦ RAAF BRA AOI 90m AHD • OV11 – Difficult Topography and Landslide Overlay ◦ Slope 15% to 25% ◦ Slope greater than 25% • OV12 – Flood Risk and Overland Flow Overlay ◦ Overland Flow Path ◦ Flood Risk Category Low Risk ◦ Flood Risk Category Medium Risk ◦ Flood Risk Category High Risk ◦ Flood Risk Category Extreme Risk ◦ Flood Resilient Precinct • OV13 – Regional Infrastructure Overlay ◦ Transport Noise Corridor – Railway ◦ Transport Noise Corridor – State Controlled Road • OV15 Water Resource Catchments ◦ Major Waterway Buffer
State Designations	• SEQ Regional Plan Triggers ◦ Urban Footprint • Queensland Heritage ◦ Queensland Heritage Place • Coastal Protection ◦ Coastal Area – Erosion Prone Area • Fish Habitat Areas ◦ Major (Tidal) • Native Vegetation ◦ Category X on the regulated vegetation management map • Water Resources ◦ Water Resources Planning Area Boundaries • State Transport (Lot 100 and Lot 221) ◦ State controlled road state transport corridor ◦ Area within 25m of a State-controlled road (East Street)

Infrastructure Proposal

Table 2 – Local Government Infrastructure Designation (LGID) Proposal Details	
Infrastructure Entity	Ipswich City Council
Proposed Local Government	The City of Ipswich, as the Entity and Designator, proposes to designate the below listed infrastructure types pursuant to Schedule 5, Part 2 of the <i>Planning Regulation 2017</i> :

Table 2 – Local Government Infrastructure Designation (LGID) Proposal Details	
Infrastructure Designation	Item 17 – Sporting Facilities
LGID Proposal Overview	The purpose of the Infrastructure Designation is to facilitate construction of a Major Sport, Recreation and Entertainment Facility, substantively comprising the new grandstand (“Western Grandstand”). The Major Sport, Recreation and Entertainment Facility is a defined term in the Ipswich City Plan, and falls within the designation of Sporting Facilities under Schedule 5 of the <i>Planning Regulation 2017</i>. The Ipswich City Council has recently secured funding from the Commonwealth and State Government to upgrade the North Ipswich Sports and Entertainment Precinct (NISEP) Western Grandstand and associated facilities. All stakeholders are committed to redeveloping the grandstand to support future major sporting events. The proposed works, as described in Section 3 of this report, are intended to improve the amenity of the North Ipswich Reserve that is consistent with the current operational capacity of the facility, and sited with consideration of the functionality of buildings, and connection with existing and planned future buildings and facilities. Existing activities that occur on-site remain unchanged as part of the proposed scope of works.
LGID Consultation	Refer to Appendix B – Community Engagement Plan prepared by Ipswich City Council.
LGID Technical Reports	Appendix A – Required Material Checklist Appendix B – Community Engagement Plan Appendix C – Architectural Package Appendix D – Landscape Concept Plan Appendix E – Transport Impact Assessment Appendix F – Flood Report Appendix G – Flood Resilience Report Appendix H – Flood Emergency Management Plan Appendix I – Stormwater Management Plan Appendix J – Noise Impact Assessment Appendix K – Heritage Impact Assessment Appendix L – Lighting Assessment Appendix M – Landslide Hazard Assessment Appendix N – Preliminary Construction Management Plan Appendix O – Title Searches Appendix P – Previous Development Approvals

Executive Summary

Mewing Planning Consultants have prepared this Environmental Assessment Report (**EAR**) for submission to Ipswich City Council (**Council**) in its capacity as a Designator under the *Planning Act 2016* (**Planning Act**) to support the making of a Local Government Infrastructure Designation (**LGID**) to guide the delivery of the North Ipswich Sports and Entertainment Precinct (**NISEP**) Western Grandstand (**the Project**). The proposed designation applies to land at 43 – 54 The Terrace, Lot A The Terrace and 1A Pine Street, North Ipswich. These lots are formally described as Lot 246 on SL8089, Lot 221 SL4494, Lot A on AP22241 and Lot 100 on SL12562 (**the site**).

An LGID is the most effective statutory planning mechanism under the Planning Act to give statutory effect to the Project, allowing for the efficient and timely supply of community infrastructure for the site.

The site is known as the North Ipswich Reserve, which is a sporting precinct that comprises the North Ipswich Reserve Sports Fields, Len Johnson Oval, and the Ipswich Jets Rugby League fields, grandstand and associated facilities. Funding has been secured from the Commonwealth and State Government to upgrade the NISEP Western Grandstand and associated facilities, and all stakeholders in the project are committed to redeveloping the grandstand to support future major sporting events.

The purpose of the LGID is to facilitate construction of a Major Sport, Recreation and Entertainment Facility¹, within which the new grandstand (“Western Grandstand”) is Stage 1. The new grandstand will be located centrally within the site, broadly sited in the footprint of the previous grandstand structure. The grandstand is to be located to the west of the main playing field, located on Lot 246 SL8089.

The proposed scope of works involve an increase to the maximum capacity of spectators within the grandstand to approximately 2,199. The capacity for spectators on the site will continue to be a maximum of 5,000 persons, with the upgrade providing for a greater capacity of people that can be formally seated in the grandstand seating area. The grandstand upgrade will also provide for improved facilities for guests, players and staff at the facility, such as new change rooms, amenities, function spaces (associated with spectating games) and media facilities.

The proposed design by Bligh Rayner features a contemporary grandstand structure that is primarily characterised by a mix of concrete structure and lightweight materials and elements, appropriately responding to the site’s heritage and environmental context (refer to **Appendix C**). Other features of note include the increase of car parking within the site, the introduction of a large public plazas and improved landscaping and public art outcomes. The proposed grandstand infrastructure is illustrated in **Figure 1** and **2** below.

Additional works proposed to be undertaken, associated with the grandstand, include:

- Construction of a new connection between the grandstand and existing function areas;
- Various site upgrades including reconfigured spectator circulation, services infrastructure, upgraded scoreboard and future provision for upgraded field lighting;

¹ Schedule 24 of the Planning Regulation 2017 (Planning Regulation) and Schedule 1 of the Ipswich City Plan 2025 (Version 1) defines a Major Sport, Recreation and Entertainment Facility as “the use of premises for large-scale events, including, for example, major sporting, recreation, conference or entertainment events”.

- Management of other site elements to be integrated to new construction and general upgrades; and
- Amendments to the existing car parking area to facilitate additional car parking and improved servicing.



Figure 1: Proposed Concept Design (Source: Blight Rayner, 2026)



Figure 2: Proposed Grandstand Concept (Source: Blight Rayner, 2026)

The Architectural Plans are provided in **Appendix C** for reference.

The proposed works aim to enhance the amenity of the North Ipswich Reserve in a way that aligns with the facility's current operational capacity. The upgrades are designed with consideration for building functionality and connectivity with both existing structures and planned future facilities. All existing on-site activities will continue unchanged under the proposed scope, with key operational elements summarised below:

- Event attendees (Regular – approx. 50 per year): less than 150 persons;

- Event attendees (In all other circumstances – approx. 30 per year): total attendees more than 150 persons, of which approximately 15 events are ‘game days’ with 500 to 1,500 attendees;
- Maximum capacity: 5,000 persons, for limited events;
- Training (on-site): daily, comprising approximately 40 attendees; and
- Hours of operation: 8:00am to 11:00pm, depending on activities and/or events. Training sessions for Ipswich Jets are typically held between 6pm to 8pm.

The implementation of the Project will ensure the protection and enhancement of the Major Sport, Recreation and Entertainment Facility, natural environmental and significant heritage values and will provide for a range of social, economic and environmental benefits both locally and regionally.

The proposed LGID has considered the anticipated effects of the future major sporting events that it is anticipated to attract (in relation to location, built form, heritage, flooding, access and servicing) to enable these effects to be appropriately managed.

Mewing Planning Consultants seeks that Council, in its capacity as a Designator under the Planning Act, designate the entirety of the Site for the following infrastructure activities, as provided in Schedule 5, Part 2 of the *Planning Regulation 2017 (the Regulation)*:

- **Item 17** – Sporting Facilities.

To make a designation under Section 36 of the Planning Act, the Council, in its capacity as the Designator, must be satisfied that adequate environmental assessment, including adequate consultation has been carried out in relation to the project.

Community consultation has been undertaken on the proposed LGID in accordance with the Community Engagement Plan (**Appendix B**), for a period of 20 business days from the 23 April 2026 until the 22 May 2026. As part of the Community Engagement undertaken, a First Nations engagement workshop (face-to-face) was undertaken, including consultation with Indigenous representative groups. A copy of the First Nations Engagement Outcomes Report prepared by Burrundi Design Studio is included in **Appendix R**, to this report. A total of eight (8) ‘Shape your Ipswich’ submissions were received by Ipswich City Council within the consultation period. A response to each theme raised in the submissions is included in **Section 4** of this EAR.

In conjunction with the community consultation, the Local Government Infrastructure Designation (LGID) was referral to the **Department of State Development, Infrastructure and Planning (‘DSDIP’)** on the 23 April 2026, pursuant to Chapter 8, Part 1, Section 1.6 of the Minister’s Guidelines and Rules (Ref.: **LGID-0426-1010**). By way of notice dated July 2026, DSDIP issued a Decision Notice and Notice of Requirements (Schedule 1). A response to each of the requirements outlined within the DSDIP Notice of Requirements is provided in **Table 5** of this report. A copy of the DSDIP Decision Notice and Notice of Requirements is included in **Appendix Q**, for further detail.

This EAR has been developed to address the relevant provisions and procedural requirements contained within the following statutory planning instruments and relevant non-statutory guidance material applicable to the making of an LGID, which is as follows:

- *Planning Act 2016*, Chapter 2, Part 5 – includes the provisions for making, amending, extending or repealing Infrastructure Designations;
- The *Ministers Guidelines and Rules under the Planning Act 2016 version 1.1 (MGR)* – Chapter 8 – Local Government Infrastructure Designation Process Rules (**MGR**); and

- The *Guidance for the Minister's Guidelines and Rules: Guidance for Plan-making (Version 3.0)*.

Once implemented, development consistent with the provisions of the LGID is prescribed as 'accepted development' and require no further development approvals pursuant to the Planning Act. The LGID does not prohibit alternative forms of development occurring on the site. Any alternative form of development may still occur provided a development approval is obtained for an alternative use.

1. Introduction

Mewing Planning Consultants have prepared this Environmental Assessment Report (**EAR**) on behalf of Ipswich City Council (**Council**) in its capacity as a Designator under the *Planning Act 2016* (**Planning Act**) to support the making of a Local Government Infrastructure Designation (**LGID**) to guide the delivery of the North Ipswich Sports and Entertainment Precinct (**NISEP**) Western Grandstand on land at 43 – 54 The Terrace, Lot A The Terrace and 1A Pine Street, North Ipswich, formally described as Lot 246 on SL8089, Lot A on AP22241 and Lot 100 on SL12562 (**the site**).

An LGID is the most effective statutory planning mechanism under the Planning Act to give statutory effect to the Project, allowing for the efficient and timely supply of community infrastructure for the site.

The purpose of the Infrastructure Designation is to facilitate construction of a Major Sport, Recreation and Entertainment Facility², substantively comprising the new grandstand ("Western Grandstand"). The Major Sport, Recreation and Entertainment Facility is a defined term in the Ipswich City Plan, and falls within the designation of Sporting Facilities under Schedule 5 of the *Planning Regulation 2017*.

Key components of the Environmental Assessment Report (**EAR**) comprise:

- an overview of the site details, development history and local context (**Chapter 2**);
- a description of the proposed scope of works (**Chapter 3**);
- an overview of the consultation strategy to support the making of an LGID (**Chapter 4**);
- an assessment against the applicable town planning framework (**Chapter 5**); and
- a summary of technical reporting and recommendations and actions (**Chapter 6**).

This Environmental Assessment Report is supported by technical reporting and other material including:

- Required Material Checklist, prepared by Mewing Planning Consultants (**Appendix A**);
- Community Engagement Plan, prepared by City of Ipswich (**Appendix B**);
- Architectural Package, prepared by Blight Rayner (**Appendix C**);
- Landscape Concept Plan, prepared by Vee Design (**Appendix D**);

² Schedule 24 of the Planning Regulation 2017 (Planning Regulation) and Schedule 1 of the Ipswich City Plan 2025 (Version 1) defines a Major Sport, Recreation and Entertainment Facility as "the use of premises for large-scale events, including, for example, major sporting, recreation, conference or entertainment events".

- Transport Impact Assessment, prepared by WSP (**Appendix E**);
- Flood Report, prepared by WSP (**Appendix F**);
- Flood Resilience Report, prepared by Buildcorp (**Appendix G**);
- Flood Evacuation Management Plan, prepared by WSP (**Appendix H**);
- Stormwater Management Plan, prepared by WSP (**Appendix I**);
- Noise Impact Assessment, prepared by Acoustic Logic (**Appendix J**);
- Heritage Impact Assessment, prepared by Pendergast Heritage Architects (**Appendix K**);
- Lighting Assessment, prepared by Buildcorp (**Appendix L**);
- Landslide Hazard Assessment, prepared by Douglas Partners (**Appendix M**);
- Preliminary Construction Management Plan, prepared by Buildcorp (**Appendix N**);
- Title Searches (**Appendix O**);
- Previous Development Approvals (**Appendix P**);
- DSDIP Decision Notice and Notice of Requirements (**Appendix Q**); and
- North Ipswich Reserve Western Grandstand First Nations Engagement Outcomes, prepared by Burrundi Design Studio (**Appendix R**).

2. Site Details and Local Context

2.1 Site Details

2.1.1 Address and Real Property Description

The site is located at 43 – 54 The Terrace, 1A Pine Street and Lot A The Terrace, North Ipswich and is formally described as Lot 246 on SL8089, Lot 100 on SL12562, Lot 221 on SL4494 and Lot A on AP22241³. Refer to **Figure 3**.



Figure 3: Subject site (site location depicted by 'green' shading) (Source: Nearmap, 2026)

2.1.2 Shape and Size

The site is irregular in shape and encompasses a total site area of 73,984m² (7.39 hectares) and has two (2) road frontages comprising The Terrace to the north (approximately 382 metres) and Pine Street to the west (approximately 164 metres). Refer to **Figure 3** above.

2.1.3 Ownership and Encumbrances

The registered owner(s) of the subject site are outlined below.

- **Lot 246 on SL8089:** Rights and interests reserved to the Crown by Deed of Grant No. 15544012 (POR 246). Deed of grant in trust to Ipswich City Council for recreational purposes and for no other purposes whatsoever.
- **Lot 100 on SL12562:** Council of the City of Ipswich (Trustees).

³ Lot A is described in accordance with the description provided pursuant to the *Ipswich City Plan 2025*.

- **Lot 221 on SL4494⁴:** Council of the City of Ipswich (Trustees).
- **Lot A on AP22241:** Permit to occupy unallocated state land to the Permittee, being Ipswich City Council.

A copy of the current title search for each lot is included in **Appendix O**. Having regard to the Certificate of Titles (**Appendix O**), the site is not benefitted or burdened by any easements or encumbrances. There are no registered covenants over the site.

2.1.4 Current Use

The site is identified as the North Ipswich Reserve which is a sporting precinct that comprises the North Ipswich Reserve Sports Fields, Len Johnson Oval, and the Ipswich Jets Rugby League fields, grandstand and associated facilities. As detailed on the existing site plan (refer to **Appendix C**), the site is improved by various existing buildings and structures associated with the existing use, including (but not limited to) the existing corporate centre, clubhouse, canteen, grandstand, entry gate, scoreboard and gymnasium.



Figure 4: Existing western grandstand (Source: Google Maps, 2026)



Figure 5: Existing corporate centre (Source: Google Maps, 2026)

⁴ **Administrative Advice:** Heritage site – *Queensland Heritage Act 1992*.

Other improvements and infrastructure includes maintenance and groundkeeper storage sheds, operational structure, spectator amenities, and vehicle car parking and manoeuvring areas. As detailed in **Section 2.1.8** below, primary access vehicular and pedestrian access to the site is provided via The Terrace. The balance of the site is undeveloped and contains existing vegetation primarily adjacent to the waterway corridor (Bremer River).

2.1.5 Topography

In accordance with Queensland Globe's Contour Mapping, the site generally slopes in a north – south direction, ranging from approximately 22.9m AHD in north and north-western extent of the site to approximately 8m AHD along the Bremer River corridor to the south of the site. As detailed in **Figure 6**, the portion of the site containing the playing fields is generally flat. The topography of the site is shown in **Figure 6** below.



Figure 6: Site topography (Source: QLD Globe, 2026)

2.1.6 Flooding Characteristics

Pursuant to the Ipswich City Plan 2025 (Version 1) Schedule 2 Mapping, interactive mapping system, the site is identified within the Flood Risk and Overland Flow Overlay, specifically the Overland flow path, Flood risk categories low risk, medium risk, high risk and extreme risk, and the Flood resilient precinct sub-categories. Refer to **Figure 7** below.

The site is predominantly located within the medium risk sub-category. A minor extent of the site along the southern boundary is affected by the high to extreme risk sub-categories, primarily due to the site's close proximity to the Bremer River. The proposed grandstand, as detailed in **Section 3.5** of this report, is located entirely within the medium flood risk sub-category.

As detailed in the Flood Study prepared by WSP (refer to **Appendix F**), an overland flow path has been identified within the site and traverses through the main playing field area. Having regard to the spatial extent of the overland flow path mapped and the site characteristics, the mapped overland flow path broadly reflects the outer edges of the oval that sit lower than the central extent of the main playing field and has been consequentially identified as an overland flow path. It is acknowledged that the

overland flow path does not confer nor confirm a level of flood risk, but functions as a trigger for consideration.

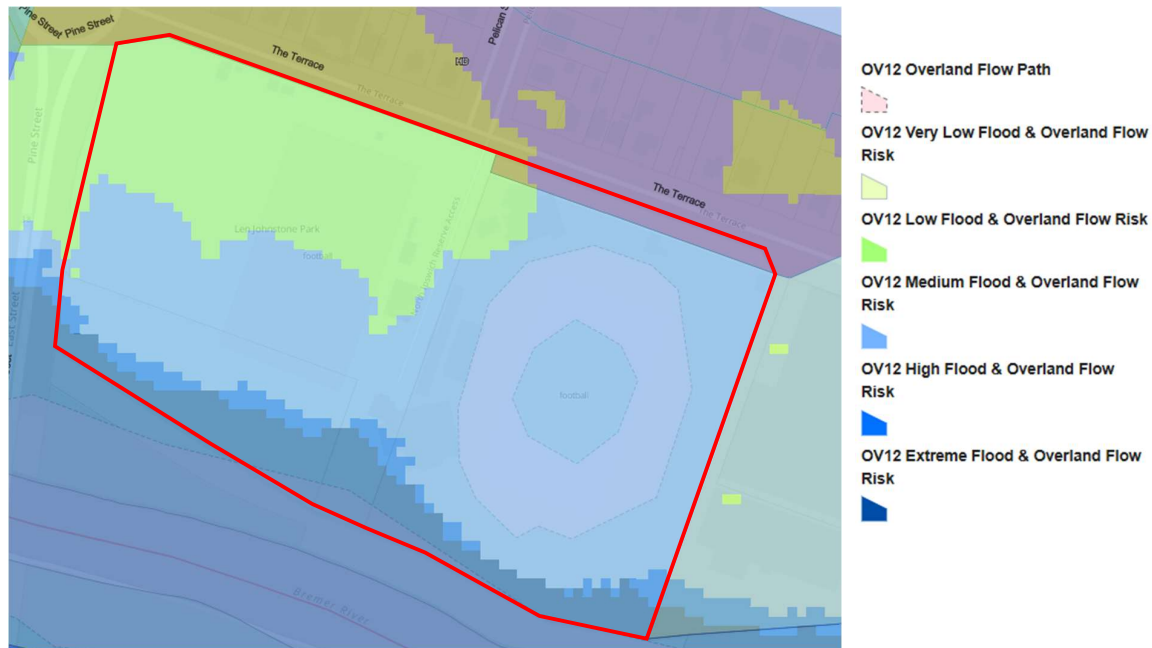


Figure 7: Flood Risk and Overland Flow Overlay - Overland flow path and Flood risk categories (Site outlined in red) (Source: Ipswich City Plan, 2026)



Figure 8: Flood Risk and Overland Flow Overlay - Flood Resilient Precinct Mapping (Site outlined in red) (Source: Ipswich City Plan, 2026)

Historical flood information relevant to the site has been obtained by WSP and is presented within the Flood Study (refer to **Appendix F**). A small extent of the site along the southern boundary was inundated during all three (3) recorded flood events (1974, 2011 and 2022). The main playing field area was

inundated during the 1974 and 2011 flood events, however the proposed grandstand structure is located outside the mapped historical flood extent for all three (3) recorded events. For further detail please refer to **Section 3.5** of this report and the Flood Study prepared by WSP included in **Appendix F**.

2.1.7 Heritage and Character

Pursuant to the Character Places and Areas Overlay, the site is identified as adjoining a Local Place of Interest and a Place and Area of State Significance, recognised as the Hancock's Railway Siding and the Queensland Woollen Manufacturing Company Ltd (former), respectively. Refer to **Figure 8** below.

Pursuant to the State Development Assessment Mapping System (**DAMS**), Queensland Woollen Manufacturing Company Ltd (former) is identified as a Queensland Heritage Place, as identified in **Figure 10**.

A Heritage Impact Assessment has been prepared by Pendergast Heritage Architects and is included in **Appendix K**. The Heritage Impact Assessment has identified the significance of both identified sites, and is summarised below.

- Hancock's Railway Siding is significant at a local level as a remnant of rail infrastructure associated with the historic movement of goods along the Bremer River corridor and the broader industrial landscape of North Ipswich.
- The Queensland Woollen Manufacturing Company Pty Ltd (Former) is of State cultural heritage significance for its association with Ipswich's industrial development, its substantial surviving mill buildings and its relationship with the Bremer River.



Figure 9: Character Places and Areas Overlay (Source: Ipswich City Plan, 2026)

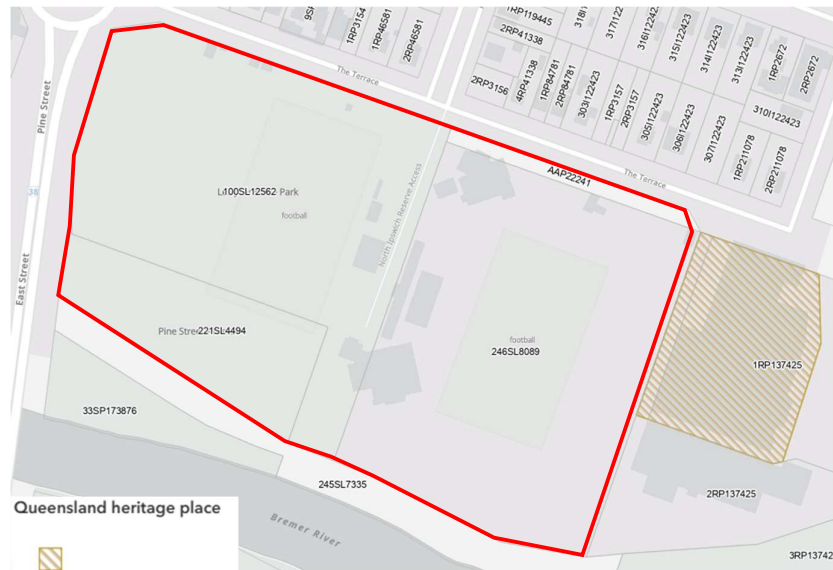


Figure 10: Queensland Heritage Place (Source: SARA DA Mapping System, 2026)

2.1.8 Roads and Verges

The site currently has three (3) vehicular access points to The Terrace, which are identified by the red arrows in **Figure 11** below. The existing public access to the site, including carpark, pick-up and drop-off area and loading bay is at the intersection of Pelican Street and The Terrace, 210m from the intersection of The Terrace and Pine Street.

Two (2) existing gated private access points for the site are located on The Terrace east of the public access and are used for maintenance, service and emergency vehicles accessing the canteen, public amenities, playing fields and related infrastructure. Pursuant to the Ipswich City Plan 2025, the western extent of The Terrace is identified as a 'collector street' and eastern extent identified as an 'access street'. The extent of Pine Street which fronts the site is identified as a 'Centre arterial' road pursuant to the Road hierarchy under the Transport and Parking Planning Scheme Policy, as identified in **Figure 10** below.



Figure 11: Road Hierarchy – Site and surrounds (Source: Ipswich City Plan, 2026)

Refer to the Transport Impact Assessment Report prepared by WSP included in **Appendix E** for further detail.

2.1.9 Vegetation and Ecology

Pursuant to the *Ipswich City Plan 2025*, the site is partially identified within the Biodiversity overlay, specifically the Matters of State Environmental Significance sub-category (refer to **Figure 12**). The site is also partially included within the Waterway Corridors and Wetlands Overlay, specifically the Major Waterway Buffer sub-category, as identified in **Figure 13** below.



Figure 12: Biodiversity Overlay (Source: Ipswich City Plan, 2026)

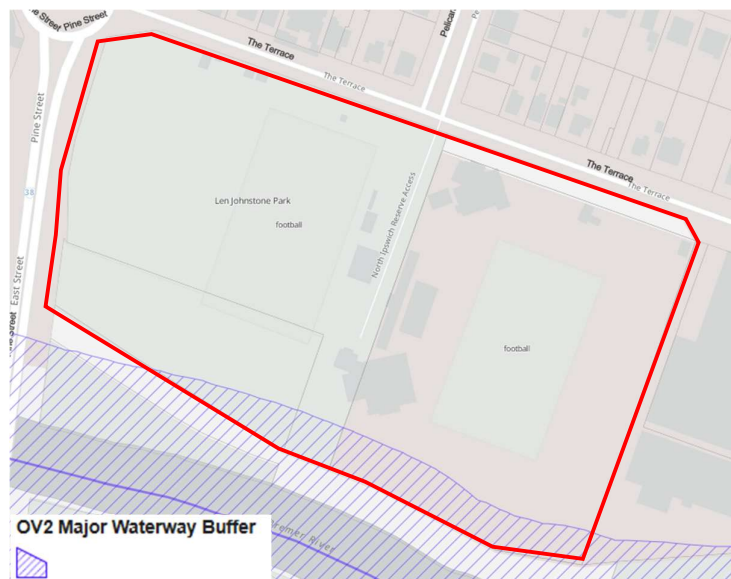


Figure 13: Waterway Corridors and Wetlands Overlay (Source: Ipswich City Plan, 2026)

Pursuant to the State Development and Assessment Mapping System (DAMS), the site is mapped as containing Native Vegetation, specifically Category X on the regulated vegetation management map (refer to **Figure 14**). The site is not mapped as containing Koala habitat or Koala priority areas.



Figure 14: Native Vegetation Overlay (Source: DAMS, 2026)

The proposed grandstand, as described in **Section 3** of this report, is proposed over a portion of the site that was previously improved by buildings, structures and associated hardstand areas. As such, there is no vegetation identified within the development area that will be impacted upon and/or removed as part of the proposal. The proposed development is located outside the mapped overlay extent and thus not relevant under the *Ipswich City Plan 2025*.

2.1.10 Infrastructure Networks

2.1.10.1 Stormwater

There are four (4) above ground bioretention basins within the existing carpark within the vegetated carpark islands and range in size from 17m² to 40m². The existing primary lawful point of discharge for the main field and western grandstand is south of the site to the Bremer River.

As detailed within the Stormwater Management Plan (refer to **Appendix I**), there is a small sub-catchment of approximately 0.15ha which is graded to the north of the site and bypasses the internal stormwater network and discharges to The Terrace to an existing stormwater network located in the road. There are existing stormwater pit and pipe networks within the site which manage the discharge of the carpark and the main field.

2.1.10.2 Sewer

The proposed development will utilise the existing urban utilities sewer manhole MH429155 to connect a new pumped rising main system to service the new grandstand as well as the existing corporate centre.

2.1.10.3 Water

The existing 100 millimetre diameter urban utilities water main and associated master water meter that is currently servicing the precinct and fire booster is to be retained with new private water and fire mains extending from the existing water meter to the new grandstand.

2.1.10.4 Electricity

Supply availability request has been lodged with Energex (CX26THE1336404Q), for the provision of a new single 1000 kVA pad mount transformer to be located on the lot boundary to The Terrace.

2.1.10.5 Telecommunications

The Existing Corporate centre is provisioned with an Ipswich City Council private fibre supply which will be extended to provide fibre connectivity to the Grandstand building.

2.2 Site Approval History

The following development approvals are identified over the site and are summarised in **Table 3** below. Please refer to **Appendix P** for a full copy of the approvals.

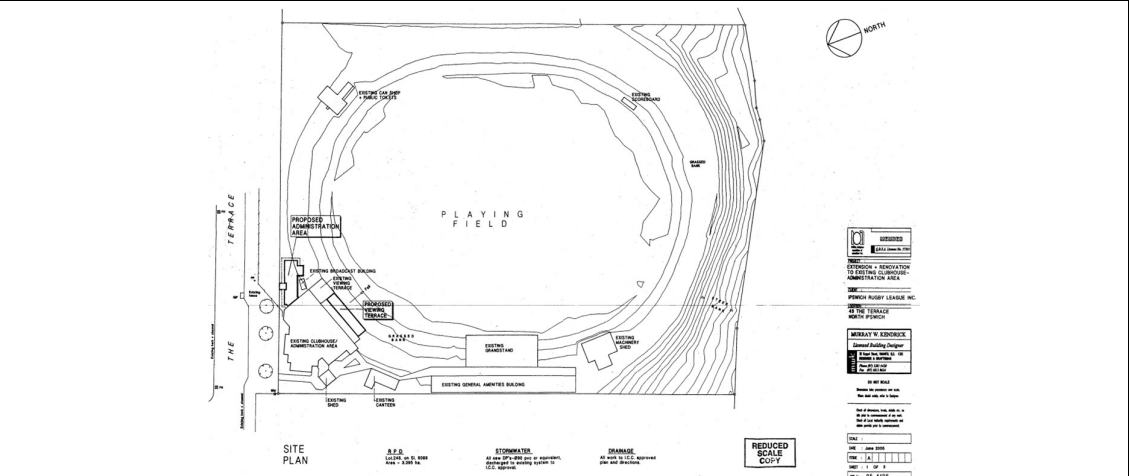
Table 3: Approvals over Lot 246 SL8089	
4936 / 2005 / MCU	
Approval description:	Extension and renovations to existing clubhouse (Administration area and viewing terrace)
Approval date:	16 November 2005
Plans:	
	

Table 3: Approvals over Lot 246 SL8089

4506 / 2009 / MCU	
Approval description:	Park (Extension to Club House, Corporate Function Facility and Upgrade Existing Carpark)
Approval date:	25 August 2010
Plans:	

Table 3: Approvals over Lot 246 SL8089

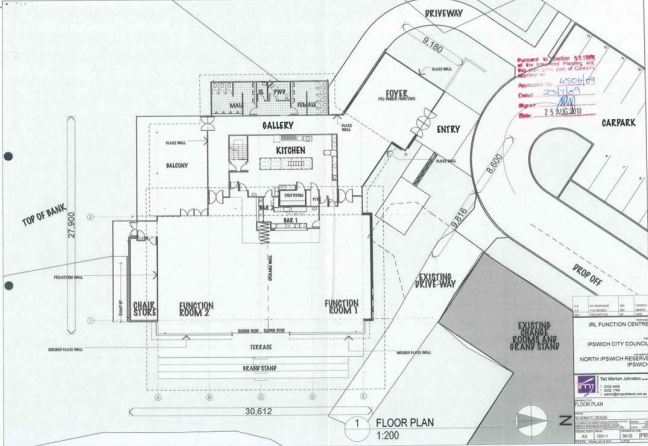
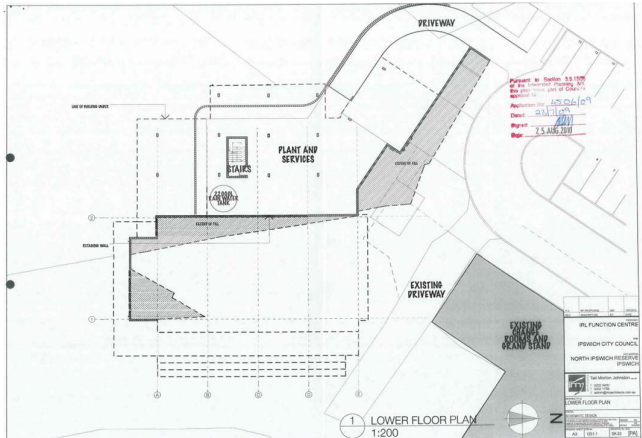
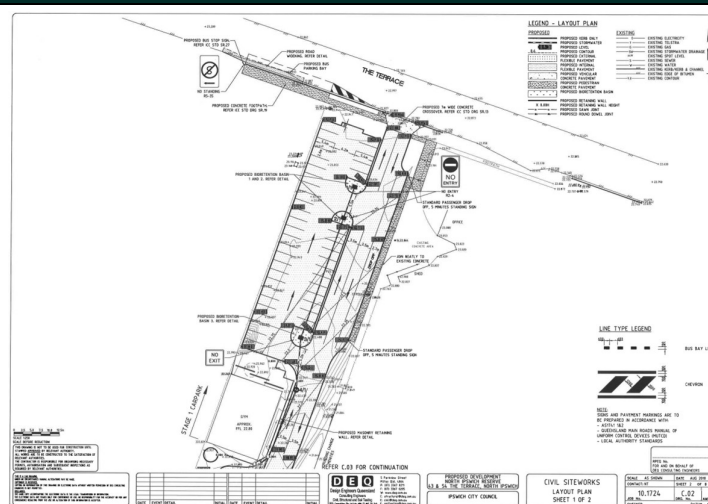
 1 FLOOR PLAN 1:200	
 1 LOWER FLOOR PLAN 1:200	
 1 ELEV - NORTH 1:200 2 ELEV - EAST 1:200	
	
5817 / 2010 / OW	
Approval description:	Road Works, Stormwater, Drainage Works and Earthworks (Proposed Corporate Function Centre)
Approval date:	14 October 2010
Plans:	

Table 3: Approvals over Lot 246 SL8089



2.3 Local Context

2.3.1 Surrounding Land Uses

The site is located within the suburb of North Ipswich. The surrounding context is predominantly residential in nature and is interspersed with various centre activities, community facilities, open space and recreational facilities. The locality is bordered by the Bremer River to the east, west and south and extends approximately 500 metres beyond the Warrego Highway to the north.

Land immediately north of the site is located within High Density Residential Zone, Character Residential Zone and Low Density Residential Zones and primarily comprises detached dwelling houses with the occasional low-medium rise residential development. Further to the north-west of the site along Downs Street is the Ipswich Jets Leagues Club and various other commercial and retail uses.

Land to the east of the site is identified within the Community Facilities Zone and comprises a Queensland heritage place known as the Queensland Woollen Manufacturing Company Pty Ltd (former). The site contains the original industrial building, in addition to a warehouse building which sits adjacent to the heritage place and operates as an indoor sport and recreation facility. Further east of the site is The Terrace Reserve and Bremer River.

The land to the south of the site is identified within the Recreation and Open Space Zone and is identified as the River Bank Reserve and sits adjacent to the Bremer River. Land to the south is identified as containing a Local Place of Interest, comprising the Hancock's Railway Siding.

Land to the west of the site and beyond Pine Street is identified within the Principal Centre Zone and contains the Riverlink Shopping Centre, which contains a range of large format retail, shops and commercial uses.

Situated in the broader area, close to the site, are the following notable nodes and uses:

- Northern Suburbs Leagues Club Ipswich, approximately 415 metres north of the site;
- Ipswich North State School, located approximately 700 metres north of the site;
- Warrego Highway, located approximately 3 kilometres north of the site;
- Ipswich Flexible Learning Centre, located approximately 250 metres south of the site;
- Ipswich Girls Grammar School, located approximately 400 metres south of the site;
- St Mary's College, located approximately 560 metres south-west of the site;
- St Edmunds College, located approximately 712 metres south-west of the site; and
- Ipswich Grammar School, located approximately 915 metres south-west of the site.

3. North Ipswich Sports and Entertainment Precinct (NISEP) Western Grandstand Project

3.1 Project Overview

This EAR assesses the proposed Major Sport, Recreation and Entertainment Facility for an LGID proposed to designate the whole of the site for infrastructure pursuant to Schedule 5, Part 2 of the Planning Regulation. The LGID is the proposed statutory mechanism to facilitate development of the Project in an efficient and cost-effective way.

The proposed LGID for the implementation of the project, proposes the following listed infrastructure types pursuant to Schedule 5, Part 2 of the Planning Regulation:

- **Item 17: Sporting Facilities**

The purpose of the Infrastructure Designation is to facilitate construction of a Major Sport, Recreation and Entertainment Facility, substantively comprising the new grandstand ('Western Grandstand'). The Major Sport, Recreation and Entertainment Facility is a defined term in the Ipswich City Plan and Planning Regulation.

The proposed design by Blight Rayner features a contemporary grandstand structure that is primarily characterised by a concrete structure, lightweight roof, and east facing glazing. The grandstand structure features a lightweight, skillion roof that projects over the outdoor spectator seating area, providing for weather protection of the seating area. The proposal includes a total of 2,199 spectator seats, which are arranged in a tiered configuration and orientated eastward toward the main playing field. Lower and upper concourse levels are integrated behind the seating rows to facilitate circulation and movement. The proposed design has been carefully curated, having regard to the adjoining Heritage place(s) including the Queensland Woollen Mills (to the east) and Hancock's Railway Siding (to the south).



Figure 15: Proposed Western Grandstand Concept (Source: Blight Rayner, 2026)

The proposed grandstand features two (2) levels of associated facilities and amenities for players, staff and spectators. At ground level, the proposal includes change rooms and amenities, medical and drug testing facilities, services and communications infrastructure, storage areas, circulation

spaces and a player tunnel that provides connection from player amenities through to the main playing field.

There are several entry points to the proposed grandstand, including the main entrance accessed directly from the car parking area (west) and an existing ticketed entrance for spectators (to the north), as shown in **Figure 16** below. The proposal facilitates a pedestrian connection point between the existing function area (to the south) and the proposed grandstand building.

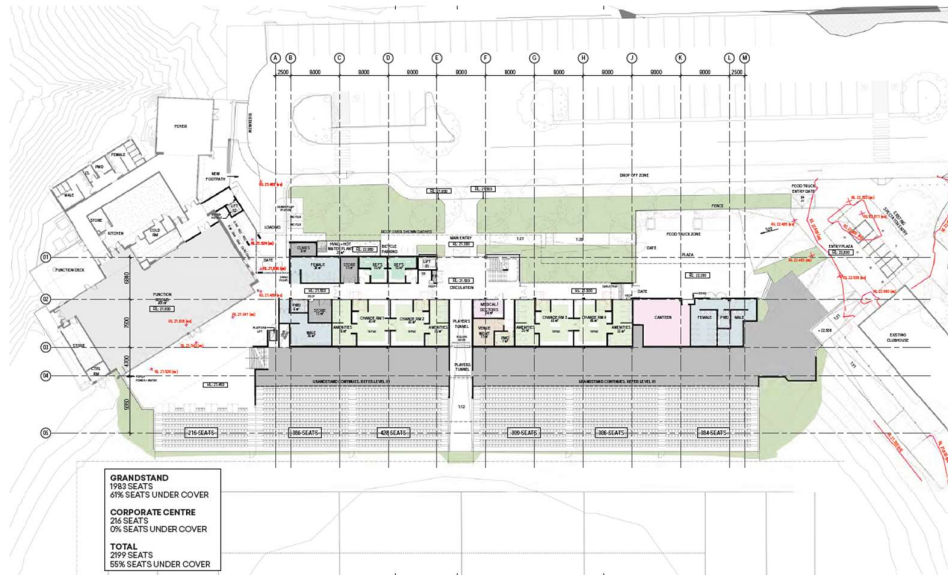


Figure 16: Proposed ground level layout (Source: Blight Rayner, 2026)

The first floor level accommodates a function room, kitchen, media and broadcasting rooms, scorer and timekeeping box, coaches box, control room and media suite, the North Terrace and various associated amenities and store rooms. Refer to **Figure 17** below for further detail.

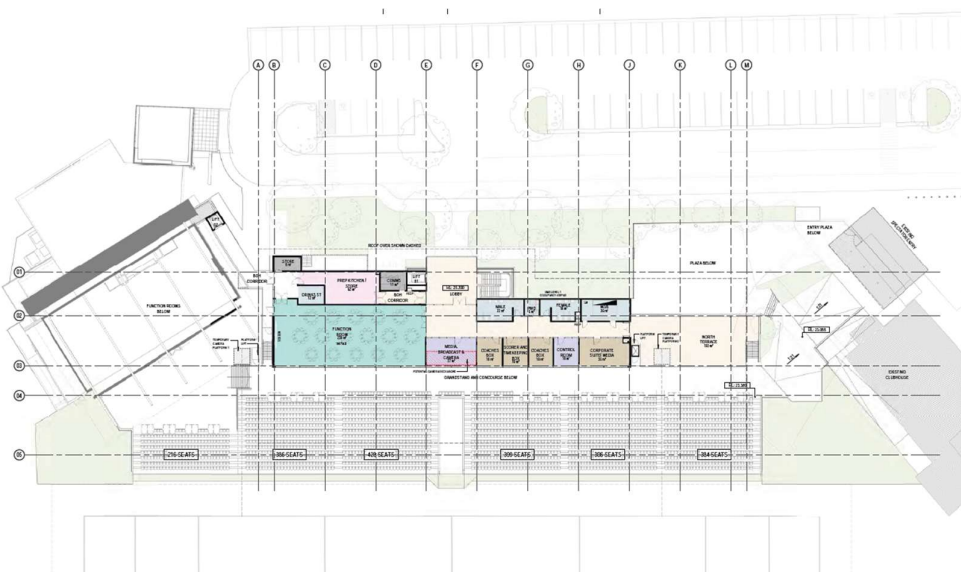


Figure 17: Proposed First Floor Level Layout (Source: Blight Rayner, 2026)

The capacity of spectators on the site will continue to have a maximum of 5,000 persons, with the upgrade providing for a greater capacity of people that can be formally seated in the grandstand seating area (approximately 2,199 persons).

- Event attendees (Regular – approx. 50 per year): less than 150 persons;
- Event attendees (In all other circumstances – approx. 30 per year): total attendees more than 150 persons, of which approximately 15 events are ‘game days’ with 500 to 1,500 attendees;
- Maximum capacity: 5,000 persons, for limited events;
- Training (on-site): daily, comprising approximately 40 attendees; and
- Hours of operation: 8:00am to 11:00pm, depending on activities and/or events. Training sessions for Ipswich Jets are typically held between 6pm to 8pm.

The particulars of the proposed infrastructure are outlined in further detail herein.

3.2 Landscape

A Landscape Concept Plan has been prepared by Vee Design and is included in **Appendix D** to this report. The landscape vision for the NISEP Western Grandstand project is to create a robust, resilient native landscape environment that celebrates its relationship to its local context, while also celebrating its rich sporting and First Nations culture.

Landscaping outcomes for the site respond directly to the architectural form of the proposed Western Grandstand and its urban context through reinforcement of key entry points, sightlines and gathering spaces. The Landscape Concept Plan outlines the landscape aspects proposed to be delivered as part of the NISEP Western Grandstand project, including hard and soft landscaping elements, including, but not limited to, the following key features:

- Retention of existing native vegetation around the periphery of the site.
- Generous landscaped areas throughout the sporting precinct, comprising a mix of large feature trees to define entry locations, canopy shade trees and large native trees that assist in clearly defining entry locations, provide shade and comfort for users and provide visual reference and connection to the surrounding natural context and values of the Bremer River corridor.
- Shade tree plantings throughout the car parking area for shade and comfort for visitors.
- The layered planting outcome supports local fauna and strengthens connections to place and ecology from the Bremer River to the site.

The species identified within the Landscape Concept Plan have been chosen to appropriately respond to Ipswich’s climate, including species that are drought and flood resilient, and reduce long-term maintenance demands. **Figure 18** below illustrates the proposed landscaping outcome over the site, inclusive of tree planting and subtropical species.

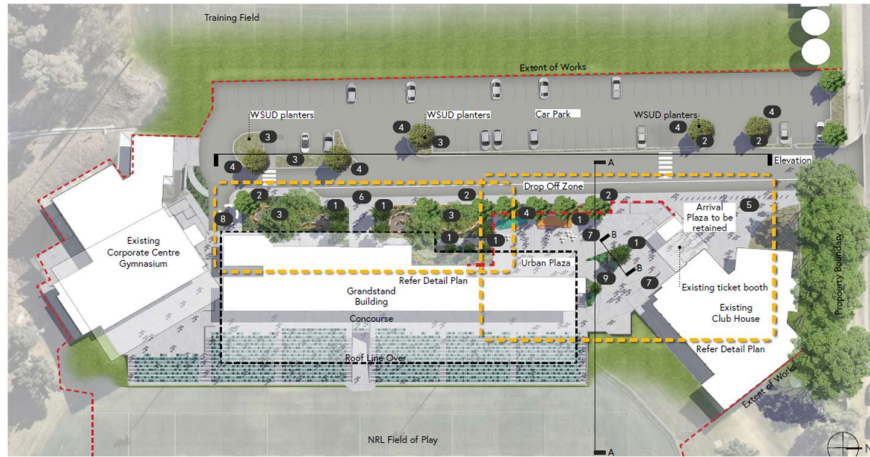


Figure 18: Proposed Landscape Outcome (Source: Vee Design, 2026)

Refer to the Landscape Concept plan prepared by Vee Design included in **Appendix D**, for further detail.

3.3 Traffic and Transport

A Transport Impact Assessment has been prepared by WSP and is included in **Appendix E**. The Transport Impact Assessment has been prepared to assess the existing infrastructure and transport arrangements for the site and revised arrangements proposed as part of the proposal. A summary of the key findings outlined within the report is provided herein

- Access to the site is provided via three (3) vehicle crossovers to The Terrace, comprising an existing public access point at the intersection of Pelican Street and The Terrace, and two (2) gated private access points for the use of maintenance, service and emergency vehicles. The existing access arrangement is proposed to remain unchanged.
- The proposed development involves an increase in the number of car parking spaces provided on-site from 47 x car parking spaces to 84 x car parking spaces, representing an increase of 37 x car parking spaces. As detailed in the Transport Assessment, the parking demand remains unchanged given the operational capacity of the facility and site remains unchanged.
- The proposal involves an extension to the existing pick-up and/or drop-off area and a dedicated loading bay provided.
- A swept path analysis has been undertaken by WSP which demonstrates that the car park and loading bay have been designed to accommodate design vehicles of up to an articulated vehicle (AV), in accordance with the minimum standard service vehicle requirements set out under Table 6.4.6.1 of the *Ipswich City Plan 2025*. For major events whereby access to the site is required via a coach, bus or an articulated vehicle (i.e., broadcast vehicles), the safe and efficient access and manoeuvring of these vehicles will be managed through an Event Management Plan, which can be conditioned as part of an approval.
- The site is located within walking distance to frequent bus and rail transport services which are located at the Riverlink Shopping Centre Bus Station and Ipswich Station and bus interchange. The proposed NISEP Western Grandstand project is appropriately located and accessible by existing public transport services and infrastructure.
- The Transport Impact Assessment provided an assessment of impacts on the car parking arrangement (internal and external) and had regard to three (3) alternate scenarios, including

capacity stadium event (5,000 spectators), regular stadium event (1,500 spectators), and capacity corporate centre event (250 attendees). Based on the projected car parking demand for these events, the proposed development will continue to rely on on-street car parking for most of the existing events that occur at the stadium and corporate centre. Having regard to the increase in car parking spaces proposed, the proposal will reduce the impacts from current levels. On-street car parking is more than the projected demand and will appropriately cater for the proposed development.

- With respect to traffic impact, the proposed development is not projected to change the current traffic generation, noting that there are no changes to the operational capacity of the venue. The proposed development is not projected to change the current traffic generated by the Corporate Centre and will not result in any changes to the current traffic impacts. In the scenario of a regular game event at the stadium, the SIDRA analysis demonstrates that the excess traffic generated by the development is within the capacity of the intersection.
- All major events at the stadium require an approved Event Traffic Management Plan (ETMP).
- An assessment against the State Development Assessment Provisions (SDAP) for State Code 1 (development in a state-controlled road environment) and State Code 6 (protection of state transport networks) has been provided and demonstrates that the proposed development will not have adverse impacts on the State-controlled transport network during normal operation and minor regular events.

Refer to the Transport Impact Assessment prepared by WSP included in **Appendix E**, for further detail.

3.4 Stormwater Management Plan

A Stormwater Management Plan has been prepared by WSP to support the LGID and proposed development. A summary of the key findings outlined within the report is provided herein.

- The proposed development will maintain the existing lawful point of discharge. The existing lawful point of discharge for the main playing field and the proposed western grandstand is south of the site to the Bremer River via two (2) outfalls, comprising one (1) from the car park and one (1) from the playing field. There is a small sub-catchment of approximately 0.15ha which is graded to the north of the site, which bypasses the internal stormwater network and discharges to The Terrace to an existing stormwater network located in the road.
- There are four (4) bioretention basins located within the vegetated islands of the existing car park and range in size from approximately 17m² – 40m². Three (3) of the existing bioretention basin gardens will be retained and reused. One (1) bioretention garden is to be relocated and reinstated to the new car park alignment. The proposed stormwater quality management consists of treating the stormwater runoff from the car park and grandstand through bioretention basins and a new gross pollutant trap (GPT) device. The GPT device is proposed to be installed at the end of the existing stormwater line before ultimate discharge to the Bremer River. The stormwater pollutant reduction objectives have been achieved using the proposed treatment train.
- All erosion and sediment control measures are required to be installed and functional prior to works commencing on site. A site-based Erosion and Sediment Control Management Plan (ESCP) will be required and implemented under the direct supervision of a Registered Professional Engineer of Queensland (RPEQ). Indicative ESC measures will be required on the detailed design drawings and a final ESCMP shall be prepared by the Contractor as party of the Construction Management Plan.

Refer to the Stormwater Management Plan prepared by WSP included in **Appendix I**, for further detail.

3.5 Flood Assessment

A Flood Report has been prepared by WSP to support the LGID and proposed development. The Flood Report has provided an assessment of the flood risk at the site, evaluates the potential flood impacts caused by the proposal to surrounding areas and provides an assessment against the relevant aspects of the Ipswich City Plan and State Development Assessment Provisions. A summary of the key findings outlined within the report is provided herein.

- WSP obtained the latest flood model covering the site area from Ipswich City Council and updated the model with the inclusion of the latest design topography and model schematisation that reflected the proposed development. The model was used to assess flood conditions at the site for up to the 1% AEP with climate change.
- The hydraulic modelling investigation confirmed that the proposed development is not affected by river flooding in the 10% AEP event.
- In the 1% AEP event with climate change, the Bremer River flood levels exceed the channel capacity and overtop the riverbanks, resulting in floodplain inundation at the site. The maximum flood level at the proposed grandstand is 22.62m AHD. As the finished floor level for the proposed development ranges from 21.5m AHD to 22.2m AHD, the development will be affected by up to 1.1m flood depth during the 1% AEP event.
- The peak flow velocity at the proposed grandstand is up to 1 m/s in 1% AEP with climate change. The maximum flood hazard at the proposed grandstand is up to H5 (unsafe for people and vehicle) in 1% ARP event with climate change. H4 and H5 flood hazard occurs within the lower seating areas, where finished levels are lower and result in increased flood depths.
- The FFL for the proposed development does not meet FPL requirements. A separate Flood Resilience Report has been prepared to address the residual risks associated with potential inundation of the proposed development and is included in **Appendix G**, for further detail.
- A flood impact assessment was undertaken to assess the change in flood conditions caused by the proposed development to adjacent areas. The assessment demonstrated that the proposed development does not exacerbate the flood conditions up to and including the 1% AEP event with climate change.
- A Flood Emergency Management Plan (FEMP) has been prepared by WSP and is included in **Appendix H**. The intent of the FEMP is to effectively manage and mitigate the effects of flooding on people present at the site before, during and after a flood event.

Refer to the Flood Report prepared by WSP included in **Appendix F**, for further detail.

3.6 Heritage

A Heritage Impact Assessment has been prepared by Pendergast Heritage Architects (refer to **Appendix K**), which identifies local and State heritage places that adjoin the site and provides an assessment of relevant impacts of the proposed development on adjoining heritage values. The Heritage assessment identifies two (2) adjoining heritage places, as detailed herein:

- State Heritage listed Queensland Woollen Manufacturing Company Ltd (former); and
- Local Place of Interest known as Hancock's Railway Siding, identified in Schedule 7 of the Planning Scheme.

The scale, siting and form of the proposed grandstand has been assessed in relation to the setting of the Queensland Woollen Mills and the legibility of the Hancock's Railway Siding, and concludes that the proposal does not result in adverse impacts on the cultural heritage significance of either place. The assessment demonstrates that the proposed development satisfies the assessment benchmarks set out under State Code 14 and the applicable provisions of the *Ipswich City Plan 2025*.

Refer to the Heritage Impact Assessment prepared by Pendergast Heritage Architects included in **Appendix K**, for further detail.

3.7 Lighting

An assessment against the OV7B RAAF Lighting Area Buffer Overlay has been prepared by Build Corp and is provided in **Appendix L**. The proposed development is located approximately 5,200 metres from the start of the Amberly runway 22, which is beyond the 4,500m zone D of the CASA Manual of standards 139 for maximum lighting limit of 450cd measured at 3 degrees above horizontal.

The proposed development achieves compliance by:

- Horizontal spill lighting to be minimised through selection of sports field light fittings with dark sky accreditation or zero upward light Output Ratio.
- Maximum lighting tower height remains below the 90m above natural ground level limitation imposed by RAAF Base Amberley DAA plan for the Western Grandstand.

As detailed in the Lighting Assessment Report (**Appendix L**), the sports field lighting will be designed to minimise impacts on the nearby sensitive land uses. Lighting impacts on nearby transport corridors, riparian corridors and aviation facilities and operational airspace, can be appropriately mitigated and/or managed through an Operational Management Plan (OMP). Details of lighting mitigation measures to be incorporated within the Operational Management Plan are described further in **Section 6.7** of this report.

At this stage of the process, it is premature for all lighting details to be specified, and when the concept level lighting is advanced to a more detailed stage, the effects of lighting will be further assessed.

Refer to the Lighting Assessment Letter prepared by Build Corp included in **Appendix L**, for further detail.

3.8 Noise

A Noise Impact Assessment has been prepared by Acoustic Logic and is included in **Appendix J**. The Noise Impact Assessment has provided an assessment of potential noise impacts associated with the development against the relevant legislative documents and guidelines. Based on the findings outlined within the assessment, the following key results are noted.

- Predicted spectator and field noise levels from the SoundPLAN model indicate compliance at all receivers during the hours of 7:00am and 10:00pm (70 dB(A) limit).
- The predicted noise levels have been assessed against the 10pm – 12am window criteria (RBL + 10 or 50 dB(A), whichever is lower). All receivers, with the exception of R1, are predicted to comply with the 'late evening' criteria.
- R1 is predicted to be up to 12 dB(A) above the applicable 'late evening' criteria, should these events occur until midnight at capacity. Notwithstanding, the following additional considerations have been made:

- The venue is existing and currently operating as per the assumptions similar to those made in the noise model. The existing venue operating past 10pm would currently be emitting a similar noise level to that predicted in the assessment.
- The predictions assume the maximum spectator capacity of the venue. It has been advised that the likelihood of the venue reaching this maximum capacity is limited. Maximum spectator capacity has generally been limited to NRL off-season games which has previously been 1 – 2 games per year and have occurred during the day time hours (7am – 10pm).
- Noise emissions from the new function room are inclusive of the sliding / bi-fold doors being operated during matches. The function room will accommodate for up to 152 people. The function room will not be used for standalone events and will supplement the existing Corporate Centre for VIP / Corporate functions held concurrently on game days.
- Predicted vehicle noise emissions indicate compliance at all receivers, during all operating hours.
- A noise management plan shall be prepared and form part of the event management plan, for the venue to ensure that operational noise emissions achieve compliance with the criteria, particularly for night-time events (after 10pm).
- The new function room is to accommodate a maximum patron capacity of 150 patrons. Noise within the function room shall be limited to an internal spatially averaged, sound pressure level of 82 dB(A) L₁₀ has been modelled for this space.

Prior to installation, a review of plant noise emissions should be undertaken by an appropriately qualified, experienced acoustic specialist to assess noise emissions and whether additional treatment to the plant is needed to achieve compliance with services noise emission criteria. Refer to the Noise Impact Assessment prepared by Acoustic Logic included in **Appendix J**, for further detail.

3.9 Construction Management

A Preliminary Construction Management Plan (CMP) has been prepared by Buildcorp and is included in **Appendix N**. The CMP has been prepared to demonstrate compliance with the relevant planning scheme outcomes set out under the Ipswich City Plan 2025 throughout all phases of construction activities, including:

- Construction traffic generation and access arrangements.
- Protection of local amenity, including noise, dust and vibration.
- Environmental management measures, including erosion and sediment control.
- Site safety, public protection and communication protocols.
- Construction hours, compliance and monitoring procedures.

Construction-related impacts are expected to be temporary and localised and will be actively managed through the implementation of the CMP to ensure no unacceptable impacts on surrounding land uses, infrastructure or precinct operations. The CMP will remain in effect for the duration of construction and will be updated as required to reflect detailed construction methodology, Council conditions and contractor requirements. Refer to the Preliminary Construction Management Plan (CMP) prepared by Buildcorp included in **Appendix N**, for further detail.

4. Consultation Strategy

4.1 Community Engagement

A Community Engagement Plan has been prepared by the City of Ipswich Capital Delivery Branch and is provided in **Appendix B**. The Consultation Strategy has been developed to identify how the community and relevant stakeholders will be meaningfully and effectively engaged on the proposed LGID and satisfy mandatory LGID consultation requirements.

A public consultation period has been undertaken on the proposed LGID in accordance with the Community Engagement Plan, for a period 20 business days from the 23 April 2026 until the 22 May 2026. Furthermore, a First Nations engagement workshop (face-to-face) was undertaken, including consultation with Indigenous representative groups and is discussed further in **Section 4.2** below.

Mewing Planning Consultants observe that a total of eight (8) 'Shape Your Ipswich' submissions were received by Ipswich City Council within the consultation period. A Community Engagement Summary Report has been prepared by the City of Ipswich Capital Delivery Branch, which outlines the key outcomes of the engagement process and has been made available on Council's 'Shape Your Ipswich' website (Via: <https://www.shapeyouripswich.com.au/western-grandstand>).

Table 4 below provides a summary of and a response to each theme raised in the submissions received during the consultation period. In a number of instances, the response refers to relevant sections of the Environmental Assessment Report and the technical assessments that accompany the LGID, to assist in guiding this summary response to the more detailed content that forms the common material.

Table 4 – Submission Responses	
Submission Matter	Response
Cultural Heritage and Connection to Country - Meaningful integration of culturally significant elements and aspects throughout the project area, including native vegetation, artwork pieces, - Stronger reference and connection to the Bremer River through the grandstand design, hardscape and softscape elements. - Acknowledgement of the Traditional Owners of the land.	The Entity endeavours to provide for the meaningful integration of culturally significant elements throughout the project area. The Entity will undertake a Designing with Country review during the stages of the project subsequent to the LGID approval, and will consider and refine elements of Cultural significance that can be integrated throughout the project as part of this process.
Traffic and Transport Concerns in relation to the number of carparking spaces proposed, in addition to the	A Transport Impact Statement prepared by WSP was submitted with the LGID and addressed traffic, access, parking and servicing arrangements in relation to the proposed development. There were various submissions that raised concerns in relation to traffic impact and the

Table 4 – Submission Responses

Submission Matter	Response
number of on-street carparking spaces available for users. - Impacts upon the surrounding local road network associated with the increase in traffic attracted by the proposed development. - Promote / encourage active transport modes as a method of accessing the site at all times (whether for game days, or public use on a day-to-day basis).	quantum of carparking that is proposed to service the proposal (both on-site and on-street carparking). - Having regard to the matters raised regarding carparking, the Transport Impact Statement (Appendix E) demonstrated that the proposed on-site carparking numbers and current on-street carparking provided sufficient carparking to service the proposed development. The proposed development involves an overall increase in the number of on-site car parking spaces (from 47 x spaces to 84 x spaces), despite the parking demand remaining unchanged given the operational capacity of the facility and site remains unchanged. - Furthermore, the site is located within close proximity to frequent bus and rail transport services that are located at the Riverlink Shopping Centre and Ipswich Station and bus interchange. - Having regard to feedback received in relation to pedestrian accessibility, all pedestrian pathways provided on-site will be designed in accordance with Council's standards to ensure that all users can access the site. - It is acknowledged that there were various submissions which raised matters pertaining to the provision of an additional river crossing and/or bridge to improve traffic circulation and congestion within the immediate context. The Entity wishes to acknowledge that the provision of such transport infrastructure is beyond the scope of works associated with the project. - As detailed in Section 4.3 of the EAR, DSDIP issued a Decision Notice and Notice of Requirements (Schedule 1). In accordance with the requirements set out in Schedule 1, a Construction Management Plan and Event Transport Management Plan (ETMP) are required to be prepared by a suitably qualified and experienced period in traffic management and in accordance with the DTMR standards as part of the post-approval process, in accordance with the requirements outlined in Condition 2 of Schedule 1 – Requirements. The CMP and ETMP will set out measures, operational management requirements and recommendations that will appropriately mitigate and manage traffic impacts for all relevant events at the sporting facility.

Table 4 – Submission Responses	
Submission Matter	Response
	Refer to the Transport Impact Statement prepared by WSP included in Appendix E , for further detail.
Overarching Design - Incorporation of culturally significant elements within the grandstand design, including (but not limited to) artwork, design elements that make reference to the Bremer River and the land. - Integration of soft night time lighting components throughout the built form. - Ensuring that the built form and design outcomes provide for shade and user comfort for users. - Incorporation of associated amenities and facilities for users (i.e., food and drink outlets, toilets, etc). - Integration of additional design elements, including art deco brickwork, wrought iron, to ensure that a high quality design outcome is achieved.	- As detailed above, the Entity endeavours to provide for the meaningful integration of culturally significant elements throughout the project area. The Entity will undertake a Designing with Country review during the stages of the project following LGID approval, and will consider and refine elements of Cultural significance that can be integrated throughout the project as part of this process. - Detailed design will be undertaken as part of the post-approval process, which will involve refining materiality and other design elements (whilst remaining generally coherent with the proposed outcome). - As presented within the Architectural Plans prepared by Blight Rayner (Appendix C), the proposal provides a built form and design outcome that achieves ample shaded and covered spaces that would be reasonably expected for a development of this nature, including the grandstand awning which will provide for shade and sun protection for users / visitors. - Furthermore, the proposed planting selection supports a shaded and comfortable spaces for visitors and users, and delivers a natural environmental response that provides connection to the Bremer River. Refer to the Landscape Concept Plan prepared by Vee Design included in Appendix D, for further detail. Refer to the Architectural Plans prepared by Blight Rayner included in Appendix C, and the Landscape Concept Plan prepared by Vee Design included in Appendix D, for further detail.
Landscape Design - Incorporate native plant species, including (but not limited to) Swamp Tea Tree, Melaleuca, Eucalyptus and Grass Trees (Xanthorrhoea). - Integration of pedestrian pathways throughout the project site that provide for public connection through the	All landscaping, including softscape and hardscape elements will be refined throughout the post-approval process and detailed design stages of the project. The Entity will undertake a Designing with Country review during the stages of the project following LGID approval, and will consider and refine The Entity is required to undergo a Designing with Country review within post-approval stages of the project, and will consider and refine landscaping elements to be provided as part of the project that align with and reflect native vegetation and plants of cultural significance.

Table 4 – Submission Responses

Submission Matter	Response
site to the Bremer River and surrounds.	

4.2 First Nations Engagement

As detailed above, a First Nations engagement workshop (face-to-face) was undertaken on the 19 May 2026, including consultation with Indigenous representative groups. Mewing Planning Consultants understands that a total of four (4) participants attended the engagement workshop. A summary of the key engagement outcomes are provided herein (in summary).

- There was a strong desire to see the Yagara language and symbols used throughout the stadium.
- There is a desire to see murals that celebrate iconic Aboriginal sportspeople.
- Participants would like to see real, small plants that incorporate traditional Country language names.
- Participants encouraged the project to create welcoming spaces without uncomfortable areas, ensuring that all areas feel safe and well-designed.
- Participants acknowledged that the entrance is a critical point, thus suggesting that it features the Acknowledgement of Country, cultural flags, and prominent artwork to set the tone.
- The design should emphasising, protecting and integrate the surrounding local wildlife, in addition to making reference to its immediate surroundings – including the history of the Ipswich Railyards up the road and the adjacent river.
- Ensure that the design pails cultural language signage with Braille to ensure accessibility matches cultural representations.
- Desire for the project to create a tight-knit, proud spirit within the community.
- Participants expressed the desire for the grandstand structure to be refined to incorporate more natural colours that reflect Country and refinement of the physical structural elements to include softer structures and elements throughout the grandstand design.

The Entity endeavours to provide for the meaningful integration of culturally significant elements throughout the project area. The Entity will undertake a Designing with Country review during the stages of the project following LGID approval, and will consider and refine elements of Cultural significance that can be integrated throughout the project as part of this process.

Refer to the First Nations Engagement Outcomes Report prepared by Burrundi Design Studio included in **Appendix R**, for further detail.

4.3 State Interest Review

The Local Government Infrastructure Designation (LGID) was referral to the Department of State Development, Infrastructure and Planning ('DSDIP') on the 23 April 2026, pursuant to Chapter 8, Part 1, Section 1.6 of the Minister's Guidelines and Rules (Ref.: **LGID-0426-1010**). A copy of all documentation associated with the proposed designation, including the draft Environmental Assessment Report and supporting technical reports were submitted to inform the State Interest Review.

By way of notice dated July 2026, DSDIP issued a Decision Notice and Notice of Requirements (Schedule 1). A copy of the DSDIP Decision Notice and Notice of Requirements is included in **Appendix Q**, for further detail.

Pursuant to Schedule 1 – Notice of Requirements (refer to **Appendix Q**), development under the LGID is to be carried out in accordance with the plans, reports and documents referenced in the requirements.

Table 5 – Notice of requirements included in the Local Government Infrastructure Designation	
Requirement	Response
1) Construction Management Plan	A Preliminary Construction Management Plan was prepared by Buildcorp (refer Appendix N), which demonstrated how construction activities will be planned, managed and monitored to ensure that potential impacts on the surrounding environment, transport network, and adjoining land uses are appropriately mitigated throughout the construction period. A Construction Management Plan will be prepared as part of the post-approval process, in accordance with the requirements outlined within Condition 1 of Schedule 1 – Requirements.
2) Event Management	The Transport Impact Statement prepared by WSP (refer Appendix E) set out preliminary (high level) recommendations and measures for traffic management for all stadium event scenarios. An Event Transport Management Plan (ETMP) will be prepared by a suitably qualified and experienced person in traffic management and in accordance with the DTMR standards as part of the post-approval process, in accordance with the requirements outlined in Condition 2 of Schedule 1 – Requirements.
3) Passenger Loading Zones	A passenger loading zone will be provided generally in accordance with the Proposed Site Plan, prepared by Blight Rayner dated 13 April 2026, as amended in red by DSDIP on 30 June 2026, included in Annexure A.
4) Active Transport	Parking facilities for bicycles, personal mobility devices and scooters at the gateway / entry to the development, commensurate with the demand, will be delivered, generally in accordance with the relevant Council and Australian Standards.
5) Active Transport	Pedestrian priority treatments across the internal roadway between the car park and the major pathway will be delivered in accordance with the Proposed Site Plan prepared by Blight Rayner, dated 13 April 2026, as amended in red by DSDIP on 30 June 2026, included in Annexure

5. Assessment against Statutory Planning Framework

5.1 Introduction

This Chapter of the EAR identifies the applicable components of the statutory town planning framework and provides an assessment against those components.

A summary of the proposed development's compliance with the statutory town planning framework is provided at the conclusion of this Chapter.

5.2 Planning Act 2016

Section 35(1) of the Planning Act provides the Minister or a local government (where a designator) the ability to grant an Infrastructure Designation over an identified area. The types of infrastructure which may be considered for a designation are identified in Schedule 5 of the Planning Regulation 2017.

In this instance, the proposal seeks an LGID over the site for the following infrastructure –

- Item 17 – Sporting Facilities.

5.2.1 The effect of a Local Government Infrastructure Designation

Pursuant to Section 44(6) of the Planning Act, development on the designated premises that is consistent with an LGID is accepted development, subject to compliance with the requirements imposed in accordance with section 35(2) of the Planning Act.

5.2.2 Currency Period

Pursuant to Section 39(1) of the Planning Act, the duration of the LGID designation is for a period of six (6) years after the designation starts to have effect, unless –

- *On the end day –*
 - *A public sector entity owns, or has an easement for the same purpose as the designation is over, the designated premises; or*
 - *Another entity owns, or has an easement over, the designated premises and construction of the infrastructure for which the premises were designated started before the end day; or*
- *Before the end day –*
 - *A public sector entity gave a notice of intention to resume the designated premises under the Acquisition Act, section 7; or*
 - *A public sector entity signed an agreement to take designated premises under the Acquisition Act or to otherwise buy the premises; or*
 - *The designator complies with subsection (3).*

The land is owned by the City of Ipswich and as such, upon effect of the LGID, the LGID will not lapse where the premises remains in ownership of Council or the LGID is carried out in accordance with s39 of the Planning Act.

5.2.3 Local Government Infrastructure Designation Criteria

Section 36 of the *Planning Act 2016* identifies the criteria for making an LGID. An assessment of the proposal against the relevant criteria is provided in **Table 6** below. It is noted that in this instance, the term “Minister” refers to a Designator (i.e., the Minister or Local Government).

Table 6 – Criteria for making or amending designations	
Criteria	Response
- To make a designation, a designator must be satisfied that – - The infrastructure will satisfy statutory requirements, or budgetary commitments, for the supply of the infrastructure; or - There is or will be a need for the efficient and timely supply of infrastructure.	The Ipswich City Council has recently secured funding from the Commonwealth and State Government to upgrade the NISEP Western Grandstand and associated facilities. The Ipswich City Council as the Designator has a budgetary commitment to deliver the community infrastructure project to support the sustained use of the sporting facility and promote the efficient delivery of infrastructure for future major sporting events.
To make or amend a designation, if the designator is the Minister, the Minister must also be satisfied that adequate environmental assessment, including adequate consultation, has been carried out in relation to the development that is the subject of the designation or amendment.	The Designator is Ipswich City Council (Local Government). This report forms part of the Environmental Assessment of the NISEP Western Grandstand Project and has been prepared for the Council's assessment for the making of an LGID for community infrastructure purposes. This EAR assessment is supported by various technical reports that identify and assess any risks or impacts that apply to the site and development. The relevant technical reporting and plans that have been prepared to support the making of the LGID are outlined herein. - Architectural Package - Landscape Concept Plan - Transport Impact Assessment - Flood Study - Flood Resilience Report - Flood Evacuation Management Plan - Stormwater Management Plan - Noise Impact Assessment - Heritage Impact Assessment - Lighting Impact Assessment - Landslide Hazard Assessment - Preliminary Construction Management Plan A consultation strategy has been prepared by Ipswich City Council for the proposed LGID. The Community Consultation Strategy for the project and key outcomes are further described in Section 4 of this report and included in Appendix B.
The Minister may, in guidelines prescribed by regulation, set out the process for the environmental assessment and consultation.	Noted The proposed LGID has been prepared in accordance with the provisions set out under Chapter 7 of the MGR (Version 3.0) as they apply to the LGID.
The Minister is taken to be satisfied of the matters in subsection (2) if the process in the guidelines is followed.	Noted No further response is required.
However, the Minister may be satisfied of the matters in another way.	Noted No further response is required.

Table 6 – Criteria for making or amending designations	
• <i>To make or amend a designation, a designator must have regard to—</i> ○ <i>all planning instruments that relate to the premises; and</i> ○ <i>any assessment benchmarks, other than in planning instruments, that relate to the development that is the subject of the designation or amendment; and</i> ○ <i>if the premises are in a State development area under the State Development Act—any approved development scheme for the premises under that Act; and</i> ○ <i>if the premises are in a priority development area, or on PDA-associated land for a priority development area, under the Economic Development Act 2012—</i> ▪ <i>any development scheme for the priority development area under that Act; and</i> ▪ <i>any place renewal framework for a place renewal area in which the premises are located that is in effect under that Act; and</i> ○ <i>any properly made submissions made as part of the consultation carried out under section 37; and</i> ○ <i>the written submissions of any local government.</i>	This EAR prepared for the making of an LGID addresses all the relevant planning instruments that relate to the premises, with the details of the assessment contained within Section 5 of this report, in addition to the supporting technical reporting and plans listed above. The planning instruments relevant to the assessment are outlined below. • Ipswich City Plan 2025 (Version 1); • South East Queensland Regional Plan 2023 (ShapingSEQ 2023); • State Planning Policy 2017; • State Development and Assessment Provisions (SDAP); and • Planning Regulation 2017. The land is not in a State Development Area under the <i>State Development and Public Works Organisation Act 1971</i>. The land is not identified in a Priority Development Area under the <i>Economic Development Act 2012</i>. Submissions received on the proposed LGID will be considered as part of the statutory consultation period that is to be carried out. Refer to the Community Consultation Strategy prepared by Ipswich City Council included in Appendix B, for further detail. Ipswich City Council is the Designator for the proposed LGID. Any written submissions received by Council will be considered in the decision making process for the proposed LGID.

5.3 State Planning Policy

The State Planning Policy was released on 3rd July 2017. It is a State planning instrument made under Chapter 2 Part 2, Section 10 of the Planning Act.

The State Planning Policy (SPP) applies to the extent relevant when designating a premises for infrastructure. Pursuant to Part B of the SPP, when making of amending a designation, the Minister and/or Local Government must have regard to the relevant parts of the SPP, despite the relevant interests being appropriately reflected in the local planning instrument. The applicable parts of the SPP that the assessment must have regard to are detailed in **Table 7** below.

Table 7 – Application of the SPP							
Application of the SPP	Responsible Entity	Parts of the SPP that are applicable to the extent relevant					
		Part A, B & C	Part D	Part E	Part F	Part G	Part G
<i>Designating premises for infrastructure</i>	Local Government	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable

Table 8 below provides an assessment against the SPP guiding principles to the extent relevant.

Table 8 - Assessment against Guiding Principles	
Outcome Focused	
<i>Clearly focus on the delivery of outcomes.</i>	- Plans and development outcomes integrate and balance the economic, environmental and social needs of current and future generations in order to achieve ecological sustainability. - Plans express clear performance outcomes for development, supported by a range of acceptable outcomes, where possible. - Innovative and flexible approaches to design and development are supported and encouraged when consistent with a plan's strategic intent. - Decision making ensures that, where acceptable, when outcomes are satisfied by development, then the relevant performance outcome is taken to be satisfied in full. Performance outcomes may still be satisfied, even though an associated acceptable outcome is not met. - Plans and development outcomes support stated objectives, needs and aspirations of the community at the state, regional and local level.
Response The proposed Local Government Infrastructure Designation (LGID) seeks to designate the site for the purposes of a Sporting Facility, delivering improved sporting and recreational facilities for the North Ipswich Reserve. The designation considers economic, environmental and social needs of current and future generations in order to achieve a positive outcome for the broader community and relevant stakeholders.	
Efficient	
<i>Support the efficient determination of development.</i>	- Plans and assessment processes result in development outcomes that are certain, responsive and performance-based. - Plans regulate development only to the extent necessary to address potential impacts. When applied, plans adopt the lowest appropriate level of assessment required to efficiently and effectively address those impacts. - The level of assessment for development is proportionate to the potential impacts and level of risk of the development being regulated and a plan's strategic intent and purpose of the relevant zone, local plan and/or precinct, for instance development that is: - minor, low-risk and that is encouraged or contemplated in a zone should be identified as accepted development - consistent and in accordance with the broad intent of a zone and able to be assessed against assessment benchmarks, should be identified as code assessable development - contrary to the intent of a zone, requires public input or is unforeseen by a planning scheme, should be identified as impact assessable development and assessed against a broader range of matters.
Response The proposal seeks to designate the site for the purposes of providing improved sport and recreation facilities at the North Ipswich Reserve, specifically the Western Grandstand. Through pursuing the LGID process, the designation provides for the timely and efficient delivery of community infrastructure and will allow for future	

Table 8 - Assessment against Guiding Principles	
development outcomes (to the extent they are consistent with the LGID) to be facilitated on the site without assessment against the <i>Ipswich City Plan 2025</i> .	
Accountable	
<i>Promote confidence in the planning system through plans and decisions that are transparent and accountable.</i>	- Plans and development outcomes reflect balanced community views and aspirations based on a clear understanding of the importance of the community's involvement in plan making. - Plans resolve competing state and local interests through using an evidence-based approach, which balances community needs, views and aspirations. - Reasonable, logical and fair development decisions are supported by clear and transparent planning schemes. - Plans only seek to regulate land use and planning outcomes and do not address matters regulated outside of the planning system, for instance building work regulated under the Building Act 1975 (unless permitted). - Obtaining access to planning information is simple and direct, capitalising on opportunities presented by information technology.
Response	
The criteria specified above refers to the preparation of a planning scheme instrument for local government, and as such does not apply to this assessment. Notwithstanding, the aspects of transparent and accountable plan making remains relevant to the proposed development and the LGID process. The proposed LGID is being prepared in accordance with the Ministers Guidelines and Rules (MGR), which specifically involves a statutory consultation period whereby community views and aspirations will be involved and provides for open and transparent plan making.	

The SPP contains seventeen (17) state interests relevant to land use planning and development outcomes. The state interests are grouped into five (5) themes, comprising the following:

- (1) *Planning for liveable communities and housing.*
- (2) *Planning for economic growth.*
- (3) *Planning for the environment and heritage.*
- (4) *Planning for safety and resilience to hazards.*
- (5) *Planning for infrastructure.*

Table 9 below identifies the State interests contained within the SPP that are relevant to the site and assessment of the proposal.

Table 9 - Assessment against the State Interests	
State Interest	Response
Planning for Liveable Communities and Housing	
Liveable Communities	Applicable - Refer to Table 8 below for a detailed response against the relevant State Planning Policy assessment benchmarks.
Housing Supply and Diversity	Not Applicable
Planning for Economic Growth	
Agriculture	Not Applicable
Development and Construction	Not Applicable
Mining and Extractive Resources	Not Applicable

Table 9 - Assessment against the State Interests	
State Interest	Response
Tourism	Not Applicable
Planning for the Environment and Heritage	
Biodiversity	Not Applicable
Coastal Environment	Not Applicable
Cultural Heritage	Applicable – The site is identified adjacent to a State heritage place, recognised as the Queensland Woollen Manufacturing Company Pty Ltd (former). A Heritage Impact Assessment has been prepared by Pendergast Heritage Architects and is included in Appendix I .
Water Quality	Applicable – The proposal is located on a premises greater than 2,500m ² in size and as such, the proposal requires assessment against the assessment benchmarks relevant to the water quality State interest. A Stormwater Management Plan has been prepared by WSP and provides an assessment against the applicable assessment benchmarks set out under the SPP. Please refer to the Stormwater Management Plan prepared by WSP included in Appendix I for further detail.
Planning for Safety and Resilience to Hazards	
Emissions and Hazardous Activities	Not Applicable
Natural Hazards Risk and Resilience	Applicable – The site is identified in the Flood hazard area – local government mapping area and is partially identified within the Erosion Prone Area. A Flood Study and Flood Emergency Management Plan has been prepared by WSP and is included in Appendix F .
Planning for Infrastructure	
Energy and Water Supply	Not Applicable
Infrastructure Integration	Applicable – Refer to Table 8 below for a detailed response against the relevant State Planning Policy assessment benchmarks.
Transport Infrastructure	Applicable – Refer to Table 8 below for a detailed response against the relevant State Planning Policy assessment benchmarks.
Strategic Airports and Aviation Facilities	Applicable – Refer to Table 8 below for a detailed response against the relevant State Planning Policy assessment benchmarks.
Strategic Ports	Not Applicable

Part E of the State Planning Policy sets out the assessment benchmarks for each State Interest. A response against the relevant State Planning Policy assessment benchmarks is provided within **Table 10** below.

Table 10 - State Planning Policy Assessment Benchmarks	
Assessment Benchmark	Response
Liveable Communities	
(2) <i>Vibrant places and spaces, and diverse communities that meet lifestyle needs are facilitated by:</i> (f) <i>Supporting a range of formal and informal sporting, recreational and community activities.</i>	The purpose of the LGID is to facilitate the construction of a Major Sport, Recreation and Entertainment Facility, comprising the new Western Grandstand. The Major Sport, Recreation and Entertainment Facility is a defined term in the Ipswich City Plan, and falls within the designation of Sporting Facilities under Schedule 5 of the <i>Planning Regulation 2017</i>. The proposal works are intended to improve the amenity of the established North Ipswich Reserve and will remain consistent with the current operational capacity of the facility, and sited with consideration of the functionality of buildings, and connection with existing and planned future buildings and facilities. The proposed development will continue to meet the recreational needs of the broader community.
(3) <i>Development is designed to:</i> (a) <i>Value and nurture local landscape character and the natural environment.</i> (b) <i>Maintain or enhance important cultural landscapes and areas of high scenic amenity, including important views and vistas that contribute to natural and visual amenity.</i> (c) <i>Maintain or enhance opportunities for public access and use of the natural environment.</i>	The proposed Western Grandstand is appropriately designed and sited to enhance and protect the adjoining Waterway Corridor (Bremer River). The Landscape Concept Plan envisages a robust, resilient native landscape environment that celebrates its relationship to its local context and surrounding waterway values, whilst celebrating its rich sporting and First Nations culture. Refer to the Architectural Plans prepared by Blight Rayner included in Appendix C, and the Landscape Concept Plan prepared by Vee Design included in Appendix D, for further detail.
Infrastructure Services: (5) <i>Community facilities and services, including education facilities (state and non-state providers), health facilities, emergency services, arts and cultural infrastructure, and sport and recreation facilities are well-located, cost-effective and multi-functional.</i>	The purpose of the LGID is to facilitate the construction of a Major Sport, Recreation and Entertainment Facility, comprising the new Western Grandstand. The Major Sport, Recreation and Entertainment Facility is a defined term in the Ipswich City Plan, and falls within the designation of Sporting Facilities under Schedule 5 of the <i>Planning Regulation 2017</i>. The proposal works are intended to improve the amenity of the established North Ipswich Reserve and will remain consistent with the current operational capacity of the facility, and sited with consideration of the functionality of buildings, and connection with existing and planned future buildings and facilities. The LGID will unlock the potential to utilise the site for major events, including sporting events, and improved use of existing facilities available on-site in order to support the ongoing use and operation of the North Ipswich Reserve as a major sporting facility. As detailed in Section 2 of this report, the site is well-located in proximity to an established residential locality, various educational establishments, a Principal Centre area, and road and services infrastructure that support the efficient and effective use of the land for sporting and recreational purposes.

Table 10 - State Planning Policy Assessment Benchmarks

Assessment Benchmark	Response
	The site has historic connections for sport and recreational purposes, as reflected in the Title Searches and trustee arrangements (refer to Appendix O).
Water Quality	
(1) <i>Development facilitates the protection or enhancement of environmental values and the achievement of water quality objectives for Queensland waters.</i>	A Stormwater Management Plan has been prepared by WSP and provides an assessment against the applicable assessment benchmarks set out under the SPP. The Stormwater Management Plan demonstrates that stormwater quality and quantity measures will ensure that development will not have an impact upon surrounding environmental values and achieves the relevant water quality objectives for Queensland waters. Please refer to the Stormwater Management Plan prepared by WSP included in Appendix I for further detail.
(4) <i>At the construction phase, development achieves the applicable stormwater management design objectives in table A (appendix 2).</i>	A Stormwater Management Plan has been prepared by WSP and provides an assessment against the applicable assessment benchmarks set out under the SPP. Stormwater run-off and management through the construction phase can be appropriately managed. Please refer to the Stormwater Management Plan prepared by WSP included in Appendix I for further detail.
Infrastructure Integration	
(1) <i>The outcomes of significant infrastructure plans and initiatives by all levels of government are considered and reflected, where relevant.</i>	The LGID is proposed to integrate with existing infrastructure, where relevant. Refer to the Stormwater Management Plan prepared by WSP (Appendix G) and the Transport Impact Assessment prepared by WSP (Appendix E), for further detail.
(2) <i>Development achieves a high level of integration with infrastructure planning to:</i> (a) <i>Promote the most efficient, effective and flexible use of existing and planned infrastructure.</i> (b) <i>Realise multiple economic, social and environmental benefits from infrastructure investment.</i> (c) <i>Ensure consideration of future infrastructure needed to support infill and greenfield growth areas.</i> (d) <i>Optimise the location of future infrastructure within communities to provide greater access to facilities and services and enable productivity improvements.</i>	The proposed NISEP Western Grandstand Project and associated LGID achieves a high level of integrations with existing and planned infrastructure for the reasons set out herein: • The North Ipswich Reserve and associated facilities are presently serviced by existing infrastructure services. The proposed Western Grandstand and the LGID will be appropriately integrated with existing infrastructure that is present on the site, allowing for the most efficient and effective use of existing infrastructure services. • The proposed LGID for the project offers various economic, social and environmental opportunities and benefits for the City of Ipswich locality and beyond through the provision of effective re-use of an established sport and recreation facility in order to deliver an improved sporting precinct outcome that provides for a Major Sport,

Table 10 - State Planning Policy Assessment Benchmarks	
Assessment Benchmark	Response
	Recreation and Entertainment use. The proposal will allow for future of the use for major sporting events.
(3) <i>Development occurs:</i> (a) <i>In areas currently serviced by state and/or local infrastructure and associated services; or</i> (b) <i>In a logical and orderly location, form and sequence to enable the cost effective delivery of state and local infrastructure to service development.</i>	The proposed NISEP Western Grandstand Project and associated LGID is located in North Ipswich and is currently serviced by local civil and services infrastructure, in addition to State-controlled road infrastructure. Infrastructure can be delivered to the site in a logical and orderly manner.
(4) <i>Existing and planned infrastructure is protected from development that would compromise the ability of infrastructure and associated services to operate safely and efficiently.</i>	The proposed NISEP Western Grandstand Project and associated LGID will not impact upon existing or planned infrastructure networks or associated services.
Transport Infrastructure	
(1) <i>Transport infrastructure and existing and future transport corridors are reflected and supported through compatible land uses.</i>	Having regard to the existing use of the site and proposed NISEP Western Grandstand Project, the proposed land use and associated activities are compatible with the existing transport corridors, including (but not limited to) Pine Street, The Terrace and surrounding road networks. Refer to the Transport Impact Assessment prepared by WSP included in Appendix E , for further detail.
(4) <i>A road hierarchy is identified that reflects the role of each category of road and effectively manages all types of traffic.</i>	The proposed NISEP Western Grandstand Project and associated LGID is located on a site that is currently serviced by transport infrastructure, being The Terrace (Collector Street / Access Street), and Pine Street (Centre Arterial). The road hierarchy identified is able to effectively manage all types of traffic generated by the proposed development. Refer to the Transport Impact Assessment prepared by WSP included in Appendix E , for further detail.
State Transport Infrastructure	
(5) <i>Development in areas surrounding state transport infrastructure, and existing and future state transport corridors, is compatible with, or support the most efficient use of, the infrastructure and transport network.</i>	An assessment against State Code 1 (Development in a state-controlled road environment) and State Code 6 (Protection of state transport networks) has been prepared by WSP and is included in Appendix E , for further detail. The Transport Impact Assessment demonstrates that the proposed development will not have an adverse impact on the State-controlled road network during normal operation and minor regular events. For major events, the venue will require management of the safe and efficient operation of Ipswich – Warrego Highway Connection Road, depending on the scale, timing and nature of the event. The management of impact risk related to such major events at the venue will be addressed through an event traffic management plan, prepared specifically for the event.

Table 10 - State Planning Policy Assessment Benchmarks

Assessment Benchmark	Response
	Refer to the Transport Impact Assessment prepared by WSP included in Appendix E , for further detail.
(6) <i>The safety and efficiency of existing and future state transport infrastructure, corridors, and networks is not adversely affected by development.</i>	An assessment against State Code 1 (Development in a state-controlled road environment) and State Code 6 (Protection of state transport networks) has been prepared by WSP and is included in Appendix E , for further detail.
Strategic Airports and Aviation Facilities	
(1) <i>Development and associated activities do not create a permanent or temporary physical or transient intrusion into a strategic airport's operational airspace, unless the intrusion is approved in accordance with the relevant federal legislation.</i>	The proposed NISEP Western Grandstand structure encompasses a maximum building height of two (2) storeys. Accordingly, the proposal does not create a permanent or temporary physical or transient intrusion into a strategic airport's operational airspace. Refer to the Architectural Plans prepared by Blight Rayner included in Appendix C , for further detail.
(2) <i>Development and associated activities do not include light sources or reflective surfaces that could distract or confuse pilots within a light restriction zone or lighting area buffer.</i>	Complies The site is identified within the Lighting area buffer (6km) within the Strategic Airport and Aviation Facilities Overlay. A Lighting Assessment has been undertaken by Buildcorp, which demonstrates that the development and associated lighting do not include light sources that could distract or confuse pilots within the light area buffer. Refer to the Lighting Assessment prepared by Buildcorp included in Appendix L , for further detail.
(3) <i>Emissions do not significantly increase air turbulence, reduce visibility or compromise the operation of aircraft engines in a strategic airport's operational airspace.</i>	The proposed LGID and associated activities will not generate emissions that will significantly increase air turbulence, reduce visibility or compromise the operation of aircraft engines in a strategic airport's operational space.
(4) <i>Development and associated activities do not attract wildlife or increase wildlife hazards within a wildlife hazard buffer zone.</i>	The proposed development and associated activities does not attract wildlife or increase wildlife hazards. Notably, the proposed refuse onsite will be appropriately secured and is not envisaged to attract wildlife.
(5) <i>Development and associated activities within a building restricted area do not interfere with the function of aviation facilities.</i>	The site is identified within a height restriction zone (90m) of the Strategic Airports and Aviation Facilities Overlay. As detailed above and within the Architectural Plans (Appendix C), the propose Western Grandstand structure encompasses a maximum building height of two (2) storeys. The proposed structure will not interfere with the function of aviation facilities. Refer to the Architectural Plans prepared by Blight Rayner included in Appendix C , for further detail.
(6) <i>Development does not increase the risk to public safety within a public safety area.</i>	The site is not identified within the public safety area of the Strategic Airport and Aviation Facilities Overlay.

Table 10 - State Planning Policy Assessment Benchmarks

Assessment Benchmark	Response
(7) Development within the 20 ANEF contour or greater is appropriately located and designed to prevent adverse impacts from aircraft noise.	The site is not identified within the 20 ANEF contour or greater of the Strategic Airport and Aviation Facilities Overlay.

5.4 State Development Assessment Provisions

The State Development Assessment Provisions (**SDAP**) set out the assessment benchmarks for the assessment of development applications where the Chief Executive is a referral agency.

Table 11 below sets out the relevant State interests identified over the site, pursuant to the State Development Assessment Mapping System (**DAMS**).

Table 11 – Development Assessment Mapping

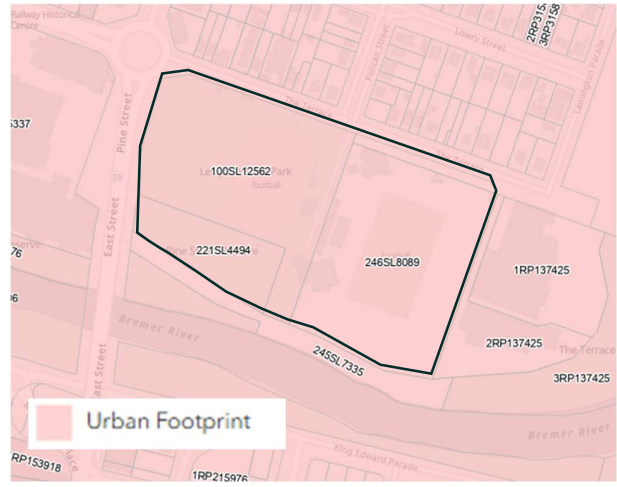
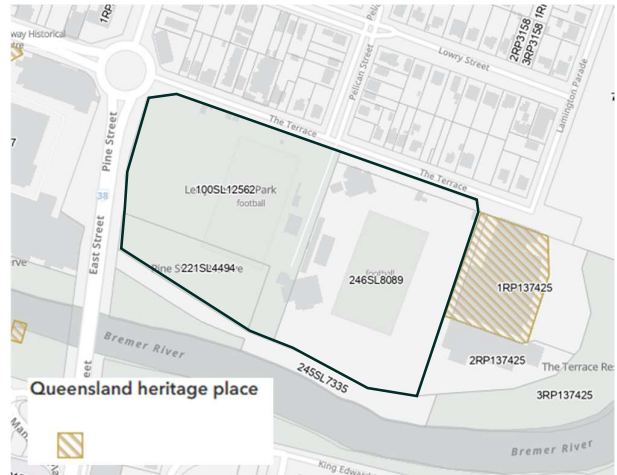
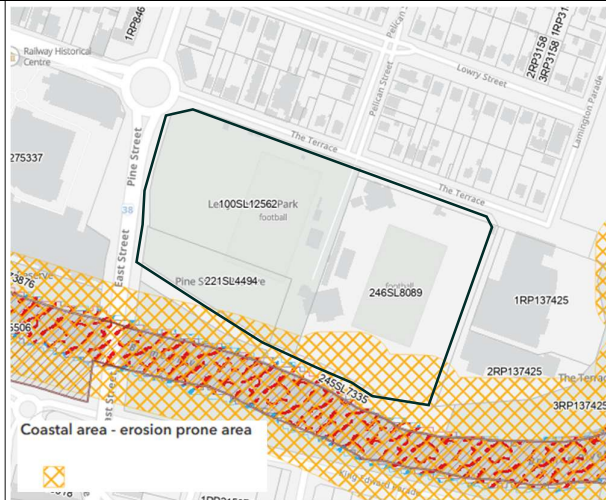
State Interest	Overlay Map
South East Queensland Regional Plan Urban Footprint	
Queensland Heritage (Adjoining) Queensland Heritage Place	

Table 11 – Development Assessment Mapping

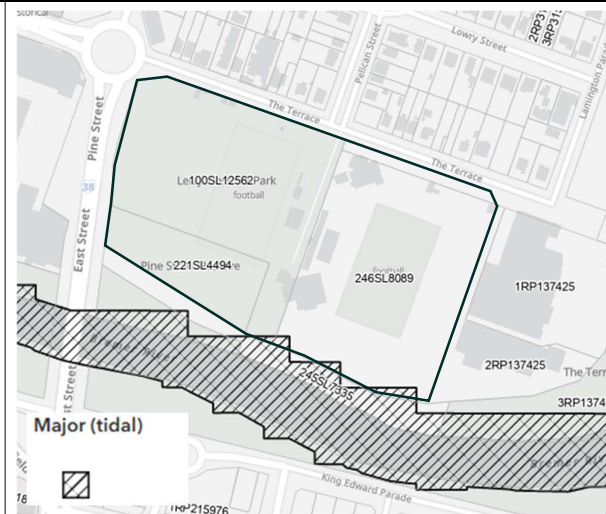
Coastal Protection

- Coastal area – Erosion Prone Area



Fish Habitat Areas

- Major (tidal) waterway



Water Resources

- Water Resource Planning Area Boundary



Table 11 – Development Assessment Mapping

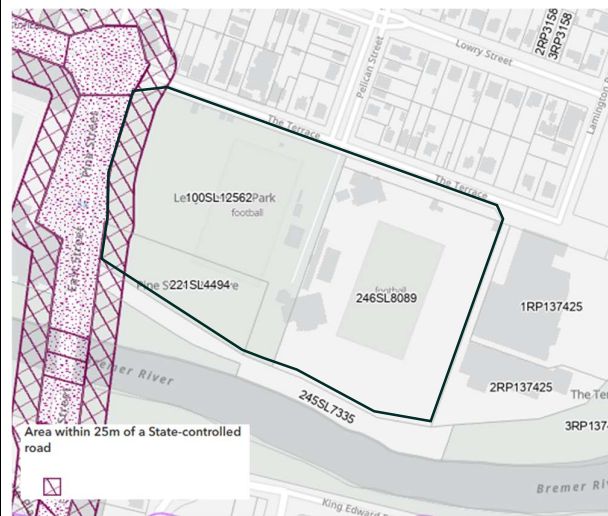
Native Vegetation Clearing

- Category X on the regulated vegetation management map



State Transport

- Area within 25m of a State controlled road corridor



In the circumstance that a development application was lodged for the proposed development under the Planning Act and the Development Assessment Rules (**DA Rules**), the development would have required referral to the State Assessment and Referral Agency (**SARA**) for the following matters, pursuant to the *Planning Regulation 2017*:

- Schedule 10, Part 8, Division 2, Subdivision 3, Table 2 – Material change of use of premises on land adjacent to a Queensland heritage place.
- Schedule 10, Part 9, Division 4, Subdivision 1, Table 1 – Material change of use of premises impacting on State transport infrastructure and thresholds.
- Schedule 10, Part 9, Division 4, Subdivision 2, Table 4 – Material Change of Use of premises near a State transport corridor.

If the development application required referral to SARA for the matters listed above, the development would have been assessed against the following SDAP:

- State Code 1: Development in a state-controlled road environment;
- State Code 6: Protection of state transport networks; and

5.6 Local Planning Framework

5.6.1 Overview

Development subject to a designation is to have regard to the requirements of the relevant local planning instrument/s. The following sections assesses the development against the relevant local categorising instrument pursuant to the Planning Act.

5.6.2 Ipswich City Plan 2025

The Ipswich City Plan 2025 (Version 1) commenced on 1 July 2025 and is the relevant local categorising instrument for development within the City of Ipswich.

The City Plan version applicable at the time of this assessment is Version 1.

5.6.3 Defined land Use

Under the City Plan, the proposal is defined in Schedule 1 of the City Plan as ‘*Major Sport, Recreation and Entertainment Facility*’, as follows.

“Major Sport, Recreation and Entertainment Facility means the use of premises for large-scale events, including, for example, major sporting, recreation, conference or entertainment events.

Examples include: Convention, exhibition centres, entertainment centres, sports stadiums, horse racing.”

5.6.4 Strategic Framework

The Strategic Framework sets the policy direction for the planning scheme and forms the basis for ensuring appropriate development occurs in the planning scheme area for the lift of the planning scheme. The City Plan includes a series of Strategic Framework outcomes which indicate the policy direction for the planning scheme across the City of Ipswich. The Strategic Framework includes four (4) themes, including:

- (1) *Vibrant and Growing*
- (2) *Inclusive, Connected and Safe*
- (3) *Natural and Sustainable*
- (4) *Leading and Prosperous Future*

The proposed LGID is assessed against the relevant parts of the Strategic Framework of the City Plan in **Table 12** below.

Table 12 – Assessment against Strategic Framework		
Theme: Vibrant and Growing		
Section 3.2.2.2 Criteria for Growth	Strategic Outcome	Response
	<i>It is intended that the city grows and evolves in a way that:</i>	
	<i>h. Provides a range of sport and recreation opportunities and community infrastructure;</i>	The purpose of the LGID is to facilitate construction of a Major Sport, Recreation and Entertainment Facility, substantively comprising the new grandstand (‘Western Grandstand’). The proposal provides for improved sporting infrastructure on land that is presently used as a sporting facility within an established urban context.

Table 12 – Assessment against Strategic Framework		
	<i>i. Protects and conserves the natural environment, ecological processes and system services, biological diversity and landscape values and matters of environmental significance;</i>	As detailed on the Architectural Plans (Appendix C), the grandstand and associated works are proposed outside the mapped MSES vegetation sub-category. The proposed development will therefore not impact upon identified matters of environmental significance or ecological linkages in the Ipswich LGA. Furthermore, the proposal is located entirely outside the mapped Major waterway buffer sub-category. The proposed development will therefore not impact upon the waterway corridor and will continue to protect and enhance the identified corridor.
	<i>j. Respects, protects and enhances cultural heritage of state and local significance, and cultural landscape values, and allows for the continuation of cultural practices and cultural connections to country;</i>	Pursuant to the City Plan, the site is identified within the Character Places Overlay (OV3) as it adjoins the following heritage place(s): • State Heritage listed Queensland Woollen Manufacturing Company Ltd (former); and • Local Place of Interest known as Hancock's Railway Siding, identified in Schedule 7 of the Planning Scheme. The scale, siting and form of the proposed grandstand has been assessed in relation to the setting of the Queensland Woollen Mills and the legibility of the Hancock's Railway Siding, and concludes that the proposal does not result in adverse impacts on the cultural heritage significance of either place. Refer to the Heritage Impact Assessment prepared by Pendergast Heritage Architects included in Appendix I, for further detail.
	<i>l. Plans for and supports the timely, cost effective and efficient provision of infrastructure;</i>	The proposal seeks to designate the site for the purposes of providing improved sport and recreation facilities at the North Ipswich Reserve, specifically the Western Grandstand. Through pursuing the LGID process, the designation provides for the timely and efficient delivery of community infrastructure and will allow for future development outcomes (to the extent they are consistent with the LGID) to be facilitated on the site without assessment against the City Plan.
	<i>m. Achieves a high standard of amenity, and urban design contributing towards a</i>	The proposed grandstand design by Blight Rayner features a contemporary

Table 12 – Assessment against Strategic Framework		
	<i>positive and memorable city identity and that of local areas;</i>	grandstand structure that is primarily characterised by lightweight materials and elements, and extensive glazing. In conjunction with extensive landscaping elements, comprising an arrival plaza, urban plaza and various soft and hardscaping elements, the proposal provides for a high-quality, positive design outcome for the site that respects the surrounding environmental and heritage values. Refer to the Architectural Plans prepared by Blight Rayner (Appendix C), and the Landscape Concept Plan prepared by Vee Design (Appendix D), for further detail.
	<i>Key strategic infrastructure and facilities that are required to support and service the existing community and further growth and development of the city are provided included the:</i>	
	<i>b. Open space, parks and other facilities to meet the recreational needs of the community and visitors and support healthy and active lifestyles;</i>	The site comprises the North Ipswich Reserve, which currently includes the North Ipswich Reserve Sports Fields, the Len Johnson Oval, and the Ipswich Jets rugby league field and grandstand and associated facilities.
Section 3.2.2.3 – Protecting Our Heritage	<i>(1) Ipswich contains natural landscape features that are of cultural and spiritual significance to the Traditional Owners. There are also buildings, places, archaeological sites and other features of local and state cultural heritage significance associated with European settlement that are important. These cultural heritage values are to be conserved and respected for the important contribution they make to the cultural heritage and identity of the city and supporting social and economic progress.</i>	Pursuant to the City Plan, the site is identified within the Character Places Overlay (OV3) as it adjoins the following heritage place(s): - State Heritage listed Queensland Woollen Manufacturing Company Ltd (former); and - Local Place of Interest known as Hancock's Railway Siding, identified in Schedule 7 of the Planning Scheme. The scale, siting and form of the proposed grandstand has been assessed in relation to the setting of the Queensland Woollen Mills and the legibility of the Hancock's Railway Siding, and concludes that the proposal does not result in adverse impacts on the cultural heritage significance of either place. Refer to the Heritage Impact Assessment prepared by Pendergast Heritage Architects included in Appendix I, for further detail.
	<i>(3) Features within Ipswich that are culturally significant to the Aboriginal community include:</i> <i>a. The places and landscapes identified in ShapingSEQ, including pathways, a ceremonial place to the north-east of Springfield, a women's place to the</i>	The proposed Western Grandstand is appropriately designed and sited to enhance and protect the adjoining Waterway Corridor (Bremer River). The Landscape Concept Plan envisages a robust, resilient native landscape

Table 12 – Assessment against Strategic Framework		
	<i>south-west of Springfield, mission sites to the south-west of Ipswich, a habitation site in Ipswich and the landscape associated with the area between Purga south-eastwards to and including Flinders Peak;</i> <i>b. The cultural landscapes identified in Strategy Framework Map 3 — Cultural Landscapes;</i> <i>c. the major and medium watercourses and the wetlands identified in Overlay Map OV2 — Waterway Corridors and Wetlands; and</i> <i>d. Other features, including those that have not been identified on maps to date.</i>	environment that celebrates its relationship to its local context and surrounding waterway values, whilst celebrating its rich sporting and First Nations culture. Refer to the Landscape Concept Plan prepared by Vee Design included in Appendix D, for further detail.
Section 3.2.2.4 Providing for Growth – the Provision of Infrastructure	<i>(2) The location, form and density of development is aligned with infrastructure capacity and servicing to optimise the use of infrastructure and maximise the cost effectiveness of investment in infrastructure.</i>	The proposal seeks to designate the site for the purposes of providing improved sport and recreation facilities at the NISEP, specifically the Western Grandstand. Through pursuing the LGID process, the designation provides for the timely and efficient delivery of community infrastructure and will allow for future development outcomes (to the extent they are consistent with the LGID) to be facilitated on the site without assessment against the City Plan.
Theme: Safe, Inclusive and Creative		
Safe, Inclusive and Creative	<i>(2) Parks and open spaces provide the venue for sports activities, socialising with friends and family, exercise or passive recreation.</i>	The proposed development, and the LGID, will provide for the continued use of the site for the purposes of a sporting facility. The purpose of the Infrastructure Designation is to facilitate construction of a Major Sport, Recreation and Entertainment Facility, substantively comprising the new grandstand ('Western Grandstand'). Refer to the Architectural Plans prepared by Blight Rayner included in Appendix C, for further detail.
	<i>(6) The detrimental impacts of natural hazards are effectively managed through:</i> <i>a. Planning responses to the hazard and risk;</i> <i>b. Reducing the likelihood and risk of harm to persons or property from natural hazards through:</i> <i>i.</i>	The proposed development, and the LGID, appropriately responds to natural hazards relevant to the site, specifically flood hazard. A Flood Study has been prepared by WSP to support the assessment for the LGID and demonstrates that the proposal will not exacerbate risk to people and property. Refer to the Flood Study prepared by WSP included in Appendix F, for a detailed assessment.

5.6.5 Local Area Framework

The Ipswich Local Government Area has been divided into 30 local framework area planning units based on geographically identifiable communities of interest and provides for the integration and more detailed localised expression of the policies included in the Strategic Framework.

The site is included within the Local Framework – Area 11 comprising the suburb of North Ipswich.

The purpose of the Local Framework – Area 11 is to:

- (d) *Protect and enhance views and connectivity to the Bremer River and Riverheart Parklands;*
- (f) *Protect and enhance the amenity of major approach routes and gateways into the Ipswich Principal Centre including, significant views that capture historic and iconic townscapes, landmarks and places that contribute to the overall scenic amenity, and the established sense of place and overall identity of the Areas.*

Section 4.2.11.2(2) of the Local Area Framework identifies ‘Areas adjacent to the northern banks of the Bremer River provide particular opportunities for the development of passive and active recreation in association with the Principal Centre, including the redevelopment of the stadium and sports complex at the North Ipswich Reserve’.

Section 4.2.11.3(1) of the City Plan states the purpose of the Local Framework will be achieved through the following overall outcomes.

- d. *Development fronting the Bremer River:*
 - i. *Is orientated towards the river, particularly in terms of views to and from the river corridor; and*
 - ii. *Provides enhanced connectivity to the River Heart Parklands and Bremer River corridor.*
- e. *Development protects and enhances visual access to identified landmark features, significant view corridors and approach routes and inner city gateways that provide a sense of arrival into the Ipswich Principal Centre.*
- f. *The following constraints are likely to have a significant impact on development in the Areas:*
 - i. *In the North Ipswich Area:*
 - A. *Flooding in the Bremer River, Tivoli and Sandy Creeks, and major urban catchment flow paths with significant depth;*
 - B. *High and extreme flood risk areas in the industry investigation area in North Tivoli;*
 - C. *High hazard flood areas where large lot residential properties are located in Moores Pocket; and*
 - D. *The priority evacuation area in Moores Pocket, where further intensification of residential uses is avoided.*

The area includes a Flood Resilient Precinct. This is intended to enable development to occur where sufficient mitigation of flood risk can be achieved in the southern part of the North Ipswich area, due to its proximity to the Ipswich Principal Centre and major transport infrastructure.

Response

The proposal is consistent with the purpose and overall outcomes of the North Ipswich Local Framework (Area 11) as detailed herein.

- As detailed in the Architectural Plans prepared by Blight Rayner (**Appendix C**), the proposed development is appropriately sited and designed to protect and enhance views and connectivity through to the adjacent Bremer River corridor (to the south). The proposed development retains a development footprint that is generally coherent with the existing grandstand structure that improved the site.
- Having regard to Overall Outcome (3)(e), the site is identified under Schedule 8 – Place Making Features, as a Potential Landmark Site, Gateway Location (Figure 1 – Gateway Locations Approach Routes and Landmarks) and within a City Centre View Corridor (Figure 2 – Significant View Corridors). The location of the proposed grandstand is outside the identified view corridors, potential landmark site and gateway location sub-categories. It is acknowledged however, that should the proposed development be located within the identified corridors and/or gateway location(s), the proposal incorporates a high quality design and landscaped areas that enhance important view corridors and are visible to passersby.
- The proposed development protects and enhances visual access to identified landmark features, being the Hancocks Railway Siding (Local Place of Interest), and the Queensland Woollen Manufacturing Company Pty Ltd (former) (Queensland Heritage Place). Refer to the Heritage Impact Assessment prepared by Pendergast Heritage Architects included in **Appendix I**, for further detail.

The Local Framework recognises flooding as being a constraint that will have a significant impact on development in the Areas, including flooding of the Bremer River and major urban catchment flow paths with significant depth. The Flood Study prepared by WSP demonstrates that the proposed development does not exacerbate the flood conditions up to and including the 1% AEP event with climate change. Furthermore, the proposal will incorporate flood resilient materials and appropriate flood resilient design throughout all buildings in flood hazard areas to address flood risk. Refer to the Flood Study prepared by WSP included in **Appendix F**, for further detail.

5.6.6 Zone

The City Plan identifies the site within the Recreation and Open Space Zone and partially within the High Density Residential Zone (specifically Lot A on AP22241). Refer to **Figure 19**.

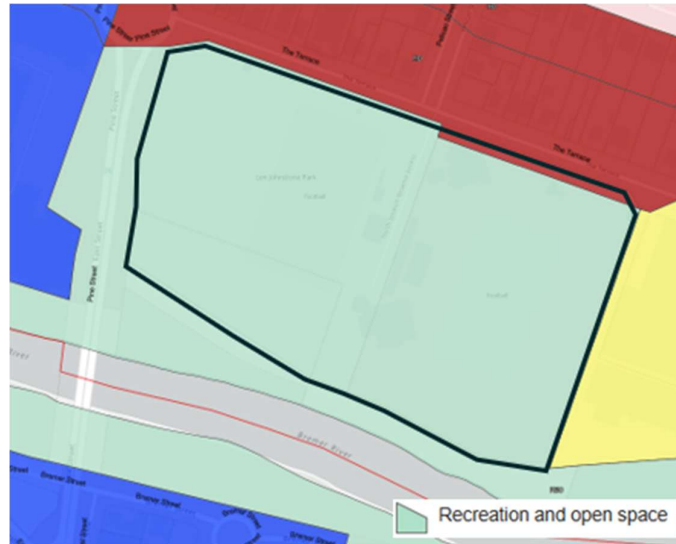


Figure 20: Zoning Map (Source: Ipswich City Plan 2025)

Section 7.4.1.2(1) of the City Plan states the purpose of the Recreation and Open Space Zone is to provide for:

- *A variety of cultural, educational, leisure, recreation and sporting uses and activities, including, but not limited to:*
 - *Parks, playgrounds or playing fields for the use of residents and visitors; and*
 - *Parks, or other areas, for the conservation of natural areas; and*
- *Facilities and infrastructure to support the uses and activities stated in paragraph (a).*

Section 7.4.1.2(3) The purpose of the zone code will be achieved through the following overall outcomes.

3. Development Location and Uses:

- a. *Land in the zone provide for an open space network including the use of land for:*
 - i. *Both active and passive recreation and entertainment opportunities within parks;*
 - ii. *Private and public sporting and recreation facilities including the use of land and facilities for active outdoor recreational pursuits such as playing fields, equestrian facilities, outdoor facilities, educational activities, swimming pools, outdoor courts, cycling and skate facilities and community uses;*
 - iii. *Linear and riparian corridors as open space links;*
 - iv. *Other low-intensity ancillary uses including minor retail and community and cultural activities and informal active and passive recreation activities.*
- b. *Development protects land for recreation and open space purposes, including parks that are generally accessible to the public, while recognising that accessibility may be limited at certain times due to club events and activities.*
- c. *Development maintains the important role of both private and public recreation and open space land and facilities.*

- d. *Development may provide a wide range of temporary, informal open air recreation, organised sporting, recreational, community and cultural activities, primarily park, environment facility and outdoor sport and recreation to be accommodated whether they are on publicly or privately owned land.*
 - e. *Connections to the broader open space network, including local and regional parks and corridors are facilitated for the use and enjoyment of residents and visitors.*
 - f. *Development accommodates a diverse range of vibrant activities including activities which may generate noise and light during evening hours, sometimes on a regular basis.*
 - g. *Impacts of recreation facility operation are contained within the boundaries of existing and future sites, and appropriate on-site landscaped buffers to abutting site boundaries with sensitive land uses are maintained, particularly where catering for night-time activities and major spectator events.*
 - h. *Development for a recreation facility may include low-intensity uses including club, community use, food and drink outlet, function facility, market or other like uses.*
 - i. *Development maximises recreation infrastructure and assets to establish multifunction facilities, rather than single-use facilities.*
 - j. *Significant natural features and processes, including habitat for flora and fauna and riparian corridors and natural drainage functions are conserved and protected from inappropriate development.*
 - k. *Development conserves and sensitively integrates with places of cultural heritage significance.*
 - l. *Land included in the zone may be subject to a higher levels of flooding or bushfire risk and is protected from inappropriate development that increases the number of people or structures exposed to this.*
4. *Development Form:*
- a. *Development maintains predominant low rise build form, generally limited to 2 storeys in height.*
 - b. *Development maintains significant landmark features, view corridors gateways and approach routes.*
 - c. *Development includes buffering, siting, design and operation measures to mitigate any adverse impacts on the amenity and character of the surrounding area, including sensitive land uses.*
 - d. *Development is not carried out on land that is susceptible to flooding or drainage problems except for park facilities, functions or infrastructure which has been designed and constructed for flood resilience.*
 - e. *Development of high-patronage activities is supported by the necessary level of transport infrastructure to promote safe and efficient public transport use, walking and cycling.*
 - f. *Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.*

Response

The proposed development appropriately advances the purpose and overall outcomes of the Recreation and Open Space Zone for the reasons set out herein.

- The proposed LGID is to facilitate development of a Major Sport, Recreation and Entertainment Facility on land zoned for the purposes of recreation and open space. Accordingly, the proposed NISEP Western Grandstand project is appropriately located within a zone for such purposes and achieves the intended land use outcomes set out under the Recreation and Open Space Zone. The proposal protects and enhances the site for recreation and open space purposes.
- Any impacts associated with the operation of the Major Sport, Recreation and Entertainment Facility are generally and mostly contained within the boundaries of the site, as demonstrated within the Noise Impact Assessment prepared by Acoustic Logic (**Appendix J**) and Lighting Assessment prepared by Buildcorp (**Appendix L**). The proposal provides for significant areas of landscaping and the retention of existing vegetation along the northern, southern and western boundaries of the site, as detailed in the Landscape Concept Plan prepared by Vee Design (**Appendix D**).
- As detailed in **Section 4.3.7** of this report, the site is identified within the Flood Risk and Overland Flow Overlay. A Flood Study has been prepared by WSP (**Appendix F**) to demonstrate that the proposal will not result in unacceptable impacts or increase the number of people or structures exposed to flood risk. Refer to the Flood Study prepared by WSP included in **Appendix F**, for further detail.

The High Density Residential Zone Code has not been addressed in detail as it only applies to Lot A on AP22241 (unallocated State land within a permit to occupy).

5.6.7 Overlays

The City Plan includes a number of overlays which provide additional information in relation to State and local interests. The overlays applicable to the development are outlined in **Table 13** below.

The design and planning of the project has had regard to the overlays identified over the site, as well as other State interests applicable to the site's values. The design of the project, and the assessment of it for this proposed LGID, is informed by technical reporting that nominate the areas of constraint and sensitivity, the presence of valuable environmental, heritage, flooding and landscape features.

The overlays applicable to the proposal, and how they have been addressed, are outlined below. The planning assessment demonstrates a high level of compliance with the Ipswich City Plan overlay codes, which are addressed in the technical reporting.

Table 13 – Overlays

Overlay	Overlay Map	Response
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Table 13 – Overlays

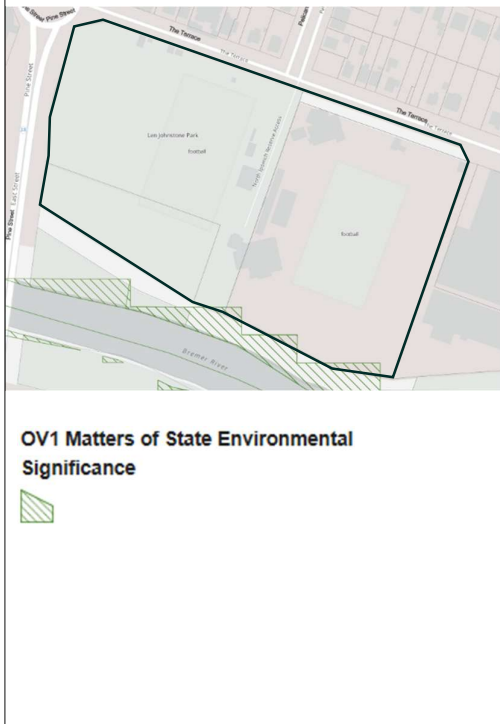
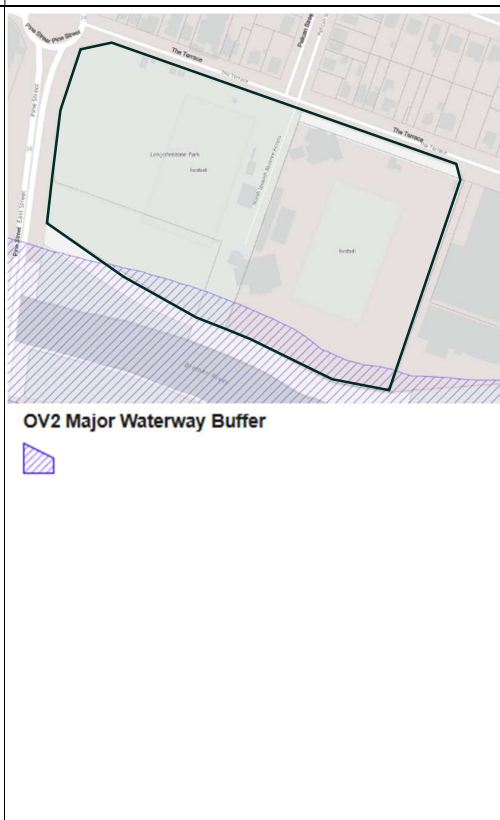
OV1 – Biodiversity MSES Vegetation sub-category	 OV1 Matters of State Environmental Significance	The site is partially identified within the Biodiversity Overlay, specifically the Matters of State Environmental Significance Sub-category. The purpose of the Biodiversity Overlay is to “<i>protect, rehabilitate and enhance matters of environmental significance, and improve connectivity and ecological linkages in the Ipswich LGA</i>”. As detailed on the Architectural Plans (Appendix C), the grandstand and associated works are proposed outside the mapped MSES vegetation sub-category. The proposed development will therefore not impact upon identified matters of environmental significance or ecological linkages in the Ipswich LGA.
OV2 – Waterway Corridors and Wetlands Major Waterway Buffer sub-category	 OV2 Major Waterway Buffer	The site is partially identified within the Major Waterway Buffer Overlay and largely constrains the southern extent of the site adjacent to the Bremer River. The purpose of the Waterway Corridor and Wetlands Overlay Code is to “<i>identify, protect, rehabilitate and enhance waterway corridors and wetlands, and improve overall ecological connectivity and linkages across the Ipswich LGA</i>”. As detailed on the Architectural Plans (Appendix C), the proposed grandstand and associated works are proposed outside the mapped Major waterway buffer sub-category. The proposed development will therefore not impact upon the waterway corridor and will continue to protect and enhance the identified corridor.

Table 13 – Overlays

		a high level of activation and visual interest at the streetscape. Refer to the Architectural Plans prepared by Blight Rayner included in Appendix C, and the Landscape Concept Plan prepared by Vee Design included in Appendix D, for further detail.
OV7A – Operational Airspace Height Restriction Zone and Obstruction Clearance Surface • RAAF Height Restriction Zone 90m sub-category • RAAF Obstruction Clearance Surface – Obstruction Clearance Surface – Transitional Surface sub-category	 OV7A RAAF Height Restriction Zone 90m	The site is identified within the Operational Airspace Restriction Zone and Obstruction Clearance Surface Overlay, specifically the RAAF Height restriction zone (90m) and RAAF Obstruction clearance surface, transitional surface sub-categories. The purpose of the Strategic Airports and Defence Activities Overlay Code is to: <i>“Protect the safety, efficiency and operational integrity of strategic airports and defence activities;</i> <i>Provide for compatible development within proximity to such facilities;</i> <i>Avoid incompatible development in the area of the overlay.”</i> A Lighting Assessment has been prepared by Buildcorp and is included in Appendix L, for further detail.
OV7B – Wildlife Attraction and Lighting Issues • RAAF Wildlife Hazard Buffer Zone – Wildlife Hazard Buffer Zone 8km • RAAF Lighting Area Buffer	 OV7B RAAF Wildlife Hazard Buffer Zone - Wildlife Hazard Buffer Zone 3km - Wildlife Hazard Buffer Zone 8km - Wildlife Hazard Buffer Zone 13km OV7B RAAF Lighting Area Buffer	
OV7D – Explosive Storage Public Safety Restricted Areas Purga Rifle Range • RAAF BRA AOI 90m AHD		

Table 13 – Overlays

OV11 – Difficult Topography and Landslide

- Slope 15% to 25% sub-category
- Slope GT25% sub-category



OV11 Slope 15% to 25%



OV11 Slope GT25%



The site is partially identified within the Difficult Topography and Landslide Overlay, specifically the Slope 15% to 25% sub-category and

Slope GT25% sub-category. The identified hazard area is contained to the existing western playing field and land to the south of the site along the boundary fronting the Bremer River.

The purpose of the Difficult Topography and Landslide Overlay Code is to:

- “Protect people and property from the impacts of geotechnical instability;*
- Minimise unnecessary changes to landform through considered development; and*
- Maintain natural systems where possible to maintain the ecological function and amenity of the area.”*

As detailed in the Architectural Plans (**Appendix C**) and the Figure (to the left), the proposed grandstand and associated works are located outside the mapped difficult topography and landslide overlay extent. The periphery of the main playing field is identified within the slope 15% to 25% sub-category, which generally reflects the slope and grade of the land surrounding the main playing field under current conditions. The proposed development will involve an element of intentional transformation of the slope as the proposed grandstand will extend further outward toward the main playing field. As detailed in the Architectural Plans (**Appendix C**), the proposed development has been designed to respond to, and work with, the existing terrain of the site. The balance of the mapped overlay extent makes up the upper limits of the

Table 13 – Overlays

		riverbank. A Landslide Hazard Assessment has been prepared by Douglas Partners and is included in Appendix M to this report. The Landslide Hazard Assessment has provided an assessment against Acceptable Outcome AO1.1.2 of the Difficult Topography and Landslide Overlay Code. The assessment identified existing landslide hazards unrelated to the proposed development on the southern steep slope of 43 The Terrace above the riverwalk footpath. As detailed within the Landslide Hazard Assessment (Appendix M), landslide hazard identified elsewhere on the site are existing and sufficiently distanced in order to not influence or be influenced by the proposed development. Refer to the Landslide Hazard Assessment prepared by Douglas Partners included in Appendix M, for a detailed response to the overlay code.
OV12 – Flood Risk and Overland Flow • Overland flow path sub-category • Flood risk category low sub-category • Flood risk category medium risk sub-category • Flood risk category high risk sub-category • Flood risk extreme risk sub-category • Flood resilient precinct sub-category		The site is identified within the Flood Risk and Overland Flow Overlay, specifically the Overland flow path sub-category, Flood risk categories low – extreme risk sub-categories and the Flood resilient precinct sub-category. The purpose of the Flood Risk and Overland Flow Overlay Code is “provide for development that protects people and property and provides for risk responsive design and appropriate development outcomes which are aligned to the flood risk profile of the site, land use vulnerability and overall settlement pattern”. Refer to the Flood Report prepared by WSP included in Appendix F, for further detail.

Table 13 – Overlays

OV13 – Regional Infrastructure

- Transport Noise Corridor – Railway - Category 0: Noise Level < 70dB(A)
- Transport Noise Corridor – Railway - Category 1: Noise Level: 70dB(A) =< Noise Level < 75dB(A)
- Transport Noise Corridor – Railway - Category 2: Noise Level: 75dB(A) =< Noise Level < 80dB(A)
- Transport Noise Corridor – Railway - Category 3: Noise Level: 80dB(A) =< Noise Level < 85dB(A)
- Transport Noise Corridor – State Controlled Road - Category 0: Noise Level < 58dB(A)
- Transport Noise Corridor – State Controlled Road - Category 1: Noise Level: 58dB(A) =< Noise Level < 63dB(A)
- Transport Noise Corridor – State Controlled Road - Category 2: Noise Level: 63dB(A) =< Noise Level < 68dB(A)
- Transport Noise Corridor – State Controlled Road - Category 3: Noise Level: 68dB(A) =< Noise Level < 73dB(A)
- Transport Noise Corridor – State Controlled Road - Category 4: Noise Level: Noise Level >= 73dB(A)



The site is identified within the Regional Infrastructure Overlay, specifically the Railway corridor and State controlled road corridor sub-categories.

The purpose of the Regional Infrastructure Overlay Code is to:

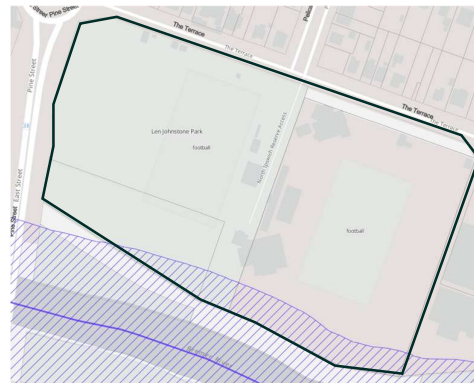
- "Protect the role, function and operation of existing and planned regional infrastructure;*
- ensure that development is compatible with, and does not adversely affect the viability, integrity, operation and maintenance of existing and planned regional infrastructure, including:*
 - ...*
 - Major transport infrastructure;*
- regulate development of properties adjacent to all state-controlled roads or near rail operations to ensure that potential conflicts between sensitive land uses are mitigated".*

The purpose of the Regional Infrastructure Overlay Code is to protect land uses from noise impacts generated from road and railway corridors. The proposed development does not involve a sensitive land use and as such, does not require an assessment against the relevant provisions set out under the Regional Infrastructure Overlay Code.

Table 13 – Overlays

OV15 – Water Resource Catchments

- Major Waterway Buffer



OV15 Major Waterway Buffer



The southern extent of the site is identified within the Water Resource Catchment Overlay, specifically the Major Waterway Buffer sub-category.

The purpose of the Water Resource Catchment Overlay is “to ensure development and activities within the water resource catchments and water supply buffer areas are appropriately sited, designed, and managed to maintain water quality, flow regimes, environmental values and the physical integrity of natural processes to protect the drinking water supply”.

As detailed on the Architectural Plans (**Appendix C**), the proposed grandstand and associated works are proposed outside the mapped Major waterway corridor sub-category. The proposed development is appropriately sited, designed and managed to maintain water quality, flow regimes and environmental values. A Stormwater Management Plan has been prepared by WSP (**Appendix I**), which demonstrates that stormwater quality and quantity can be appropriately managed and will not have an impact on receiving waters.

6. Environmental Impact Assessment

Before designating land for infrastructure, the Designator (Council) must be satisfied that adequate environmental assessment, including adequate consultation, has been carried out in relation to the development that is subject to the designation.

For the purposes of the proposed LGID the environmental assessment must have regard to –

- All planning instruments that relate to the premises; and
- Any assessment benchmarks, other than in planning instruments, that relate to the development that is the subject of the designation or amendment; and
- If the premises are in a State development area under the *State Development Act* – any approved development scheme for the premises under the Act; and
- If the premises are in a priority development area, or on PDA-associated land for a priority development area, under the *Economic Development Act 2012* –
 - any development scheme for the priority development area under that Act; and
 - any place renewal framework for a place renewal area in which the premises are located that is in effect under that Act; and
- Any properly made submissions made as part of the consultation carried out under section 37; and
- The written submissions of any local government.

This section of the EAR provides an environmental assessment of impacts the development or use may generate and ways in which those environmental impacts are being managed or mitigated. Regard is given to natural and physical resources, as well as short and long term effects and impacts on the environment and community from both the construction and operational phase of the proposed development. The range of matters considered include –

- Planning
- Infrastructure, traffic and transport;
- Natural hazards;
- Conservation, ecology and heritage values;
- Noise;
- Visual impact; and
- Community and other stakeholder impact.

6.1 Planning

As demonstrated within the assessment provided in **Section 5** of this report, the proposed infrastructure complies with the relevant State and Local planning framework.

6.2 Traffic and Transport

A Transport Impact Assessment has been prepared by WSP and is included in **Appendix E**. The Transport Impact Assessment has been prepared to assess the existing infrastructure and transport arrangements for the site and revised arrangements proposed as part of the proposal.

6.2.1 Site Access

Access to the site is provided via three (3) vehicle crossovers to The Terrace, comprising an existing public access point at the intersection of Pelican Street and The Terrace, and two (2) gated private access points for the use of maintenance, service and emergency vehicles. The existing access arrangement is proposed to remain unchanged.

6.2.2 Traffic

Based on the findings of the Transport Impact Assessment, the following traffic impacts have been identified and summarised below.

- A capacity event in the Corporate Centre may coincide with a team training evening. This could generate up to an additional 250 vehicle trips to/from the precinct in the morning and evening peak period.
- Traffic management for a major event limits the use of The Terrace from four hours prior to the event. This will minimise the traffic impacts of a major event on the performance of The Terrace / Pine Street intersection.
- A regular game at the stadium does not include traffic management on The Terrace and is likely to result in the maximum potential increase in traffic on The Terrace during event ingress and egress. A total of approximately 743 vehicle trips would be generated for the event ingress on a Saturday or Sunday afternoon.
- Available intersection traffic counts are only for the weekday peak period. The highest projected traffic demand for the stadium occurs on a Saturday and Sunday between 2pm and 7pm (depending on the kick-off time). An analysis of 2024 weekend traffic volumes on Pine Street south of The Terrace shows that the traffic during the stadium ingress is between 85% and 60% of the weekend peak. The stadium egress period has traffic volumes 60% or more lower than the weekend peak hour.

To appropriately manage and mitigate impacts of major events on the surrounding road network, the Transport Impact Assessment (refer to **Appendix E**) has recommended that major events are managed through an Event Traffic Management Plan (ETMP) specific to the event scale and timing.

6.2.3 Car Parking

The proposed development involves an increase in the number of car parking spaces provided on-site from 47 x car parking spaces to 84 x car parking spaces (including 3 x PWD spaces), representing an increase of 37 x car parking spaces. As detailed in the Traffic Assessment, the parking demand remains unchanged given the operational capacity of the facility and site remains unchanged.

The impact on parking was assessed for three (3) scenarios, including at capacity stadium event (5,000 spectators) with extensive traffic management, regular stadium event (1,500 spectators) with management of stadium car park use, and capacity corporate event (250 attendees) in the evening in conjunction with team training with no management or parking access.

The analysis demonstrates the reliance on on-street parking for most of the existing events that occur at the Stadium and Corporate Centre. Having regard to the increase in car parking proposed, the development will reduce the impact from current levels by increasing the number of off-street car parking at the stadium.

As detailed in Table 4.7 of the Transport Impact Assessment (refer to **Appendix E**), there are approximately 400 x on-street car parking spaces available within 400m of the stadium that will accommodate additional car parking demand generated by the development. It is acknowledged that

some of this car parking is used by residents and businesses and has the potential to reduce the availability of on-street parking.

6.2.4 Public Transport Infrastructure

The site is located within walking distance to frequent bus and rail transport services which are located at the Riverlink Shopping Centre Bus Station and Ipswich Station and bus interchange. The proposed NISEP Western Grandstand project is appropriately located and accessible by existing public transport services and infrastructure.

6.3 Infrastructure

The proposed infrastructure, as described below, will be installed in accordance with detailed design drawings and contract specifications that comply with the relevant authority's requirements and will apply to all phases including design, construction, operation and maintenance.

6.3.1 Water Infrastructure

The existing 100 millimetre diameter urban utilities water main and associated master water meter that is currently servicing the precinct and fire booster is to be retained with new private water and fire mains extending from the existing water meter to the new grandstand.

6.3.2 Sewer Infrastructure

The proposed development will utilise the existing urban utilities sewer manhole MH429155 to connect a new pumped rising main system to service the new grandstand as well as the existing corporate centre.

6.3.3 Electricity Infrastructure

Supply availability request has been lodged with Energex (CX26THE1336404Q), for the provision of a new single 1000 kVA pad mount transformer to be located on the lot boundary to The Terrace.

6.3.4 Telecommunications Infrastructure

The Existing Corporate centre is provisioned with an Ipswich City Council private Fibre supply which will be extended to provide fibre connectivity to the Grandstand building.

6.3.5 Stormwater Infrastructure

The proposed stormwater strategy is compliant with the requirements set out within the Ipswich City Plan 2025, SPP 2017 and QUDM, as detailed in the following sections of this report.

6.3.5.1 Lawful Point of Discharge

The existing primary lawful point of discharge for the main field and western grandstand is south of the site to the Bremer River via two (2) outfalls, comprising one (1) from the car park and one (1) from the playing field.

As detailed within the Stormwater Management Plan (refer to **Appendix I**), there is a small sub-catchment of approximately 0.15ha which is graded to the north of the site and bypasses the internal stormwater network and discharges to The Terrace to an existing stormwater network located in the road. There are existing stormwater pit and pipe networks within the site which manage the discharge of the carpark and the main field.

Refer to the Stormwater Management Plan prepared by WSP included in **Appendix I**, for further detail.

6.3.5.2 Stormwater Quantity

The proposed stormwater quantity management for the site is consists of the diversion of the existing stormwater pit and pipe networks to suit the footprint of the proposed development. The Stormwater Management Plan (Appendix I) has analysed the pre-development and post-development scenarios via a simple node analysis on DRAINS.

The preliminary results show that the post-developed peak flows are more than the pre-developed flows. The intent is for the minor increase in volume during some events is to be held in the main playing field during major rainfall events, and would present as a few millimetres across the field. The development will not results in material worsening of peak discharge at the Bremer River confluence.

6.3.5.3 Stormwater Quality

The proposed stormwater quality management consists of treating the stormwater runoff from the carpark and grandstand through bioretention basins and a new gross pollutant trap (GPT) device. The bioretention basins are in the vegetated islands of the carpark. There are three existing bioretention gardens that can be retained and reused, and one to be relocated and reinstated to the new car park alignment. The GPT device is proposed to be installed at the end of the existing stormwater line before ultimate discharge to the Bremer River.

6.4 Flood Hazard

As detailed in **Section 2** of this report, the site is identified within the Flood Risk and Overland Flow Overlay, specifically the Overland flow path, Flood risk categories low risk, medium risk, high risk and extreme risk, and the Flood resilient precinct sub-categories. A Flood Study has been prepared by WSP to support the LGID and proposed development.

WSP obtained the latest flood model covering the site area from Ipswich City Council and updated the model with the inclusion of the latest design topography and model schematisation that reflected the proposed development. The model was used to assess flood conditions at the site for 10% AEP and 1% AEP with climate change.

The flood conditions at the site (i.e., flood depth, flood level, flood velocity and flood hazard) remain largely unchanged to the existing case scenario. The model results show the following:

- The proposed NISEP Western grandstand development will be inundated under Bremer River flood water in 1% AEP event with climate change.
- The maximum flood level at the proposed grandstand is 22.672m AHD in 1% AEP event with climate change. As the finished floor level for the proposed grandstand ranges from 21.5 to 22.2m AHD, the development will be affected up to 1.1m flood depth during the 1% AEP event.
- The peak flow velocity at the proposed grandstand is up to H5 in 1% AEP event with climate change. H4 and H5 flood hazard occurs within the lower seating areas, where finished levels are lower and result in increased flood depths. The main building structure is affected by flood hazard up to H3 only.

To suitably address the flood constraints identified above, a Flood Emergency Management Plan (**FEMP**) has been prepared for the site to maintain the safety of people on site and ensure that buildings are adequately prepared for flood events, enabling a timely and efficient recovery of the development following inundation. Refer to the FEMP prepared by WSP included in **Appendix H**, for further detail.

A separate Flood Resilience Report has been prepared to address the residual risks associated with potential inundation of the proposed development and is included in **Appendix G**, for further detail.

As identified in **Section 5** of this report, the proposed development is located within ICC's Overland Flow Flood Overlay (OV12). The overland flow extent intersecting with the proposed development does not represent a continuous flow path; rather, it reflects localised ponding within the main field area due to terrain depression. It is therefore anticipated that the proposed development will not cause any adverse flood impacts to adjacent properties during overland flooding events. Any potential impacts are expected to be contained within the site, given that the overland flooding observed represents localised ponding and is not connected to any external overland flow path draining toward the site.

Refer to the Flood Report prepared by WSP included in **Appendix F**, for further detail.

6.5 Heritage Values

The Heritage assessment identifies two (2) adjoining heritage places, as detailed herein:

- State Heritage listed Queensland Woollen Manufacturing Company Ltd (former); and
- Local Place of Interest known as Hancock's Railway Siding, identified in Schedule 7 of the Planning Scheme.

The scale, siting and form of the proposed grandstand has been assessed in relation to the setting of the Queensland Woollen Mills and the legibility of the Hancock's Railway Siding, and concludes that the proposal does not result in adverse impacts on the cultural heritage significance of either place. The assessment demonstrates that the proposed development satisfies the assessment benchmarks set out under State Code 14 and the applicable provisions of the *Ipswich City Plan 2025*.

Refer to the Heritage Impact Assessment prepared by Pendergast Heritage Architects included in **Appendix K**, for further detail.

6.6 Acoustic Impacts

A Noise Impact Assessment has been prepared by Acoustic Logic and is included in **Appendix J**. The Noise Impact assessment undertaken identifies that the proposed operation of the NISEP Western Grandstand and associated activities will comply at all receivers during the hours of 7:00am and 10:00pm (70 dB(A) limit). Furthermore, the predicted noise levels have been assessed against the 10pm – 12am window criteria (RBL + 10 or 50 dB(A), whichever is lower). All receivers, with the exception of R1, are predicted to comply with the 'late evening' criteria.

To minimise any future acoustic impacts on nearby receivers, the following mitigation measures have been recommended by Acoustic Works for implementation –

- A noise management plan shall be prepared and form part of the event management plan, for the venue to ensure that operational noise emissions achieve compliance with the criteria, particularly for night-time events (after 10pm). The noise management plan shall identify –
 - Predicted noise emission levels.
 - Applicable noise emission criteria.
 - Measurement positions for compliance.
 - Noise monitoring requirements.
 - Notice to consent authorities and community (including nature / description of event, date and time of the event, complaints hotline and persons responsible for management of complaints.
 - Complaints handling register.

- The new function room is to accommodate a maximum patron capacity of 150 patrons. Noise within the function room shall be limited to an internal spatially averaged, sound pressure level of 82 dB(A) L₁₀ has been modelled for this space.
- Prior to installation, a review of plant noise emissions should be undertaken by an appropriately qualified, experienced acoustic specialist to assess noise emissions and whether additional treatment to the plant is needed to achieve compliance with services noise emission criteria.
- On the assumption that future OLGR assessments are required, it is recommended that a separate OLGR is carried out at a later stage by the operators, which confirms appropriate noise limits.

Refer to the Noise Impact Assessment prepared by Acoustic Logic included in **Appendix J**, for further detail.

6.7 Lighting

Pursuant to the Ipswich City Plan 2025, the site is identified within the OV7B Lighting Area Buffer Overlay. The proposed development is located approximately 5,200 metres from the start of the Amberly runway 22, which is beyond the 4,500m zone D of the CASA Manual of standards 139 for maximum lighting limit of 450cd measured at 3 degrees above horizontal.

The proposed development achieves compliance with Acceptable Outcomes AO3.1.1, AO3.1.2 and AO3.1.3 of the overlay code, for the reasons set out herein.

- Horizontal spill lighting to be minimised through selection of sports field light fittings with dark sky accreditation or zero upward light Output Ratio.
- Maximum lighting tower height remains below the 90m above natural ground level limitation imposed by RAAF Base Amberley DAA plan for the Western Grandstand.

Furthermore, consideration must be had to potential lighting impacts on nearby sensitive receivers, transport corridors, aviation facilities and operational airspace, and riparian corridors.

As detailed in the Lighting Assessment Report (**Appendix L**), the sports field lighting will be designed to minimise impacts on the nearby sensitive land uses. Lighting impacts on nearby transport corridors, riparian corridors (adjacent to the Bremer River) and aviation facilities and operational airspace, can be appropriately mitigated and/or managed through an Operational Management Plan (OMP).

At this stage of the process, it is premature for all lighting details to be specified, and when the concept level lighting is advanced to a more detailed stage, the effects of lighting will be further assessed.

In that respect, an Operational Management Plan (OMP) will be prepared as part of the detailed design phase (pursuant to conditions) to ensure that the sports field lighting is:

- Installed and maintained to comply with the planning scheme and the relevant standards; and
- Will not adversely impact on:
 - Nearby sensitive land uses;
 - Transport corridors;
 - Adjoining riparian corridors; and
 - Aviation facilities and operational airspace.
- Sports field lighting is limited to the following operations:

- Use of the Western Grandstand (Main Field) lighting to competition game days only which will involve a mixture of day and night games.
- Use of Alan Cumming Ovals A and B (existing and un-upgraded) is limited to week night training.

The design of lighting complies with, or will comply with by way of the Operational Management Plan and detailed lighting design (pursuant to condition), the following outcomes of the Community Activities Code of the Planning Scheme for the reasons set out herein.

- All outdoor lighting proposed on buildings, signs and the site will be designed and located to minimise glare and light spill into nearby residential buildings and/or public areas.
- Outdoor lighting is consistent with Australian Standard AS 4282 (The Control of Obtrusive Effects of Outdoor Lighting).
- Principal pedestrian and bicycle movement routes in public spaces will be lit to the minimum Australian Standard of AS 1158 (Public Lighting Code) so that these areas become the focus of legitimate pedestrian activity after dark.
- Major pedestrian routes, entries to buildings and entries to public toilets will be well lit.

The proposed development and associated sports lighting will therefore not impact upon nearby sensitive receivers, transport corridors, riparian corridors and aviation facilities and operational airspace. Refer to the Lighting Assessment Letter prepared by Buildcorp included in **Appendix L**, for further detail.

6.8 Landslide Hazard

As detailed in **Section 2.1.5** of this report, the site generally slopes in a north – south direction, ranging from approximately 22.9m AHD in north and north-western extent of the site to approximately 8m AHD along the Bremer River corridor to the south of the site. The portion of the site containing the playing fields is generally flat.

Pursuant to the *Ipswich City Plan 2025*, the site is partially identified within the Difficult Topography and Landslide Overlay, specifically the Slope 15% to 25% sub-category and Slope GT25% sub-category. The identified hazard area is contained to the existing western playing field and land to the south of the site along the boundary fronting the Bremer River.

The proposed grandstand and associated works are located outside the mapped difficult topography and landslide overlay extent. The periphery of the main playing field is identified within the slope 15% to 25% sub-category, which generally reflects the slope and grade of the land surrounding the main playing field under current conditions. The proposed development will involve an element of intentional transformation of the slope as the proposed grandstand will extend further outward toward the main playing field. As detailed in the Architectural Plans (**Appendix C**), the proposed development has been designed to respond to, and work with, the existing terrain of the site.

A Landslide Risk Assessment has been prepared by Douglas Partners (refer to **Appendix M**), and assessed the impact of landslide on the proposed development (and associated works). The risk assessment confirms that there is a low risk of landslide impacting the proposed development. Although considered low risk, the findings of the report recommend the following engineering controls are implemented.

- The fill is not suitable to support the structural loads and as such, all footings must extend through the fill into natural materials.

- Convey all water from drains or stormwater discharge (including from all roofs, hardstand areas, driveways and retaining walls) via lined channels or pipes to Bremer River.

Refer to the Landslide Risk Assessment prepared by Douglas Partners included in **Appendix M**, for further detail.

6.9 Landscape

A Landscape Concept Plan has been prepared by Vee Design and is included in **Appendix D** to this report. The landscape vision for the NISEP Western Grandstand project is to create a robust, resilience native landscape environment that celebrates its relationship to its local context, while also celebrating its rich sporting and First Nations culture. The Landscape Concept Plan outlines the landscape aspects proposed to be delivered as part of the NISEP Western Grandstand project, including hard and soft landscaping elements, including, but not limited to, the following key features:

- Retention of existing native vegetation around the periphery of the site.
- Generous landscaped areas throughout the sporting precinct, comprising a mix of large feature trees to define entry locations, canopy shade trees and large native trees that assist in clearly defining entry locations, provide shade and comfort for users and provide visual reference and connection to the surrounding natural context and values of the Bremer River corridor.
- Shade tree plantings throughout the car parking area for shade and comfort for visitors.
- The layered planting outcome supports local fauna and strengthens connections to place and ecology from the Bremer River to the site.

The Landscape Concept Plan has selected species that are outlined preferred tree planting list and the Ipswich Streetscape Design Guideline, comprising endemic, local plant species (aligned with Caring for Country) and water-sensitive urban design (WSUD) species. The proposed planting selection supports wayfinding, shaded and comfortable spaces for visitors and users, and delivers a natural environmental response that provides connection to the Bremer River. Refer to the Landscape Concept Plan prepared by Vee Design included in **Appendix D**, for further detail.

6.10 Construction Impacts

Construction impacts may arise during the development. A Preliminary Construction Management Plan (CMP) has been prepared by Buildcorp and is included in **Appendix N**. The CMP has been prepared to demonstrate how construction activities will be planned, managed and monitored to ensure that potential impacts on the surrounding environment, transport network and adjoining land uses are appropriately mitigated throughout the construction phase.

Construction impacts are expected to be temporary and localised and will be actively managed through the implementation of the CMP to ensure no unacceptable impacts on surrounding land uses, infrastructure or precinct operations. A summary of key construction impacts and management measures are summarised below.

- **Construction Hours and Program:** There is potential for noise disturbance outside the acceptable hours of operation and as such, the following mitigation measures are proposed.
 - Construction activities will be undertaken between 6:30am and 5:30pm, Monday to Saturday, with no construction works on Sundays or public holidays, unless otherwise approved by Ipswich City Council.
 - Out of hours works will only occur where approved and subject to notification and mitigation measures.

- **Construction Traffic and Access:** It is expected that there will be a temporary increase in construction vehicle movements and deliveries to the site during the construction phase. To mitigate impacts on the transport network and surrounding amenity, the following mitigation measures are proposed.
 - Use of internal delivery and loading zones within the site to minimise impact on The Terrace.
 - All on-site deliveries are to be managed via a booking system to manage coordination of delivery times, subcontractor accountability and effective management of loading areas, lifts and storage zones.
 - Controlled site access points and turning within the site.
 - Implementation of a Traffic and Pedestrian Management Plan (TPMP).
- **Amenity (Noise, Dust & Vibration):** Noise, dust and vibration control measures will be implemented to mitigate any associated issues, as detailed herein.
 - Works will be limited to the approved hours, unless otherwise agreed to by Council.
 - Any works with potential to cause disruption to adjoining residential properties will be communicated in advance through letter box drops.
 - Noise suppression equipment or alternate installation techniques to minimise noise and vibration.
 - Equipment will be maintained in good working order.
 - External and internal dust control measures.
- **Environmental Management:** There is potential for erosion, sediment, waste and biosecurity risks associated with construction activities. The following mitigation measures are proposed to minimise such risks:
 - Erosion and sediment control measures are to be installed and maintained.
 - Waste separation and licensed waste removal is to occur.
 - Fuel and chemicals are to be stored in compliant bunded areas.
- **Community Impacts and Communication:** Consequential of construction works, there is potential for disruption to nearby residents, users and stakeholders. In order to minimise impact to the community, the following mitigation measures are proposed to be implemented:
 - Advance notification of high-impact activities.
 - Clear site contact details are to be displayed.
 - Formal complaints management process with a complaints register.

The CMP will remain in effect for the duration of construction and will be updated as required to reflect detailed construction methodology, Council conditions and contractor requirements. Refer to the Preliminary Construction Management Plan (CMP) prepared by Buildcorp and is included in **Appendix N**.

6.11 Community and Stakeholder Impact

Impacts of the Designation on the community and relevant stakeholders have been thoroughly considered and addressed, as demonstrated within **Section 4.0** and **Section 6.0** of the EAR.

Community consultation has been undertaken pursuant to Chapter 8, Part 1, Section 1.4 of the Minister's Guidelines and Rules (MGR). The community consultation period was undertaken on the proposed LGID in accordance with the Community Engagement Plan (refer to **Appendix B**), for a period of 20 business days from the 23 April 2026 until the 22 May 2026.

A total of eight (8) submissions were received throughout the consultation period, identifying matters pertaining to Cultural Heritage and Connection to Country, traffic and transport, overarching design outcomes, and landscape design. A response to the submissions and the key themes raised is provided within **Section 4** of the EAR. Those matters raised within the submissions are further addressed by **Sections 6.1 to Section 6.10** of the EAR, in addition to the technical assessments that accompany the LGID.

A First Nations engagement workshop was undertaken, including consultation with Indigenous representative groups on the 19 May 2026. Mewing Planning Consultants understands that a total of four (4) participants attended the engagement workshop. The key themes raised a response is provided within **Section 4.1** and **4.2** of the EAR. The Entity will undertake a Designing with Council review during the stages of the project following LGID approval, to address and refine elements of Cultural significance that can be integrated throughout the project. Refer to the First Nations Engagement Outcomes Report prepared by Burrundi Design Studio included in **Appendix R**, for further detail.

In conjunction with the community consultation undertaken, the Local Government Infrastructure Designation (LGID) was referral to the Department of State Development, Infrastructure and Planning ('DSDIP') on the 23 April 2026, pursuant to Chapter 8, Part 1, Section 1.6 of the Minister's Guidelines and Rules (Ref.: **LGID-0426-1010**).

By way of notice dated July 2026, DSDIP issued a Decision Notice and Notice of Requirements (Schedule 1). A copy of the DSDIP Decision Notice and Notice of Requirements is included in **Appendix Q**, for further detail. Pursuant to Schedule 1 – Notice of Requirements (refer to **Appendix Q**), development under the LGID is to be carried out in accordance with the plans, reports and documents referenced in the requirements.

Having regard to the actions detailed above in **Section 6.11**, it is therefore taken that adequate community and stakeholder consultation has been undertaken on the LGID. Those matters raised within submissions and/or state agency comments have been addressed throughout this EAR, and the technical assessments enclosed.

7. Conclusion and Recommendations

This EAR has been prepared by Mewing Planning Consultants Pty Ltd for the proposed LGID for the North Ipswich Sports and Entertainment Precinct Western Grandstand project. This EAR forms part of the environmental assessment required under Section 36 of the *Planning Act 2016* for making an infrastructure designation.

The proposed infrastructure type required for this designation is **Item 17 – Sporting Facilities**, pursuant to Schedule 5, Part 2 of the *Planning Regulation 2017*. The purpose of the Infrastructure Designation is to facilitate construction of a Major Sport, Recreation and Entertainment Facility substantively comprising the new grandstand (“Western Grandstand”).

The proposed works are intended to improve the amenity of the North Ipswich Reserve that is consistent with the current operational capacity of the facility, and sited with consideration of the functionality of buildings, and connection with existing and planned future buildings and facilities.

An assessment has been undertaken with regard to the proposed development in order to assess the proposal against the statutory planning instruments and other regulatory matters applicable to the site and designation across local, State and Commonwealth regulatory levels. Feedback received from the local community, and other stakeholders including the State government, have been considered and responses to the matters raised addressed in this report.

The proposed Local Government Infrastructure Designation is recommended for approval.

Disclaimer

Mewing Planning Consultants prepared this report for the applicant stated in the report, for the purpose of the development application and not for any other purpose or use.

This report incorporates and relies upon information and assessment up to the date of preparation of this report and excludes any information arising, or event occurring, after that date which may affect the validity of the opinion of Mewing Planning Consultants stated in this report.

In preparing this report, Mewing Planning Consultants was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment. All information and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Mewing Planning Consultants at the date of this report, and upon which Mewing Planning Consultants relied.

Whilst Mewing Planning Consultants has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Mewing Planning Consultants is not liable for any errors or omissions, including in information provided by another person or company.