

Ipswich City Council

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NOTICE OF DECISION**DESIGNATION OF PREMISES FOR DEVELOPMENT OF INFRASTRUCTURE*****Planning Act 2016 – Chapter 2, Part 5***

The Entity:	Ipswich City Council c/- Mewing Planning Consultants
The Designator:	Local Government (Ipswich City Council)
Real Property Description:	Lot 246 on SL8089, Lot 100 on SL12562, Lot A on AP22241 and Lot 221 on SL4494
Property Location:	43, 54 and Lot A The Terrace, North Ipswich 1A Pine Street, North Ipswich
Date Received:	30 March 2026
Date of Decision:	24 August 2026

It is advised that an Infrastructure Designation has been made under section 38 of the *Planning Act 2016*.

1. Infrastructure Designation details

The following development infrastructure has been designated.

Designated Infrastructure	<i>Planning Regulation 2017</i> , Schedule 5, Part 2, Item 17 – Sporting Facilities
Proposal Description	Major Sport, Recreation and Entertainment Facility – North Ipswich Sport and Entertainment Precinct “Western Grandstand”

2. **Requirements**

A notice of requirements included in the designation is at **Schedule 1**.

3. **Submissions**

A notice of how submissions have been considered is at **Schedule 2**.

4. **Effective Date**

As set out in section 9(3) of the *Planning Act 2016*, the Designation will take effect from the date the gazette notice for this Designation is published in the Queensland Government Gazette.

5. **Duration of the Infrastructure Designation**

The duration of the Designation is set out in section 39 of the *Planning Act 2016*.

Yours sincerely,



Sonia Cooper
CHIEF EXECUTIVE OFFICER
IPSWICH CITY COUNCIL

Schedule 1: Requirements of the Local Government Infrastructure Designation – North Ipswich Sport and Entertainment Precinct “Western Grandstand”

Plan of Designation	
1.	The extent of development is to be carried out generally in accordance with the Plans of Designation included at Annexure 1 .
Master Plan	
2.	(a) Prior to the commencement of use, a North Ipswich Sport and Entertainment Precinct (NISEP) Master Plan must be submitted for the balance of the designated land and any future stages of development. The NISEP Master Plan must: (i) Be developed to integrate strategic plans, policies and outcomes for the area; (ii) Identify the future ultimate development layout and intended land uses across the designated area; (iii) Demonstrate the staging and sequencing of development; (iv) Identify vehicular, pedestrian and cycling access and movement arrangements to and beyond the site to connect major infrastructure and public transport services. Including but not limited to Riverlink bus station, Ipswich Central and East Ipswich train stations, and the Principal Cycle Network; (v) Demonstrate the provision and ultimate arrangement of infrastructure, engineering services and stormwater management; (vi) Identify areas for environmental protection, buffers, landscaping and open space; (vii) Demonstrate how future stages will integrate with existing and surrounding development including future high-rise residential, centres and mixed-use development; and (viii) Include an implementation plan identifying the infrastructure and works necessary for each stage. (b) The NISEP Master Plan must be submitted to strategic@ipswich.qld.gov.au.
3.	The NISEP Master Plan must be maintained for the life of the designation.
Limits of Use	
4.	The maximum capacity for the Major Sport, Recreation and Entertainment Facility (the Facility) is 5,000 persons at any one time.

Hours of Operation	
5.	(a) Hours of operation for the Facility (excluding the existing conference centre) is limited to 6:00am to 11:00pm. (b) Open-air events undertaken on the fields is limited to between the hours 7:00am and 10:00pm. (c) Uses and events within the existing conference centre are permitted to operate 24 hours a day.

Design and Built Form	
6.	The built design of the Facility is to be of a bulk, scale and mass generally in accordance with the Elevations and Visualisations, prepared by Blight Rayner and dated 9 April 2026, included at Annexure 2 .

Visual Treatment of Plant and Equipment	
7.	Refuse storage bins, and all new plant, equipment and water tanks (including fire sprinkler storage tanks) are to be stored behind fencing or screened from view from roads and adjacent public spaces.

Landscaping	
8.	(a) Prior to the commencement of landscape works, prepare a Landscape Design Plan generally in accordance with the Landscape Concept Design included at Annexure 3, and Schedule 6.7 Landscape Works Planning Scheme Policy under the <i>Ipswich City Plan 2025</i>, subject to: (i) Undertaking a Designing with Country review to consider and refine elements of cultural significance. (b) The Landscape Design Plan must be submitted to strategic@ipswich.qld.gov.au.
9.	Landscaping must be implemented in accordance with the Landscape Design Plan prior to the commencement of use.

Flood Mitigation and Resilience	
10.	The Facility must be designed and constructed to incorporate the flood resilient strategies adopted in the Flood Resilience Report included at Annexure 4 , to withstand potential flood hazards for a flood event equivalent to that of a Defined Flood Level (DFL) of 22.62m Australian Height Datum (AHD).

Flood Emergency Management Plan (FEMP)	
11.	(a) Prior to the commencement of use, prepare an updated Flood Emergency Management Plan (FEMP). The updated FEMP must: (i) Be consistent with Schedule 6.3 Flood Risk and Overland Flow Planning Scheme Policy of the <i>Ipswich City Plan 2025</i>; (ii) Reflect the final approved design and operational arrangements for the Facility;

	(iii) Include evacuation procedures, evacuation routes, flood warning triggers, emergency management responsibilities and communication protocols; (iv) Identify any refuge areas, assembly locations and shelter-in-place arrangements, (where relevant); and (v) Include arrangements for review, training, exercising and ongoing maintenance of the FEMP.
12.	The approved FEMP must be implemented and maintained for the life of the Designation.

Stormwater Management	
13.	(a) An updated Stormwater Management Plan (SMP) must be prepared generally in accordance with the SMP included at Annexure 5, that includes the following amendments: (i) Demonstrate that the development achieves no increase in peak flows, velocities, or concentration of runoff at the site boundary for all events up to the 1% AEP; and (ii) Demonstrate how stormwater from the development will be captured, managed and conveyed to the lawful point of discharge without causing ponding, concentration, or re-direction of flows onto adjoining properties and maintaining pre-development flow conditions. (b) The updated SMP must be prepared in accordance with the General Works and Infrastructure Code and Schedule 6.2 General works and Infrastructure Planning Scheme Policy of the <i>Ipswich City Plan 2025</i>, and certified by a Registered Professional Engineer of Queensland. (c) The updated SMP must be submitted to strategic@ipswich.qld.gov.au.
14.	Stormwater quantity and quality measures must be implemented in accordance in accordance with the updated Stormwater Management Plan prior to the commencement of use.

Noise Management	
15.	The maximum noise level emanating from the Facility must not exceed the following at the at the nearest sensitive receptor: 6:00am and 10:00pm: 70 dB(A) 10:00pm and 11:00pm: the lesser of 50 dB(A) or RBL + 10 dB(A)

Lighting	
16.	New field lighting towers must not exceed 55m in height.
17.	(a) All lighting used to illuminate any areas of the premises must be designed, constructed, located and maintained so as not to cause light to directly illuminate any nearby premises or roadways, and does not cause extraneous light to be directed or reflected upwards. (b) The development must not incorporate upward shining lights, flashing lights, laser lights

	or yellow sodium lights.
18.	Prior to the commencement of use, prepare and submit an Operational Lighting Management Plan to ensure that the field lighting is: (a) Installed and maintained to comply with the relevant Australian Standards and condition 17 above; and (b) Field lighting for uses on 'Len Johnson Oval' above 200 lux, up to 500 lux, is limited to competition games.

Emission of Airborne Particulate Matter and Air Turbulence	
19.	Activities on the site must not emit smoke, dust, ash, steam or any other particulate matter into the operational airspace of RAAF Base Amberley, including flare plumes, without the prior approval of the Department of Defence.

Access and Parking	
20.	Provide a minimum of eighty-four (84) car parking spaces.
21.	All vehicle parking and manoeuvring areas, and servicing areas, are to be designed in accordance with the relevant Council and Australian Standards.

Passenger Loading Zones	
22.	(a) Prior to the commencement of use of the Facility, and to be maintained at all times, provide a passenger loading zone generally in accordance with the Proposed Site Plan, prepared by Blight Rayner and dated 13 April 2026, as amended in red by Department of State Development Infrastructure and Planning (DSDIP) on 30 June 2026, included at Annexure 6. (b) The passenger loading zone must be designed and constructed in accordance with the relevant Council and Australian Standards and include: (i) A wheelchair accessible setdown bay designated by signage and pavement marking, situated at the head of the queue directly adjacent to the 'western grandstand' pedestrian entry; (ii) Passenger loading zone signs - R5-23 (passengers – 2 or 5 minute), placed at either end of the zone; (iii) Access and hardstand of adequate dimensions to accommodate the anticipated demand for passenger boarding/alighting for regular events (up to 1,500 patrons); and (iv) A waiting area with shelter and seats (including shelter provided by building awnings/overhangs) adequate to accommodate anticipated patron demand during regular events (up to 1,500 patrons) and situated near the head of the queue. <i>Note: This requirement is imposed under direction by the Chief Executive in accordance with section 35(3) of the Planning Act 2016.</i>

Active Transport	
23.	Prior to the commencement of use of the Facility, and to be maintained at all times, provide parking facilities for bicycles, personal mobility devices and scooters at the gateway/entry to the development, commensurate with demand, generally in accordance with the relevant Council and Australian standards. <i>Note: This requirement is imposed under direction by the Chief Executive in accordance with section 35(3) of the Planning Act 2016.</i>
24.	(a) Prior to the commencement of use and to be maintained at all times, provide pedestrian priority treatments across the internal roadway between the car park and the major pathway generally in accordance with the Proposed Site Plan prepared by Blight Rayner and dated 13 April 2026, as amended in red by DSDIP on 30 June 2026, included at Annexure 6. (b) The pedestrian priority treatments must be provided in accordance with Australian Standards. <i>Note: This requirement is imposed under direction by the Chief Executive in accordance with section 35(3) of the Planning Act 2016.</i>

Event Transport Management Plan	
25.	(a) Prior to the commencement of use of the Facility, prepare an Event Transport Management Plan (ETMP). (b) The ETMP must be prepared by a suitably qualified and experienced person in traffic management and in accordance with the relevant Department of Transport and Main Roads (DTMR) standards and address/include the following: (i) The event mode of the proposed development, including: • all anticipated event types and their anticipated frequency; • likely maximum attendance categorised into small, medium and large events with a maximum attendance threshold for each; and • event start and finish times; (ii) Identification of the worst-case event scenario which may include the largest event and the largest of any coinciding event on the site; (iii) All transport modes including private vehicles, urban bus services, train services, private/chartered coaches/buses/mini-buses, taxis, rideshare/booked hire services, private vehicles and active transport; (iv) Transport and traffic management before, during and after events; (v) Temporary private vehicle and rideshare drop-off/pick-up facilities at the Facility with associated waiting areas, pedestrian access and management of these facilities; (vi) Temporary bus setdown facilities at the Facility with associated passenger waiting

	areas, including shelters and seats, and pedestrian access; (vii) Intersection operation and any required traffic control (e.g. police, traffic controllers, signals adjustments); (viii) Vehicle queue management for passenger loading/unloading in the setdown zones to ensure no queuing extends onto a State controlled road; (ix) Management strategies to control any on-site service vehicle, coach and bus manoeuvring, including time of operation and manoeuvring supervision; (x) Measures to minimise vehicle/pedestrian/bicycle conflict in proximity to the site; (xi) Supplementary wayfinding signage; (xii) Car parking management including car park closures; (xiii) Stakeholder consultation with the Ipswich City Council, Queensland Police Service and DTMR (Metropolitan Region, Translink Events) emergency and incident management; and (xiv) A review mechanism for the on-going improvement of event management. (c) Submit a copy of the ETMP to DTMR (Metropolitan.IDAS@tmr.qld.gov.au) and DSDIP (infrastructuredesignation@dsdip.qld.gov.au). (d) From commencement of use of the Facility, implement the ETMP and update the ETMP as necessary to cater for the relevant event types. <i>Note: This requirement is imposed under direction by the Chief Executive in accordance with section 35(3) of the Planning Act 2016.</i>
26.	As a component of the Event Transport Management Plan required in condition 25 above, prepare and implement measures, to address pedestrian movements associated with large events. The pedestrian management measures must: (a) Assess likely pedestrian demand associated with small, medium and large events (refer to condition 25(b)(i) above); (b) Identify anticipated preferred pedestrian routes between the Facility and Ipswich Railway Station and Riverlink Shopping Centre bus station; (c) Identify any temporary traffic management, crossing supervision, barriers, signage, lighting or wayfinding measures required to safely accommodate pedestrian movements before, during and after events; and (d) Include procedures for monitoring and managing pedestrian congestion and pedestrian-vehicle conflicts associated with event operations.
27.	Submit a copy of the ETMP required by condition 25 and condition 26 above to strategic@ipswich.qld.gov.au.

Construction Management Plan	
28.	(a) Prior to the commencement of construction of the Facility, prepare a Construction Management Plan (CMP). (b) The CMP must address the following: (i) How pedestrian movements along the Pine Street frontage of the site will be maintained during construction; (ii) How construction traffic, including heavy vehicles, will be managed to avoid adverse impacts on the safe and efficient operation of the State-controlled road (SCR) network during construction. (c) Submit a copy of the amended CMP to the Department of Transport and Main Roads' (DTMR) Metropolitan Region (Metropolitan.IDAS@tmr.qld.gov.au) and the Department of State Development, Infrastructure and Planning (DSDIP) (infrastructuredesignation@dsdip.qld.gov.au). (d) Carry out the construction of the development in accordance with the CMP. <i>Note: This requirement is imposed under direction by the Chief Executive in accordance with section 35(3) of the Planning Act 2016.</i>
Geotechnical Conditions	
29.	As part of detailed design, undertake a geotechnical investigation that confirms the ground conditions and informs building requirements.

Schedule 2: Notice of how submissions were dealt with

Public notification of the proposed designation was undertaken pursuant to the *Planning Act 2016* and the Community Engagement Strategy. Public notification occurred for a period of twenty (20) business days from 23 April 2026 to 22 May 2026.

Council received eight (8) submissions during this period.

A summary of how I, the Chief Executive Officer, acting under delegated authority from Ipswich City Council, have considered the submissions received and am satisfied they have been appropriately addressed is provided in the table below.

Matters Raised	Response
Support for the proposal	
- The proposal should accommodate higher-level sporting events, including potential NRL matches and major entertainment events. - The proposal should proceed and continue to be developed through future stages.	The submissions supporting the designation and future investment in the facility are acknowledged.
Cultural Heritage	
- The proposal should incorporate Aboriginal cultural elements, public art, language, local stories and references to Country throughout the development. - The proposal should acknowledge Traditional Owners and reflect Ipswich's Indigenous history and connection to the Bremer River.	The landscape concept designs have incorporated culturally appropriate elements within the architectural and landscape concepts. Detailed landscape design which consider further opportunities to refine elements of cultural significance have been required.
Landscaping	
- 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 site to the Bremer River and surrounds. - The proposal should include local native plant species and information about their cultural significance.	The landscape concept designs have incorporated appropriate native plant species and elements of cultural significance within the landscape design concepts. Detailed landscape design which consider further opportunities to refine elements of cultural significance have been required.
Design Elements	
- The proposal should provide shade, accessibility, quality spectator amenities, clear sightlines and a safe, welcoming environment. - The proposal should reflect Ipswich's	The designation adequately incorporates these principles into the architectural and landscape concept plans. These design outcomes are required to be refined through detailed design.

sporting history, heritage and connection to the Bremer River.	
Amenity	
The majority of the submitters identified value in additional community activities and events from the subject site. However, for residents in the immediate vicinity, maintaining a quiet neighbourhood character is also important.	The residents value of both community activation and neighbourhood amenity is acknowledged. These matters have been considered in the design and operational management requirements to ensure acceptable amenity outcomes are maintained.
Transport, Parking and Accessibility	
- The proposal should place greater priority on parking and traffic planning. - The proposal should provide additional parking for visitors and event attendees. - The proposal should address traffic congestion associated with major events.	The concerns regarding parking and traffic planning are acknowledged. The designation provides adequate formalised on-site parking for smaller-scale activities, consistent with existing capacities. For larger events these matters are included within the requirements for an Event Transport Management Plan to manage traffic, parking, public transport, active transport and pedestrian movements to ensure the safe and efficient operation of the facility and surrounding transport network before, during and after events.
- The proposal should improve safe and accessible pedestrian, cycling and mobility-device connections between the venue, Riverlink and surrounding areas. - The proposal should provide sufficient bicycle parking and facilities that support alternative transport modes. - The proposal should support public transport and alternative transport options to reduce reliance on private vehicles. - The proposal should consider additional event transport management measures for larger events.	The importance of safe connections for all transport modes is acknowledged. These matters are included within the requirements for an Event Transport Management Plan to manage traffic, parking, public transport, active transport and pedestrian movements to ensure the safe and efficient operation of the facility and surrounding transport network before, during and after events.
The proposal should advocate for broader transport improvements, including a second river crossing.	The wider concerns regarding CBD traffic are acknowledged and support for Council advocacy for critical strategic transport infrastructure for Ipswich.