

Division 9—Major Centres Zone: Assessment Criteria and Assessment Tables

4.9.1 Major Centres Zone

The provisions in this division relate to the Major Centres Zone as follows—

- overall outcomes (section 4.9.2);
- specific outcomes and probable solutions as follows—
 - effects of development – general (section 4.9.3);
 - effects of development within Sub Areas (section 4.9.4);
 - consistent and inconsistent uses, use classes and other development (section 4.9.5);
- assessment tables (Tables 4.9.1 and 4.9.2).

4.9.2 Overall Outcomes for Major Centres Zone

- (1) The overall outcomes are the purpose of the Major Centres Zone.

NOTE 4.9.2A

- (1) Sub-section (1) provides the link between the overall outcomes sought for the zone and the area code and the IPA code assessment rules which refer to the 'purpose' of the code [see IPA s.3.5.13(2)].
- (2) For the Ipswich City Centre, refer to Part 5 – City Centre.
- (3) For the Springfield Town Centre, refer to Part 14—Springfield Structure Plan.

- (2) The overall outcomes sought for the Major Centres Zone are the following—

Land Use Mix and Centres Development Strategy

- (a) Uses and works within the Major Centres Zone support the development of—
- (i) the Ipswich City Centre and the Springfield Town Centre as Principal Activity Centres for South East Queensland; and
 - (ii) a network of Major Centres at, Goodna, Redbank, Redbank Plains, Booval, Brassall, Karalee, Walloon, Rosewood, Yamanto, and Ripley.

- (b) The Major Centres Zone services the main convenience and comparison shopping needs of identified population catchments, usually represented by the residents of adjacent suburbs and the surrounding rural areas.
- (c) The Major Centres Zone generally provides lower order professional office, business, financial and personal services to identified population catchments.
- (d) Major Centres may also operate in conjunction with nearby service trades, and business and industry areas.
- (e) Within Major Centres, entertainment and recreation uses are generally of a local/district nature, including health and fitness centres, hotels, clubs and food and beverage outlets.
- (f) Significant additional floor space or a significant increase in the range of activities within existing or proposed Major Centres—
 - (i) is dependent upon demonstrated growth in terms of population or disposable income; and
 - (ii) is supported by a social and economic impact assessment.
- (g) The Major Centres Zone is able to accommodate innovative and emerging retail, entertainment and recreation activities which are able to demonstrate community benefits whilst discouraging activities which are likely to cause community disbenefits.
- (h) Major centres may have defined Primary Business Areas or Secondary Business Areas, which are located and function as follows—
 - (i) Primary Business Areas, for more intensive development within compact, central locations—
 - (A) generally function as integrated shopping facilities, providing convenience and comparison shopping, which is supplemented with speciality retail, professional offices, eateries, some entertainment uses and desirably also include residential uses above;



- (B) create vital and walkable streetscapes with active shopfronts at street level; and
- (C) provide integrated carparking areas and service delivery areas;
- (ii) Secondary Business Areas, for less intensive development in peripheral areas surrounding the Primary Business Areas—
 - (A) include ‘traditional’ commercial and retail strip shopping;
 - (B) generally provide ground floor retailing and other ‘active’, ‘shop-front’ uses, while upper floor levels are used for a variety of uses, including offices, entertainment and residences;
 - (C) may include ‘stand alone’; drive to, ‘destination’ retailers, such as hardware stores and video shops, who prefer peripheral locations and often larger sites; and
 - (D) may include a range of locally/district based entertainment, recreation, leisure, cultural and community facilities including clubs, hotels and meeting places and food, beverage and dining facilities.
- (i) The consolidation, redevelopment and expansion of Primary Business Areas for higher order retail and other core uses are preferred rather than the dispersal of these uses throughout Secondary Business Areas.
- (j) If warranted, the establishment of new uses and works outside of Primary Business Areas into Secondary Business Areas generally occurs in a contiguous and progressive manner from the periphery of the Primary Business Area.
- (k) The ‘splitting’ of Major Centres does not occur, whereby part of a Secondary Business Area, which is not contiguous with a designated Primary Business Area develops as a rival or defacto Primary Business Area.

Housing

- (l) Accommodation within and adjoining Major Centres:-
 - (i) offers vitality and accessibility to services, facilities and employment; and
 - (ii) supports transit oriented development and the creation of walkable, mixed use centres; but
 - (iii) cannot be expected to provide the same level of peace, quiet and privacy of other suburban settings.

Transport and Access

- (m) An integrated efficient, safe and attractive transport network is provided for a full range of transport modes including public transport, passenger vehicles, delivery/freight vehicles, pedestrians and cyclists.
- (n) Pedestrian, cycle and vehicle connectivity and ease of mobility (particularly focused towards enhanced walkability) are provided within and between major centres, surrounding neighbourhoods, employment areas and public transport interchanges.
- (o) Conflict between local and through traffic and between pedestrians, cyclists and vehicles is minimised.

Environmental Management and Greenspace

- (p) Uses and works are located and designed to minimise risks and nuisance to people and property.
- (q) Degraded or contaminated sites are rehabilitated and used in an appropriate manner.

Infrastructure Efficiency

- (r) Uses and works support the efficient provision or extension of infrastructure, including both physical infrastructure and human services and facilities.

Urban Design, Heritage, Townscape and Image

- (s) Uses and works contribute to the overall attractiveness of the area through the use of high quality design which gives due regard to the cultural significance and streetscape value of the area and protects view corridors and landmark features throughout the zone.



Integrated Planning, Uses and Works

- (t) Major Centres are developed in an integrated and coordinated manner and as a major focus for the communities they serve.

NOTE 4.9.2B

- (1) Some of the land within the Major Centres is affected by development constraints, including flooding and character places.
- (2) Refer to the overlay maps and Part 11 to determine whether a proposal is affected by an overlay.

4.9.3 Effects of Development – General

NOTE 4.9.3A

The specific outcomes which are sought to apply generally throughout the Major Centres Zone are set out below.

Density and Character

(1) Specific Outcome

Uses and works reflect the established or desired built character, maintain amenity and protect and enhance important townscape and landscape elements within Major Centres having regard to—

- (a) building height;
- (b) lot sizes and dimensions;
- (c) boundary clearances and the provision of space around buildings;
- (d) access to natural light and ventilation;
- (e) privacy;
- (f) noise attenuation;
- (g) vegetation protection;
- (h) landscape treatment;
- (i) places of cultural significance or streetscape value; and
- (j) the form, scale, bulk, style, siting, orientation, roof lines, materials and detailing of buildings.

Streetscape and Visual/Aesthetic Considerations

NOTE 4.9.3B

- (1) The Major Centres are intended to be the major focus of human activity.
- (2) They include areas with strong visual appeal regarding both man made and natural features.
- (3) These features include—
 - (a) major topographic features, including prominent ridges, knolls and hillsides;

- (b) buildings and streetscapes of cultural heritage significance;
- (c) major City approach routes and gateways;
- (d) major landmarks including significant public parks; and
- (e) important view corridors.
- (4) The planning scheme seeks to ensure that, where appropriate, each Major Centre maintains a distinctive character by conserving its visual assets, particularly—
 - (a) its major landmarks and important view corridors;
 - (b) its heritage character;
 - (c) the short distance views to prominent hillsides; and
 - (d) the uninterrupted long range views to the hinterland.
- (5) The planning scheme seeks to enhance the overall visual quality of Major Centres by—
 - (a) appropriate treatments along the main City approach routes and gateways;
 - (b) ensuring high quality in the design, construction and landscaped treatment of new buildings, with particular attention to details which are easily viewed by passers by; and
 - (c) the development of new landmark buildings and structures in appropriate locations.

Building Setbacks

(2) Specific Outcomes

Buildings are designed and located—

- (a) to create walkable streets with casual surveillance opportunities and active shopfronts where appropriate; and
- (b) to provide a spacious/transitional character between low impact uses (e.g. residential) and higher impact uses eg retail or commercial activities; and
- (c) to ensure that the use has no significant amenity or environmental impacts outside of the zone.

(3) Probable Solutions – for sub-section (2)

- (a) The frontage setback of buildings is consistent with that of buildings on adjoining sites.
- (b) Where there is no obvious building setback reference, the frontage setback is six (6) metres or half the height of the building, whichever is the greater.



- (c) Where new uses and works do not have a detrimental impact on the amenity and character of adjacent sensitive land uses, buildings are either built up to the side and rear boundaries or have a minimum setback of four (4) metres.

NOTE 4.9.3C

- (1) In some cases specific building setback provisions are set out for a Sub Area (refer section 4.9.4).
- (2) Building height provisions are specified for each of the Sub Areas (refer section 4.9.4).

Non Retail or Commercial Uses**(4) Specific Outcomes**

Each non retail or commercial use—

- (a) fulfils a local community need; and
- (b) is accessible to the population it serves; and
- (c) where possible, co-locates with other non retail or commercial uses, but does not contribute to undesirable development; and
- (d) does not have a significant detrimental impact on the amenity of nearby residences or retail or commercial uses, including through the generation of—
- (i) odours;
 - (ii) noise;
 - (iii) waste products;
 - (iv) dust;
 - (v) traffic;
 - (vi) chemical spray drift;
 - (vii) electrical interference; or
 - (viii) lighting; and
- (e) maintains a scale and appearance in keeping with the amenity and character of the locality with adequate design, buffering or screening to nearby uses (both existing and proposed).

Building Articulation/Design**(5) Specific Outcomes**

- (a) Where appropriate, the design composition of new buildings exhibit a base (or podium), a middle and a top.
- (b) Buildings with no variation in architectural treatment from bottom to top are not preferred.
- (c) At the street alignment, buildings are highly detailed, and include active shopfronts where appropriate or where emphasised as part of the desired Sub Area character.

- (d) Buildings are designed to be attractive.
- (e) Large expanses of blank walls are avoided, particularly in situations where such walls are likely to be visually prominent or are at street level.
- (f) Facade design and detailing complement traditional proportioning and avoid the use of reflective glass.
- (g) New buildings incorporate features for solar control and appropriate sub-tropical climate responses which reinterpret traditional features such as verandahs, balconies, deep reveals, covered shades, blinds, awnings and lattice.
- (h) The size of recurring features such as windows and doors does not distract from the overall scale of the building.
- (i) New buildings take into account the image presented by the backs and sides of buildings so as to ensure an attractive townscape.
- (j) Wherever possible 'big box/large format' retail activities are to be sleeved behind or above smaller scale retail/commercial tenancies in order to create active, attractive and walkable retail precincts and main streets.

Building Entrances**(6) Specific Outcomes**

Entrances to buildings are emphasised by—

- (a) provision of a recessed entrance or use of protruding elements at the entrance point;
- (b) a size of entrance of an appropriate scale and presence on the street;
- (c) use of high quality materials and high levels of detailing around the entrance;
- (d) use of individual canopy elements over the entrance; or
- (e) avoiding stairs to building entrances.

Building Orientation**(7) Specific Outcomes**

- (a) Buildings address the street frontage or frontages rather than being aligned at the right angles or diagonal to the street.
- (b) Buildings are designed so that opportunities for overlooking and casual surveillance of streets, public spaces, pedestrian paths and car parking areas are provided.



Corner Sites

(8) Specific Outcomes

NOTE 4.9.3D

- (1) Corner sites are of particular importance owing to their visual prominence within the grid pattern of streets.
- (2) Accordingly, the quality of the design of buildings on corner sites will have a significant impact on the achievement of the City's desired character.

- (a) Buildings on corner sites—
 - (i) contribute to the clear definition of the street intersection and entrances to the building;
 - (ii) are built to both street frontages and parallel to the street alignment;
 - (iii) are higher, or at least as high, as those buildings adjacent;
 - (iv) provide detailing on corner facades including prominent building entrances and windows;
 - (v) use high quality appropriate materials;
 - (vi) utilise a short splay or chamfered edge to the corner of the building closest to the intersection; or
 - (vii) include other focal points such as a tower clock, visual display, or artwork.
- (b) As a general principle at active intersections there is no major indentation of the building at the corner to create a plaza or the like.

Skyline Elements/Rooftop Design

(9) Specific Outcomes

The design of roof forms ensure that—

- (a) plant rooms and equipment are appropriately concealed; and
- (b) appropriately coloured roof treatments are used and contrasting coloured roof treatments are avoided.

NOTE 4.9.3E

- (1) Careful attention to design details is required if the unique skyline and visual character of the City is to evolve sympathetically.
- (2) Special attention needs to be given to the design of roof forms and the location and concealing of plant and equipment.

- (3) The design of rooftops and projections is to be treated as an integral part of the building envelope design.

Street Awnings

(10) Specific Outcomes

Street awnings—

- (a) provide continuous weather protection for pedestrians where buildings adjoin a street alignment;
- (b) are designed to maintain the continuity and character of adjacent awnings, especially in relation to height and fascia depth;
- (c) within historic streetscapes, are designed to complement historic style awnings (e.g. post supported awnings); and
- (d) do not break the continuity of the edge fascia (e.g. with strongly geometrical forms, such as triangular or barrel vaulted shapes).

Paving Materials and Street Furniture

(11) Specific Outcomes

The materials and colours used for footpath paving and street furniture, are consistent with those identified in the local government's adopted standards.

Parking

(12) Specific Outcomes

- (a) Where ever possible, there is an integrated design and layout for adjoining parking areas.
- (b) Car parking areas are attractive and contribute to, rather than detract, from local character.
- (c) Car parking areas are designed and located to minimise disruption to traffic flow and to minimise pedestrian/vehicle conflicts.

Service and Delivery Areas

(13) Specific Outcomes

- (a) Service and delivery areas provide safe and efficient access to sites.
- (b) Service and delivery areas are designed and located to suit the scale of existing and future uses of the site and the type of vehicles that may service the site.



- Provision of Infrastructure**
- (14) **Specific Outcomes**
Infrastructure is—
- (a) provided to meet appropriate standards at the least whole-of-life cost, including avoiding unnecessary duplication; and
 - (b) comprised of components and materials that are readily accessible and available from local sources; and
 - (c) readily integrated with existing systems and facilitates the orderly provision of future systems.
- (15) **Probable Solutions – for sub-section (14)**
Infrastructure is provided to the standards stated in Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works.
- Transport and Access**
- (16) **Specific Outcomes**
Uses and works are located and designed to—
- (a) ensure the safe and efficient operation of the road network;
 - (b) avoid multiple access points along major roads;
 - (c) avoid significant adverse effects (e.g. by noise or dust generated) from use of the road network;
 - (d) enhance the integration of traffic movements within the zone; and
 - (e) ensure the safe and efficient operation of the road network, particularly the strategic network as outlined in Map 4a and Map 4b in Schedule 7.
- Integrated Planning, Uses and Works**
- (17) **Specific Outcomes**
Uses and works within Major Centres occur within a comprehensive planning framework that—
- (a) ensures the orderly development of the locality;
 - (b) coordinates and integrates land uses, transport, open space and other infrastructure;
 - (c) provides opportunities for mixed use, including shop top housing and other forms of permanent or temporary accommodation, inclusive of mitigation measures relating to the protection of residential amenity;
 - (d) incorporates transport and mobility networks that—
 - (i) are transit oriented and promote walkability;
- (ii) integrate internal and external access to achieve a safe convenient, comfortable and attractive environment for public transport patrons, pedestrians and cyclists, both between elements of the Centre and to nearby areas;
 - (iii) locate stops and interchanges for public transport in the most accessible and convenient position in the Centre to promote their use;
 - (iv) provide parking areas, pedestrian paths, cycle paths, building entrances, amenities and seating to support accessibility for people with special needs;
 - (v) provide internal and external spaces that promote community integration (e.g. pedestrian spines and plaza areas);
 - (vi) provide vehicle entry, exit and circulation arrangements that minimise adverse impacts on local amenity and promote efficiency of the road and street network;
 - (vii) minimise conflict between pedestrians/cyclists and vehicles and between passenger vehicles and freight/delivery/service vehicles; and
 - (viii) integrate vehicle parking and circulation;
- (e) provides, where appropriate for centre based recreation and entertainment facilities;
 - (f) provides for linkages to the external, district or local level open space network;
 - (g) conserves valuable features such as places of cultural heritage significance and important view corridors or mature vegetation;
 - (h) develops a unified theme/identity/character for particular areas, through appropriate urban design, building design or landscape treatment (including street tree planting and other streetscape works);
 - (i) provides for the Centre to act as a community focus and meeting place and as a place that caters for the social needs of the community it serves;
 - (j) provides for the Centre to act as a focus of economic activity and community service delivery;



- (k) incorporates a development concept that does not quarantine or promote a focus on an enclosed shopping mall to the detriment of other component parts of the Centre;
- (l) promotes community safety, with particular attention to landscaping, building location and design, lighting and pedestrian movement, end of trip facilities, public transport and car parking facilities;
- (m) provides for integration with public utilities and streetscape works; and
- (n) where appropriate, integrates with adjoining properties in order to—
 - (i) enhance the development of the Centre as a whole; and
 - (ii) provide finish levels that integrate and coordinate access between adjoining sites, uses or works.

NOTE 4.9.3F

- (1) It is intended that comprehensive Centre Concept Plans be prepared to provide for the integrated development of Major Centres in a progressive and coordinated manner, particularly where a proposal involves more than 6000m² of additional retail or commercial floor space.
- (2) Centre Concept Plans will assist in the clarification of development issues for the proponent/developer, the local community, the local government and relevant state agencies (if any).
- (3) Centre Concept Plans may be dealt with under the IDAS process as a preliminary approval under Section 3.1.5 of IPA.
- (4) In accordance with the requirements of Section 3.1.6 of IPA a Preliminary Approval—
 - (a) must be publicly notified; and
 - (b) may determine the assessment category (e.g. code assessment or self assessment) to be followed for subsequent development.
- (5) Centre Concept Plans may be prepared by landowners, groupings of landowners, developers with the permission of landowners, or by Council.
- (6) A Centre Concept Plan should include as supporting information—
 - (a) an economic impact assessment;
 - (b) a transport impact assessment;
 - (c) a social impact assessment;
 - (d) a townscape appraisal;

- (e) an infrastructure works assessment;
- (f) a public safety and security assessment;
- (g) an open space and recreation needs assessment; and
- (h) a housing and accommodation needs assessment.

[For further information also refer to Planning Scheme Policy 2—Information Local Government May Request.]

- (7) A Centre Concept Plan should also incorporate and address the relevant provisions relating to the specific Sub Area – see section 4.9.4.
- (8) In order to maintain relevance to the needs of a local community, it may be pertinent for the Local Government to include a time limit on the currency period for a preliminary approval which is based on a Centre Concept Plan.

4.9.4 Effects of Development within Sub Areas

NOTE 4.9.4A

- (1) The Major Centres Zone includes six (6) Sub Areas, as outlined below.
- (2) The locations of the Sub Areas are—
 - (a) depicted on the Zoning Maps Z14, Z15, Z16, Z17, Z23 and Z25; and
 - (b) described below.

(1) Sub Area MC1 – Booval Primary Business Area (MC1P) and Secondary Business Area (MC1S)

NOTE 4.9.4B

- (1) The Booval Primary Business Area and Secondary Business Area represent a viable and attractive commercial, employment and community centre, which has consolidated its position as the major retail, local commercial and entertainment focus for the inner eastern suburbs.
- (2) As it is not envisaged that there will be a significant increase in population growth within the population catchment of this major centre, a significant increase in additional gross lettable retail floor space is not envisaged for this centre.
- (3) Significant developments such as the establishment of major government or corporate offices, are generally not supported.



Building Height**(a) Specific Outcome**

A low rise, human-scale building profile is achieved, which offers an attractive, comfortable and safe pedestrian environment.

(b) Probable Solutions – for sub-section (1)(a)

Buildings are limited to three storeys in height within the Primary Business Area (MC1P) and two storeys in height within the Secondary Business Area (MC1S) unless appropriate with—

- (i) the scale of adjoining development; and
- (ii) the extent of fall across the site; and
- (iii) the character and amenity of the area and the overall townscape.

Streetscape and Visual/Aesthetic Considerations**(c) Specific Outcomes**

New uses and works—

- (i) conserve and reinforce the built form and landscape elements which contribute to the area's low rise character;
- (ii) avoid the use of bulky, non-articulated buildings;
- (iii) avoid the use of large expanses of blank walls; and
- (iv) provide appropriate landscaping including street trees and street furniture to soften buildings and enhance the overall appearance of the centre.

Transport and Access**(d) Specific Outcomes**

- (i) New uses and works contribute towards improvements to the distribution of traffic in the Booval area.
- (ii) Road widenings or realignments may be required as part of new uses or works.
- (iii) The Centre is a public transport interchange between rail services and City bus services.

Business Mix**(e) Booval Primary Business Area (MC1P)****Specific Outcomes**

The Booval Major Centre Primary Business Area services the residents of Ipswich's inner eastern suburbs with—

- (i) a strong mix of convenience and comparison retail including two major supermarkets and two discount department stores, supported with a wide range of specialty shops;
- (ii) district level community facilities;
- (iii) local professional offices, business, finance and personal services;
- (iv) significant entertainment facilities (e.g. hotels and clubs); and
- (v) cafes, restaurants, and other food and beverage establishments.

(f) Booval Secondary Business Area (MC1S)**Specific Outcomes**

- (i) The Secondary Business Area comprises a mix of uses providing increased accessibility of residents to employment opportunities, professional offices, service trades uses, land extensive retailers, specialised retailing, hardware, service stations, vehicle sales premises, restaurants, fast foods, convenience shopping, local entertainment and recreational opportunities and district level community services.
- (ii) The Secondary Business Area does not compete with the main functions of the Primary Business Area and remains a lower generator of pedestrian movement than uses in the Primary Business Area.
- (iii) Uses and works are located and operated so as not to prejudice the desired Primary Business Area structure or surrounding residential amenity and transport safety/efficiency.
- (iv) New uses and works conserve places of cultural significance and streetscape value through their use or adaptive reuse.



- (v) Direct vehicular access to Brisbane Road and South Station Road is avoided, and alternative side and rear access is provided where possible.
- (vi) Shared parking and circulation networks are provided, where possible.
- (vii) Provision is made for—
 - (A) wider and more attractive footpaths;
 - (B) additional street trees and street furniture;
 - (C) recycling of older buildings; and
 - (D) the promotion of redevelopment for under-utilised and vacant areas.
- (viii) Pedestrian generating activities with active and attractive frontages are consolidated along the Brisbane Road and South Station Road frontages of the Secondary Business Area, with uses and works including—
 - (A) shops, restaurants and cafes, at ground level; and
 - (B) business and commercial uses at first floor and above.
- (ix) Additional, high intensity retailing facilities are located contiguous with the Primary Business Area, so as not to create another separate Primary Business Area.
- (x) In the Station Road section of the Secondary Business Area—
 - (A) various eating outlets, with appropriately located alfresco dining are established;
 - (B) 'shop top' housing is established in existing and new building work; and
 - (C) retail and commercial uses orientated to service rail commuters are established.

(2) **Sub Area MC2 – Brassall Primary Business Area**

NOTE 4.9.4C

Owing to the limited population growth potential of the City's north west and adjacent rural areas and the growth of a future Major Centre at Walloon, it is envisaged that—

- (a) there will not be significant potential to increase retail floor space in this centre;
- (b) significant developments such as the establishment of major government or corporate offices are generally not supported.

Building Height

(a) **Specific Outcome**

A low rise, human-scale building profile is achieved, which offers an attractive, comfortable and safe pedestrian environment.

(b) **Probable Solution – for sub-section (2)(a)**

Buildings are limited to two (2) storeys in height, unless appropriate with—

- (i) the scale of adjoining development; and
- (ii) the extent of fall across the site; and
- (iii) the character and amenity of the area and the overall townscape.

Streetscape and Visual/Aesthetic Considerations

(c) **Specific Outcomes**

New uses and works—

- (i) conserve and reinforce the built form and landscape elements which contribute to the area's low scale, 'village' character;
- (ii) avoid the use of bulky, non-articulated buildings;
- (iii) avoid the use of large expanses of blank walls;
- (iv) give due regard and consideration to the siting and design of buildings to conserve and promote the image of Brassall; and
- (v) provide appropriate landscaping including street trees and street furniture to soften buildings and enhance the overall appearance of the centre.



Transport and Access**(d) Specific Outcomes**

- (i) New uses and works contribute towards improvements to the distribution of traffic in the Brassall area.
- (ii) Road widenings or realignments may be required as part of new uses or works.
- (iii) The Centre is a public transport interchange for City bus services.

Business Mix**(e) Specific Outcomes**

The Brassall Centre services the residents of Ipswich's north western suburbs and the rural areas extending to the west along the Warrego and Brisbane Valley Highways with—

- (i) a mix of convenience and comparison retail including two major supermarkets supported with a range of specialty shops;
- (ii) limited comparison and specialty shopping;
- (iii) local community facilities;
- (iv) local professional offices, business, finance and personal services;
- (v) local entertainment facilities; and
- (vi) cafes, restaurants, and other food and beverage establishments.

(3) Sub Area MC3 – Yamanto Primary Business Area (MC3P) and Secondary Business Area (MC3S)

NOTE 4.9.4D

- (1) This is an older style of shopping centre where landholding buildings and carparking are fragmented.
- (2) There may be potential for a complete redevelopment of this centre to improve the overall layout, vehicle and patron circulation, tenancy mix and aesthetics.

Yamanto Primary Business Area (MC3P)**Building Height****(a) Specific Outcome**

A low rise, human-scale building profile is achieved, which offers an attractive, comfortable and safe pedestrian environment.

(b) Probable Solution – for sub-section (3)(a)

Buildings are limited to two storeys in height within the Primary Business Area (MC3P) and one storey in height within the Secondary Business Area (MC3S), unless appropriate with—

- (i) the scale of adjoining development; and
- (ii) the extent of fall across the site; and
- (iii) the character and amenity of the area and the overall townscape.

Streetscape and Visual/Aesthetic Considerations**(c) Specific Outcomes**

New uses and works—

- (i) revitalise the appearance of the Yamanto Centre at one of the main gateways into the City;
- (ii) avoid the use of bulky, non-articulated buildings;
- (iii) avoid the use of large expanses of blank walls;
- (iv) provide appropriate landscaping including street trees and street furniture to soften buildings and enhance the overall appearance of the centre; and
- (v) provide an appropriately landscaped buffer/edge treatment to protect the amenity of nearby residential land, particularly to the east.

Transport and Access**(d) Specific Outcomes**

- (i) New uses and works contribute towards improvements to the distribution of traffic in the Yamanto area, particularly along Warwick Road and the extension of Palm Lane.
- (ii) Road widenings or realignments may be required as part of new uses or works.
- (iii) The Centre is a public transport interchange for City bus services.



Business Mix**(e) Yamanto Primary Business Area (MC3P)****Specific Outcomes**

The Yamanto Centre services the residents and visitors /travellers of the City's southern suburbs and the rural areas extending to the south along Boonah Road and south west along the Cunningham Highway with—

- (i) major convenience shopping;
- (ii) limited comparison and specialty shopping;
- (iii) local business, financial and personal services;
- (iv) cafes, restaurants and other food and beverage establishments; and
- (v) local entertainment facilities (e.g. hotels and clubs).

NOTE 4.9.4E

Although convenience shopping is a very strong feature of this centre it is unlikely that the centre will establish a significant focus for comparison shopping.

(f) Yamanto Secondary Business Area (MC3S)**Specific Outcomes**

- (i) Higher intensity retail and commercial facilities are located contiguous with the Yamanto Primary Business Area, in order to avoid splitting or fragmenting the Primary Business Area.
- (ii) Less intensive, retail and commercial uses including showrooms, video outlets, fast foods, hardware and bulky goods retailers, service stations, vehicle sales premises, local entertainment (hotels) and recreation, front Warwick Road.
- (iii) Service trades and low impact industrial uses are established behind the Warwick Road frontage sites.

(4) Sub Area MC4 – Goodna Primary Business Area (MC4P) and Secondary Business Area (MC4S)**NOTE 4.9.4F**

- (1) Goodna is a Major Regional Activity Centre and key Transit Oriented Development site under the South East Queensland Regional Plan.

- (2) The Goodna Centre is intended to develop as a vibrant mixed use centre serving the immediate Goodna/Gailes area and Ipswich's north eastern suburbs.
- (3) The Centre is located at the gateway to the Ipswich and Logan Motorways and attracts significant passing trade from its proximity to the Ipswich Motorway.
- (4) The Goodna Centre footprint is capable of accommodating 950,000m² of non-residential floor space.
- (5) Applicants for new uses and works are particularly encouraged to have pre-lodgement discussions with the Local Government on the matter of traffic and access requirements.

(a) Overall Outcomes for the Goodna Centre**(i) Overall Vision**

- (A) Capitalising on its strategic location and high quality public transport linkages to Ipswich and Brisbane, the Goodna Centre will be transformed into an exemplar of Transit Oriented Development.
- (B) Contemporary sub-tropical architecture a high quality public realm including a new town square, and a vibrant array of new uses will ensure an attractive, thriving and sustainable place.

(ii) Community and Economic Vitality

- (A) A range of development opportunities will, over time re-energise the centre by bringing a greater intensity of community, retail, commercial and residential uses.

(iii) A Centre of Great Streets and Spaces

- (A) New public spaces, including a town square in Smiths Road, will provide an attractive environment for residents and users of the centre.



- (B) Linked by attractive and shaded streets, a new plaza at the rail station and a small park to the south of St Ives Shopping Centre will become important public spaces that form a focus for commercial, retail and residential activity.
- (iv) **A Connected Centre**
- (A) A new bus station in combination with the comprehensive development of land surrounding the Goodna Rail Station, including air rights development over the platform itself, will form the basis of a more connected centre.
- (B) In addition, the rationalisation of the Church Street/Queen Street/Mill Street/Smiths Road roundabout into a signalised intersection, as well as the introduction of a green pedestrian/cycle bridge across the motorway will enhance pedestrian safety.
- (C) Upgrades to key intersections and streets surrounding the centre will ensure adequate traffic flow through and around the centre.

NOTE 4.9.4G

Further detailed technical reports will need to be prepared and further consultation undertaken with key state agencies regarding any transportation works which may affect the State controlled road network.

- (v) **A Green Centre**
- (A) New tree lined streets and better connections between the centre and the parks which surround it will build on the already established, attractive green character of the area.

- (B) Facilities in existing parks and recreational areas will be enhanced and pedestrian/cycle networks will be included throughout all public green spaces.

(b) Building Design**Specific Outcomes**

- (i) The Goodna Centre becomes an exemplar in contemporary architecture and sub-tropical building design.
- (ii) Attractive and climatically relevant buildings are developed.
- (iii) All new buildings have a strong relationship with the public realm and avoid extreme setbacks and footprint geometries that challenge the form of the street network.
- (iv) Iconic/landmark buildings feature on prominent gateway and corner sites.
- (v) Each building, although unique, does not compete for attention with its neighbours.
- (vi) A distinctive and memorable whole centre is created rather than a centre of competing 'icons'.
- (vii) Building design is cognisant of the local topography and in particular the roofscape of a building that will be viewed from above when arriving at the Goodna Railway Station.
- (viii) Buildings are designed to avoid blocking key views from within the centre to the green spaces that surround it.
- (ix) Pedestrian entrances to buildings are located on the street facade of the building and where possible, introduce active uses and appropriate façade design at the ground floor to assist in activating the street scene.
- (x) Building designs incorporate a range of sub-tropical design measures such as natural ventilation, the use of locally relevant materials, collection and re-use of rainwater, use of lightweight construction, and sufficient shading and awnings to protect from summer sun and rain.



- (xi) Appropriate landscaping including street trees and street furniture is provided to soften buildings and enhance the overall appearance of the centre.
- (xii) Buildings are designed to create an attractive, landmark centre without adversely impacting on surrounding residential amenity.

(c) Building Height

Specific Outcomes

- (i) An attractive skyline is developed which establishes the Goodna Centre as a key landmark feature in the local landscape.

Probable Solution for sub-section (4)(c)(i)

- (ii) Buildings are built to the height depicted in Figure 4.9.1.

NOTE 4.9.4H

- (1) Figure 4.9.1 depicts indicative building heights for the Goodna Centre.
- (2) Taller buildings may be approved where it can be demonstrated that the proposal:-
 - (a) is consistent with the overall character and intensity of the relevant sub area; or
 - (b) facilitates the development of key sites, particularly Sub Area MC4P2 – Goodna Rail Station Transit Oriented Development Site or other sites within the Goodna Primary Business Area or other key corner, gateway or landmark sites; or
 - (c) is otherwise appropriate having regard to:-
 - (i) the height and scale of adjoining development; and
 - (ii) the extent of fall across the site; and
 - (iii) the character and amenity of the area and the overall townscape.

(d) Building Setbacks

Specific Outcomes

- (i) Building setbacks reinforce the intended built form and streetscape character.

Probable Solution for sub-section (4)(d)(i)

- (ii) Buildings are built to the setbacks as set out in Figure 4.9.2.

NOTE 4.9.4I

- (1) Figure 4.9.2 depicts indicative building setbacks for the Goodna Centre, based on the principles of :-
 - (a) smaller setbacks in areas of retail and commercial activity; and
 - (b) larger setbacks in areas dominated by residential land use.
- (2) Alternative setbacks may be approved where it can be demonstrated that the proposal:-
 - (a) is consistent with the overall character, intensity and built form of the relevant sub-area; or
 - (b) is otherwise appropriate having regard to the setbacks of adjoining and nearby buildings.

(e) Land Use

Specific Outcomes

- (i) Development within the centre will bolster the current land use profile through the introduction of additional floor space and additional residential accommodation.
- (ii) The overall land use 'theme' is mixed use with an emphasis on creating a well-balanced town centre.
- (iii) This mix will occur both horizontally across different sites and where possible, vertically within individual buildings.

(f) Access and Circulation

Specific Outcomes

- (i) The Goodna Centre becomes a highly connected and permeable place that balances the needs of pedestrians, cyclists, public transport, and private vehicles, through the development of an integrated transport network as outlined in Figures 4.9.3 and 4.9.4.
- (ii) Goodna will become a walkable centre with new development and streetscape improvements emphasising the dominance of pedestrians by providing an attractive, consistent and shaded public realm.



- (iii) In particular, high quality pedestrian connections between key destinations such as the town square, rail station, sports grounds, and commercial precincts will provide the framework for movement around the centre.
- (iv) Opportunities for cyclists to access the town centre and rail station from surrounding areas are enhanced through extensions to existing routes and the inclusion of on-road cycle lanes.
- (v) Transit Oriented Development (TOD) principles underpin the development of the centre and emphasise the importance of Goodna Rail Station as a key focus for the area.
- (vi) A new green bridge linking the heart of the centre to a new Goodna Rail Plaza will facilitate access to the station by pedestrians and cyclists.
- (vii) A bus interchange is to be integrated into the centre.
- (viii) A number of significant improvements are to be undertaken to the road network as outlined in Figure 4.9.4, including:-
 - (A) the removal of the roundabout at the intersection of Smiths Road and Church Street, and its replacement with a signalised intersection to provide for stronger pedestrian and cycle connections between the rail station and the centre heart;
 - (B) the extension of Little Street through to William Street to improve permeability and publicly accessible spaces;
 - (C) a new under bridge connection northward from Bertha Street to Layard Street providing a new north-south route linking development on both sides of the Motorway;
 - (D) a new vehicular and pedestrian bridge extending northward along the alignment of Layard Street, over Woogaroo Creek, providing a linkage to the proposed “Westgate” development in the City of Brisbane;
 - (E) a number of intersection improvements along Alice Street to improve circulation and the overall capacity of the network; and
 - (F) the creation of an “Intra-Suburban Link” to provide more efficient vehicular connections between key destinations outside the town centre core.

NOTE 4.9.4J

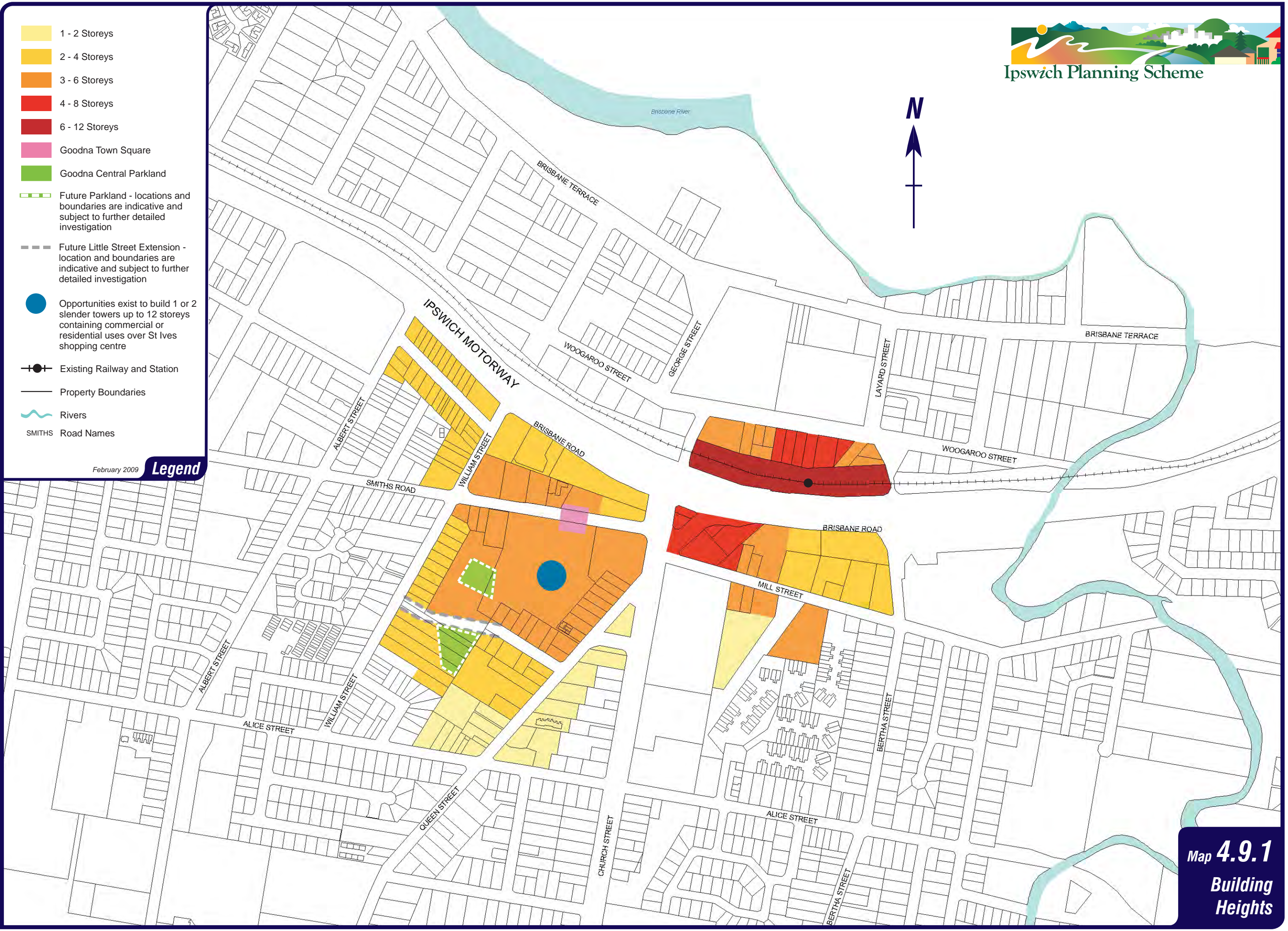
- (1) Two possible locations have been identified for the bus interchange.
- (2) The first option is for a bus station located on the St Ives Shopping Centre site on the corner of Smiths Road and Church Street.
- (3) Figure 4.9.5 provides an indicative illustration of the Green Bridge link to the Goodna Rail Plaza
- (4) Figure 4.9.6 provides an indicative illustration of the Goodna Rail Plaza.
- (5) This option would provide a natural transit focus for the Goodna centre and relate well to the landing point of the proposed pedestrian/cycle green bridge to the rail station.
- (6) The second option involves the integration of a bus station within the transit oriented development proposed around the rail station.
- (7) This option would provide a true transport interchange and be a catalyst for further development surrounding the station.
- (8) Both options have merit and achieve the overall vision of transit oriented development within the Goodna centre.





- 1 - 2 Storeys
- 2 - 4 Storeys
- 3 - 6 Storeys
- 4 - 8 Storeys
- 6 - 12 Storeys
- Goodna Town Square
- Goodna Central Parkland
- Future Parkland - locations and boundaries are indicative and subject to further detailed investigation
- Future Little Street Extension - location and boundaries are indicative and subject to further detailed investigation
- Opportunities exist to build 1 or 2 slender towers up to 12 storeys containing commercial or residential uses over St Ives shopping centre
- Existing Railway and Station
- Property Boundaries
- Rivers
- SMITHS Road Names

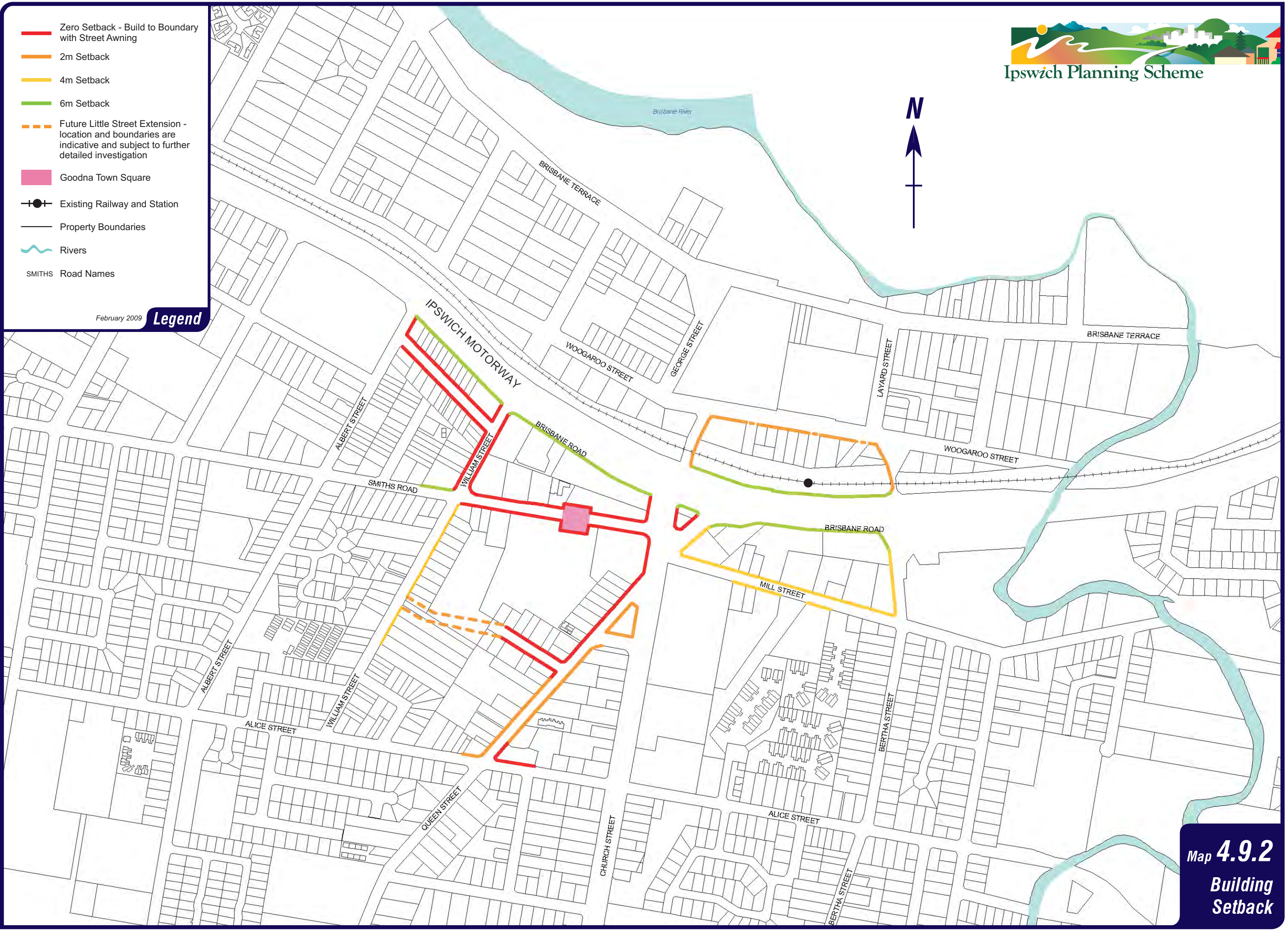
February 2009 **Legend**













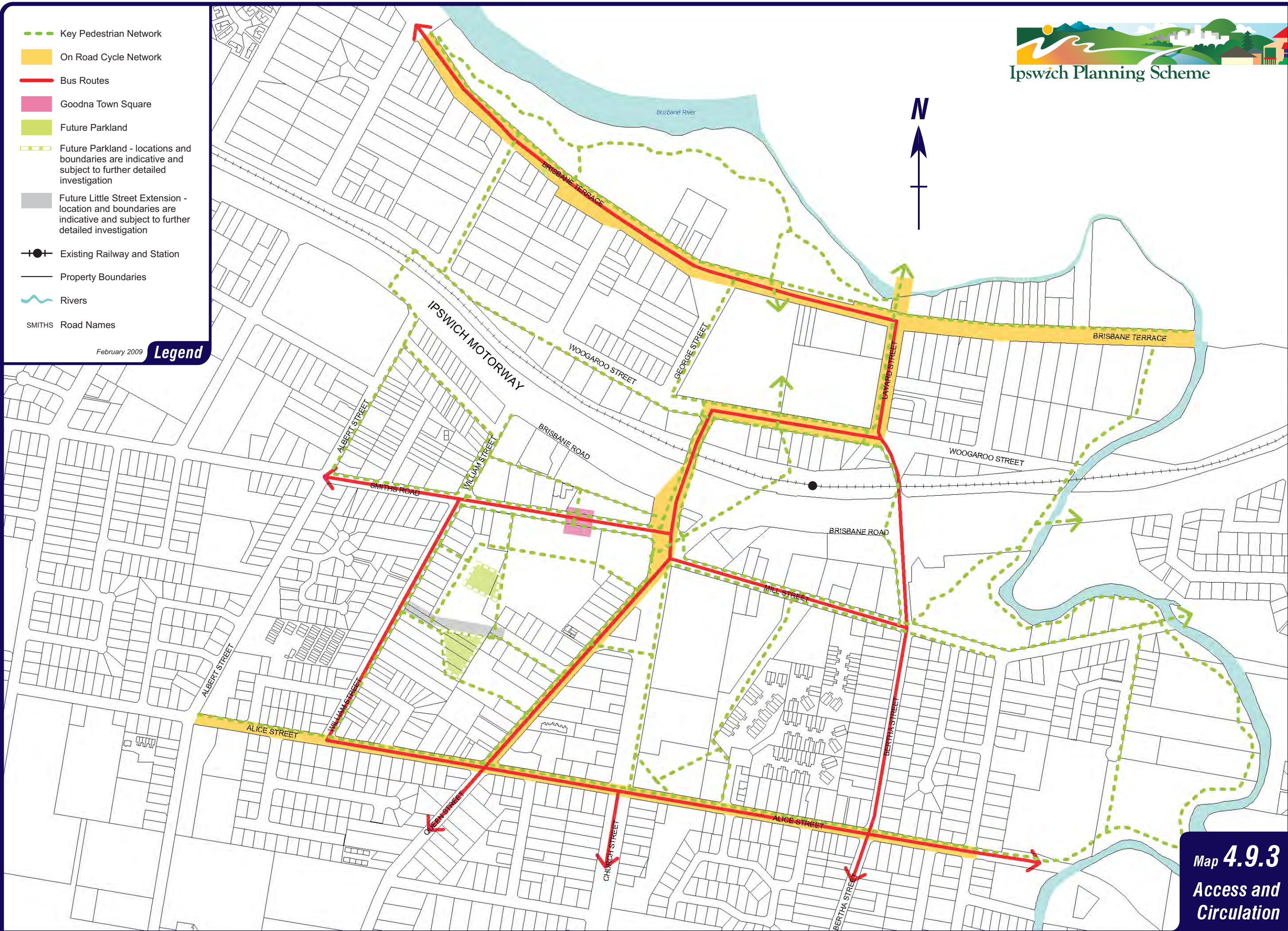
- Zero Setback - Build to Boundary with Street Awning
- 2m Setback
- 4m Setback
- 6m Setback
- - - Future Little Street Extension - location and boundaries are indicative and subject to further detailed investigation
- Goodna Town Square
- Existing Railway and Station
- Property Boundaries
- Rivers
- SMITHS Road Names

February 2009 **Legend**




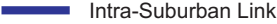






-  Key Pedestrian Network
-  On Road Cycle Network
-  Bus Routes
-  Goodna Town Square
-  Future Parkland
-  Future Parkland - locations and boundaries are indicative and subject to further detailed investigation
-  Future Little Street Extension - location and boundaries are indicative and subject to further detailed investigation
-  Existing Railway and Station
-  Property Boundaries
-  Rivers
- SMITHS Road Names

February 2009 **Legend**

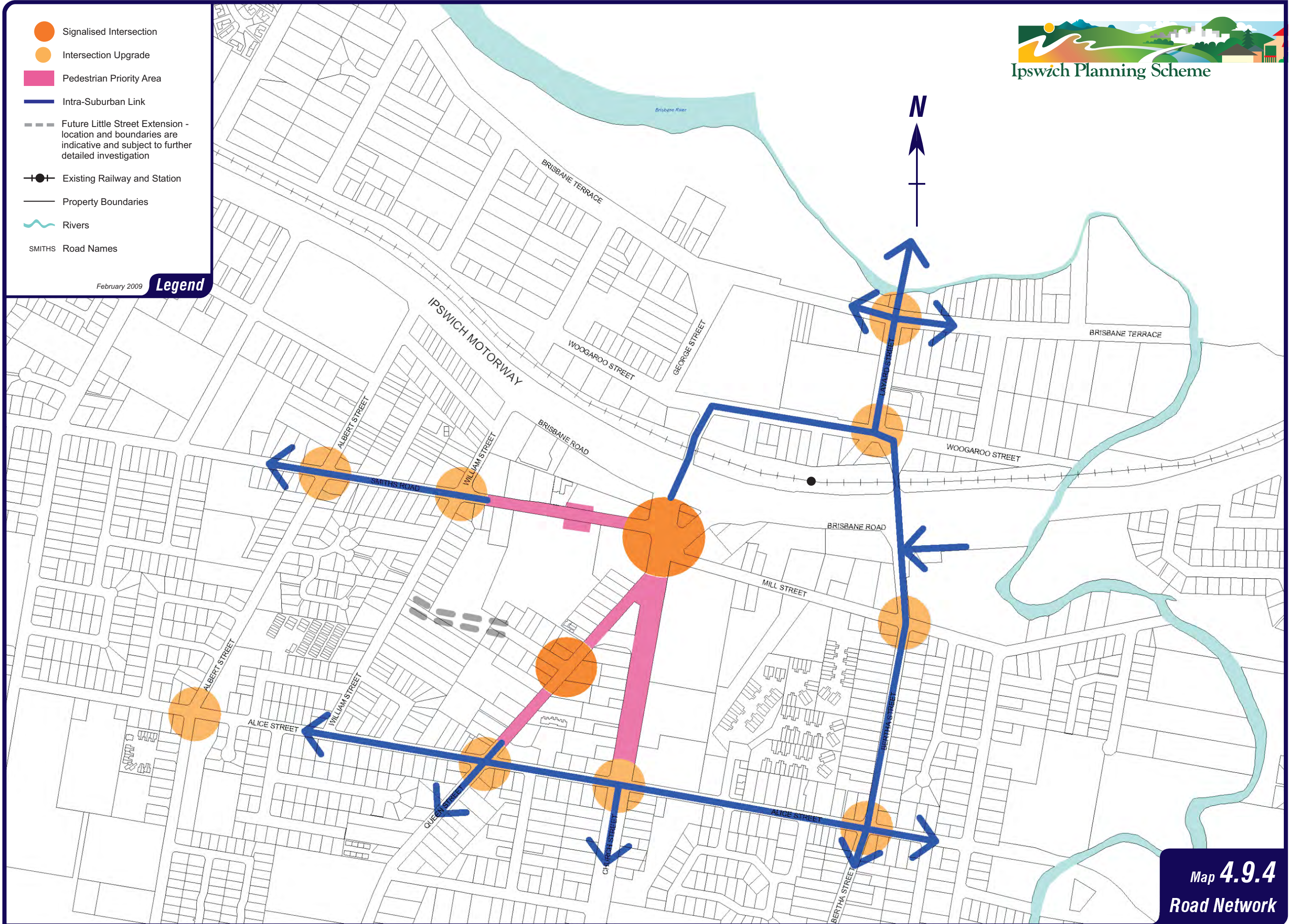


Map **4.9.3**
Access and
Circulation

-  Signalled Intersection
-  Intersection Upgrade
-  Pedestrian Priority Area
-  Intra-Suburban Link
-  Future Little Street Extension - location and boundaries are indicative and subject to further detailed investigation
-  Existing Railway and Station
-  Property Boundaries
-  Rivers
- SMITHS Road Names

February 2009

Legend



Map **4.9.4**
Road Network

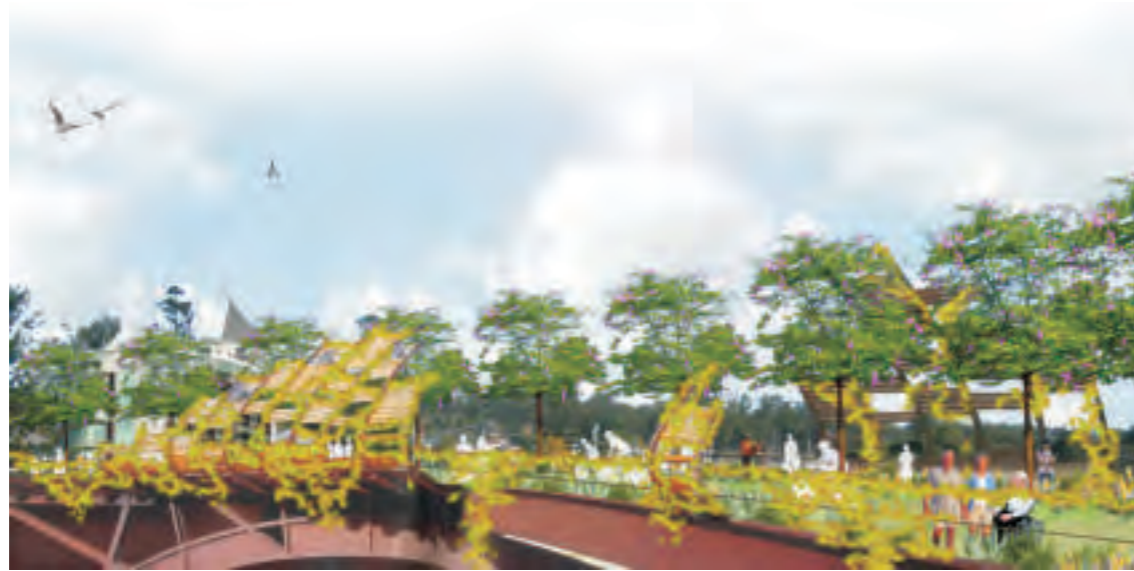


Fig 4.9.5 - Goodna Green Bridge



Fig 4.9.6 - Goodna Rail Plaza



Fig 4.9.7 - Goodna Town Square



Fig 4.9.8 - Goodna Central Parkland

(g) **Public Realm and Open Space**
Specific Outcomes

NOTE 4.9.4K

The public realm and open space environment of the Goodna Centre will be a critical factor in its long-term success.

- (i) The following streets within the Goodna centre are to be transformed into shaded, tree lined boulevards, to form the backbone of the centre and their quality, in conjunction with the design of new buildings, will be important in ensuring a high quality urban outcome:-
 - (A) Smiths Road from William Street to Church Street;
 - (B) Church Street from Woogaroo Street to Alice Street;
 - (C) Alice Street from Enid Street to Albert Street;
 - (D) Queen Street from Alice Street to Church Street;
 - (E) William Street from Alice Street to the Ipswich Motorway;
 - (F) Barram Street;
 - (G) Mill Street;
 - (H) Woogaroo Street;
 - (I) Layard Street; and
 - (J) Brisbane Terrace.
- (ii) A town square located along Smiths Road and framed by a range of new retail and commercial activities will be created as the civic focus for the centre.

NOTE 4.9.4L

Figure 4.9.7 provides an indicative illustration of the Goodna Town Square, to be situated along Smiths Road.

- (iii) The town square will become the premier meeting and events space for the centre.
- (iv) A second main urban space will be created with a plaza over the Goodna Rail Station (See Figure 4.9.6).

- (v) The plaza will act as the focal point for commercial development surrounding it and will be a key point of arrival for pedestrians into Goodna.

NOTE 4.9.4M

The space itself is likely to be raised above the current ground level to accommodate parking and a potential bus station beneath.

- (vi) The extension of Little Street through to William Street will provide the opportunity to create a small high quality green space in proximity to the retail heart of the town.
- (vii) This space will play an important role in the overall network of public spaces and provide an attractive focus for a range of commercial, retail and residential development.

NOTE 4.9.4N

Figure 4.9.8 provides an indicative illustration of the Goodna Central Parkland.

(h) **Goodna Primary Business Area (MC4P1) Town Centre Core**

Specific Outcomes

- (i) The Goodna Primary Business Area is the primary focus for higher order retail uses, business activities and community uses servicing the outer north eastern suburbs of Ipswich.
- (ii) New development is of a high quality with:-
 - (A) service and delivery vehicle access to the rear of buildings;
 - (B) well defined and legible pedestrian entries provided to the street frontage;
 - (C) pedestrian areas with street awnings, mature tree planting, street furniture and other measures to create high quality public and semi-public spaces; and
 - (D) the provision of a public square on Smiths Road.



- (iii) New uses include:-
- (A) a strong mix of convenience and comparison retail including supermarkets and discount/variety stores supported with a wide range of specialty shops;
 - (B) district level community facilities;
 - (C) district level government services;
 - (D) local professional offices, business, finance and personal services;
 - (E) significant entertainment facilities (including hotels and clubs);
 - (F) cafes, restaurants and other food and beverage establishments; and
 - (G) specialist retail and eatery niche markets associated with the cultural diversity of the area.
- (i) **Goodna Primary Business Area (MC4P2) Goodna Rail Station Transit Oriented Development Precinct**
Specific Outcomes
- (i) Development achieves the principles of Transit Oriented Development including levels of development density and intensity that support public transport and safe and efficient pedestrian movement.
 - (ii) Delivery of a mix of commercial uses concentrating on office space and allowing for transit related retail uses and public space.
 - (iii) The creation of a suitably scaled public plaza at the heart of the northern area of the precinct, including safe, efficient and seamless connections to the north and south and which integrates the station with the activities of the surrounding land uses.
 - (iv) Flooding impacts are managed through building design and the provision of safe high level access to the site which is available at all times.
- (v) Development makes use of air rights opportunities for development above the Goodna Rail Station and railway line.
- (vi) Provision is made for a well located and well designed public transport interchange between rail and bus.
- (vii) Development on the corner of Queen and Mill Streets (encompassing the land identified in Schedule 2 – Character Places) includes a strong acknowledgment and interpretation of the site's cultural heritage and townscape values, inclusive of the reconstruction of an exact replica of the former Goodna Presbyterian church, situated within an open space plaza or forecourt setting.
- (j) **Goodna Secondary Business Area (MC4S1) – Barram Street**
Specific Outcomes
- (i) This Secondary Business Area supports the Primary Business Area.
 - (ii) Development provides high quality facades that provide high levels of casual surveillance to Barram Street and address the street.
 - (iii) The predominant use of buildings within the precinct is residential with some scope for generally small scale commercial uses on the lower levels of residential buildings and limited ground floor retail uses (e.g. cafes) servicing the immediate, local area.
 - (iv) Flooding impacts are managed through building design and the provision of safe high level access to the site which is available at all times.
 - (v) Car parking and service areas are located within or behind buildings.
 - (vi) Vehicle entries do not dominate the street frontage and minimise conflict with pedestrians.
- (k) **Goodna Secondary Business Area (MC4S2) – William Street North**
Specific Outcomes
- (i) This Secondary Business Area supports the Primary Business Area.



- (ii) The precinct is predominantly developed for commercial and community uses.
 - (iii) Development is designed having regard to the Character Housing Low Density area immediately to the west.
 - (iv) Car parking and service areas are located within or behind buildings.
 - (v) Vehicle entries do not dominate the street frontage and minimise conflict with pedestrians.
- (l) **Goodna Secondary Business Area (MC4S3) – Ipswich Motorway West Precinct**
- Specific Outcomes**
- (i) This area includes redevelopment of sites to provide a contemporary and attractive mixed use frontage to the Smiths Road town square.
 - (ii) A linear public space and car parking spine is created in the centre of the precinct on a east-west alignment.
 - (iii) Service and delivery functions occur within the linear public space and car parking spine.
 - (iv) The design of the public space and carparking area caters for commercial and public events (including markets).
 - (v) Well defined, legible pedestrian entries are provided to the street frontage.
 - (vi) Pedestrian areas are provided with street awnings, mature tree planting, street furniture and other measures to create high quality public and semi-public spaces.
- (m) **Goodna Secondary Business Area (MC4S4) – Ipswich Motorway East Precinct**
- Specific Outcomes**
- (i) Existing service trade uses transition to create a high quality commercial precinct acting as a gateway to the Goodna centre.
 - (ii) Signage is of a scale consistent with the development and does not contribute to visual clutter within the precinct.
- (iii) Development includes the rehabilitation of the existing drainage path, including provision for internal recreation space along this spine.
 - (iv) Car parking and service areas:-
 - (A) are located within or behind buildings;
 - (B) do not dominate the street frontages; and
 - (C) where possible are shared between buildings/sites.
 - (v) This Area comprises a mix of uses providing increased accessibility of residents to employment opportunities, professional offices, service trades uses, land extensive retailers, specialised retailing, hardware, service stations, vehicle sales premises, restaurants, fast foods, convenience shopping and local entertainment and recreational opportunities (e.g. hotel).
 - (vi) This Secondary Business Area does not compete with the main functions of the Primary Business Area and remains a lower generator of pedestrian movement than uses in the Primary Business Area.
 - (vii) This area includes the redevelopment of under-utilised and vacant land.
- (n) **Goodna Secondary Business Area (MC4S5) – William Street South**
- Specific Outcomes**
- (i) The area is developed as a transition from medium density residential uses to mixed use developments adjacent to the existing St Ives centre. The southern areas of the precinct may include residential development adjacent to neighbouring precincts.
 - (ii) Flooding impacts are managed through building design and the provision of safe high level access to the site which is available at all times.
 - (iii) The area is developed as mixed use with commercial uses on the lower floors and retail uses located at ground floor.



- (iv) The precinct is developed to include a central public access parkland area.
- (v) The development within the precinct allows for the continuation of Little Street through to William Street.
- (o) **Goodna Secondary Business Area (MC4S6) – Live Work William Street**
Specific Outcomes
- (i) This Secondary Business Area supports the Primary Business Area through the development of 'Live Work' units as a complementary use to the dominant residential uses in the sub area.
- (ii) Uses are designed to provide casual surveillance to public areas.
- (iii) Buildings are designed to a human scale.
- (iv) A mix of building designs is provided to ensure visual interest.
- (v) Development within this area provides for the southern section of a new park or 'garden square'.
- (vi) Development is designed having regard to the Character Housing Low Density area to the south.
- (p) **Goodna Secondary Business Area (MC4S7) – Queen Street West**
Specific Outcomes
- (i) The predominant use of buildings within the precinct is residential with some scope for generally small scale commercial uses on the lower levels of residential buildings and limited ground floor retail uses (e.g. cafes) servicing the immediate, local area.
- (ii) Development within the area may also include district or local level community facilities.
- (q) **Goodna Secondary Business Area (MC4S8) – Queen Street East**
Specific Outcomes
- (i) This Secondary Business Area comprises uses that support the Primary Business Area.
- (ii) Uses and works include retailing/commercial/community uses and recreational/entertainment activities with opportunities for residential uses above the ground floor.
- (iii) New uses and works reflect the scale and forms evident in the sub area by—
- (A) avoiding buildings which substantially change the rhythm, scale, bulk and overall streetscape;
- (B) avoiding the use of large expanses of blank walls; and
- (C) incorporating appropriate landscaping including street trees.
- (r) **Goodna Secondary Business Area (MC4S9) – Mill Street**
Specific Outcomes
- (i) This precinct is significantly affected by flood events.
- (ii) Development is to address the flooding impacts and shall minimise adverse impacts on the development and surrounding land uses.
- (iii) Development proposals that can satisfactorily address the flooding impacts shall have minimal development footprints and shall have a strong visual impact on the street frontage through quality building design.
- (5) **Sub Area MC5 – Redbank Plaza Primary Business Area (MC5P) and Secondary Business Area (MC5S)**

NOTE 4.9.40

- (1) The centre is heavily constrained by the Ipswich Motorway to the north, steep topography to the west, residential development to the south and flooding and undermining to the east.
- (2) Although the centre will benefit from the continued residential growth in Collingwood Park, the development of medium density housing to the west (fronting Law Street) and the further intensification of business and industry activity at North Redbank, there is limited potential for the centre to attract significant population growth outside of the immediate catchment area.



- (3) The majority of residential development for the Ipswich eastern suburbs will occur in Springfield (refer Part 14) and south of Redbank Plains.
- (4) Uses are intended to compliment activities and facilities provided at the Goodna Major Centre.

Redbank Plaza Primary Business Area (MC5P)

Building Height

(a) Specific Outcome

A low rise, human-scale building profile is achieved, which offers an attractive, comfortable and safe pedestrian environment.

(b) Probable Solutions – for sub-section (5)(a)

- (i) The maximum height of buildings within the Redbank Plaza Primary Business Area is four (4) storeys in height.
- (ii) Where adjoining residential land the height of buildings is reduced to three (3) storeys.

Streetscape and Visual/Aesthetic Considerations

(c) Specific Outcomes

- (i) Owing to the extent of overlooking from nearby areas, particular attention is given to roof design and the design and placement of roof plant and equipment
- (ii) The Centre provides a compact, attractive, landmark, medium-rise Primary Business Area, presenting a high standard of visual amenity, where all facilities are easily accessible by walking.
- (iii) New uses and works are highly detailed ensuring that—
 - (A) attractive frontages and building articulation are presented to all road and residential frontages;
 - (B) they do not negatively impact on the visual amenity of the area when viewed from major roads and residential areas; and
 - (C) large expanses of blank walls are avoided.

Business Mix

(d) Specific Outcomes

- (i) The Redbank Plaza Centre provides an integrated retail and commercial core on lands defined by Collingwood Drive, Law Street, Mine Street and the Ipswich Motorway.
- (ii) The Centre services the residents in surrounding residential neighbourhoods and the wider district catchment with—
 - (A) major convenience shopping including three major supermarkets and two discount department stores and associated high order comparison shopping specialty stores;
 - (B) significant entertainment and recreation facilities including multiple cinemas;
 - (C) local professional offices, business, finance and personal services; and
 - (D) cafes, restaurants and other food and beverage establishments.

Transport and Access

(e) Specific Outcomes

- (i) Road widenings or realignments may be required as part of new use or works.
- (ii) The Centre provides a public transport interchange for City bus services.

Redbank Plaza Secondary Business Area (MC5S)

NOTE 4.9.4P

- (1) The Secondary Business Area is defined by Chalk Street and the off ramp from the Ipswich Motorway.
- (2) There is limited potential to develop land to the north east of the current centre until the design for the realignment and widening of the Ipswich Motorway is finalised.

Building Heights

(f) Specific Outcome

A low rise, human-scale building profile is achieved, which offers an attractive, comfortable and safe pedestrian environment.



- (g) **Probable Solution – for sub-section (5)(f)**
The maximum height of buildings within the Redbank Plaza Secondary Business Area is two (2) storeys.

Business Mix

- (h) **Specific Outcome**
New uses and works include support activities to the Primary Business Area incorporating bulky goods retailing, service stations, community services, recreation and entertainment facilities.

- (6) **Sub Area MC6 – Redbank Plains Primary Business Area (MC6P) and Bellbird Park Secondary Business Area (MC6S)**
Redbank Plains Primary Business Area (MC6P)

NOTE 4.9.4Q

- (1) Centred on Redbank Plains Road and Argyle Street, the Redbank Plains Primary Business Area is the focus for a mix of comparison goods retailing and business and community services at a neighbourhood to district level servicing primarily Redbank Plains and Bellbird Park.
- (2) It is intended that over time, redevelopment of most of the commercial building sites be encouraged so as to create a high quality environment which is more fitting to the area’s location and desired character.
- (3) Major growth in floor space and facilities within the centre will be dependent upon substantial future residential development, primarily to the south and south-west.

Building Height

- (a) **Specific Outcome**
A low rise, human-scale building profile is achieved, which offers an attractive, comfortable and safe pedestrian environment.
- (b) **Probable Solution – for sub-section (6)(a)**
Buildings are limited to two (2) storeys in height, unless appropriate with—
 - (i) the scale of adjoining development; and
 - (ii) the extent of fall across the site; and
 - (iii) the character and amenity of the area and the overall townscape.

Streetscape and Visual/Aesthetic Considerations

(c) Specific Outcomes

- (i) The character of the Redbank Plains centre is that of an attractive, vital, integrated, pedestrian oriented, low rise commercial area which offers a high standard of visual amenity.
- (ii) New uses and works reflect the scale and forms evident in the Redbank Plains Primary Business Area by—
 - (A) conserving and reinforcing the built form and landscape elements which contribute to the area’s low rise character;
 - (B) avoiding the use of large expanses of blank walls;
 - (C) giving due regard and consideration to the siting and design of buildings to promote the image of the Centre as a major community focal point;
 - (D) being setback a minimum of six (6) metres from all street frontages; and
 - (E) incorporating appropriate landscaping including street trees to soften buildings and enhance the overall appearance of the centre.

Transport and Access

(d) Specific Outcome

- (i) New uses and works contribute towards improvements to the distribution of traffic in the Redbank Plains area.
- (ii) Road widenings or realignments may be required as part of new uses or works.
- (iii) The Centre provides a public transport interchange for City bus services.

Business Mix

(e) Specific Outcomes

The Redbank Plains Centre services the residents of the Redbank Plains and Bellbird Park areas with—



- (i) traditional retail services targeting convenience to district level customer markets;
- (ii) bulky goods retailing and low impact industrial activities which are appropriately grouped on the periphery of the retail core;
- (iii) district level community facilities;
- (iv) local professional offices, business, finance and personal services;
- (v) local entertainment facilities (e.g. hotels and clubs); and
- (vi) cafes, restaurants, and other food and beverage establishments.

Bellbird Park Secondary Business Area (MC6S)

NOTE 4.9.4R

- (1) The Secondary Business Area is located to the east of the Redbank Plains Primary Business Area, and is defined by Redbank Plains Road, Marlborough Street, Jansen Street and Jones Road.
- (2) The area is to be developed as a transition from medium density residential uses to the north and east to commercial developments to the west.

Building Height

(f) Specific Outcome

A low rise, human-scale building profile is achieved which offers an attractive, comfortable and safe pedestrian environment.

(g) Probable Solution – for sub-section (6)(f)

The maximum height of buildings within the Bellbird Park Secondary Business Area is two (2) storeys.

Streetscape and Visual/Aesthetic Considerations

(h) Specific Outcome

New uses and works—

- (i) avoid the use of bulky, non articulated buildings and large expanses of blank walls;
- (ii) provide attractive, articulated facades that have high levels of casual surveillance to both Redbank Plains Road and Marlborough Street; and

- (iii) provide well defined, legible pedestrian entries to Redbank Plains Road and Marlborough Street.

Business Mix

(i) Specific Outcome

- (i) The Secondary Business Area comprises uses that support and do not compete with the main functions of the Redbank Plains Primary Business Area.
- (ii) The Secondary Business Area services the residents of the Redbank Plains and Bellbird Park areas with—
 - (A) traditional retail services targeting convenience to neighbourhood level customer markets; and
 - (B) local professional offices, specialty retail, service station, local community services, cafés, restaurants and other food and beverage establishments, and recreation facilities.

(7) Sub Area MC7 – Karalee Primary Business Area

NOTE 4.9.4S

- (1) Centred on Junction Road and Langlands Street, this Sub Area is the focus for a mix of comparison goods retailing and business and community services at a neighbourhood to district level servicing Chuwar, Karalee and Barellan Point.
- (2) Major growth in floor space and facilities within the centre will be dependent upon substantial future residential development, primarily to the north, north west and west.

Building Height

(a) Specific Outcome

A low rise, human-scale building profile is achieved, which offers an attractive, comfortable and safe pedestrian environment.

(b) Probable Solution – for sub-section (7)(a)

Buildings are limited to two (2) storeys in height, unless appropriate with—

- (i) the scale of adjoining development; and
- (ii) the extent of fall across the site; and



- (iii) the character and amenity of the area and the overall townscape.

Streetscape and Visual/Aesthetic Considerations

(c) Specific Outcomes

- (i) The character of the centre is that of an attractive, vital, integrated, pedestrian oriented, low rise commercial area which offers a high standard of visual amenity.
- (ii) New uses and works are designed, constructed and located to -
 - (A) include attractive, high quality, buildings, structures and associated landscaped areas which enhance the 'sense of arrival' to Karalee and Chuwar, particularly when viewed from Junction Road, or local streets;
 - (B) avoid the use of large expanses of blank walls and instead provide attractive, articulated facades fronting road reserves;
 - (C) give due regard and consideration to the siting and design of buildings to promote the image of the Centre as a major community focal point and as a cohesive, integrated centre;
 - (D) provide a minimum of six (6) metres setback from all street frontages; and
 - (E) incorporate appropriate landscaping, including street trees to soften buildings and enhance the overall appearance of the centre.

Transport and Access

(d) Specific Outcomes

- (i) New uses and works contribute towards improvements to the distribution of traffic in the surrounding area.
- (ii) Road widenings or realignments may be required as part of new uses or works.

- (iii) Safe and convenient vehicular access is provided and pedestrian/vehicular conflicts are avoided.

Business Mix

(e) Specific Outcomes

- The Centre services the residents of Chuwar, Karalee and Barellan Point with—
- (i) traditional retail services targeting convenience to district level customer markets;
 - (ii) neighbourhood and district level community facilities;
 - (iii) local professional offices, business, finance and personal services;
 - (iv) local entertainment facilities (e.g. hotels and clubs, excluding multi-screen cinemas); and
 - (v) cafes, restaurants and other food and beverage establishments.

4.9.5 Consistent and Inconsistent Uses, Use Classes and other Development

Specific Outcomes

- (1) The following are consistent uses, use classes and other development categories in the Major Centres Zone—
 - (a) business use, if—
 - (i) (A) a shop within an existing building approved or lawfully used for a business use, where—
 - (I) within a Primary Business Area; or
 - (II) involving the use of less than 500m² of gross floor area within a Secondary Business Area; or
 - (B) a business use, other than a shop, located in an existing building approved or lawfully used for a business use; and
 - (ii) the requisite number of parking spaces are provided for the use in accordance with Table 12.9.1 of the Parking Code (Part 12, division 9); and
 - (iii) where the use is operating between the hours of 6.00 a.m. and 10.00 p.m.;



- (b) caretaker residential;
 - (c) carrying out building work not associated with a material change of use, if building work on an existing building on site and if complying with the Planning Scheme Building Matters Code;
 - (d) clearing of vegetation;
 - (e) community use, unless cemetery, crematorium or emergency service depot;
 - (f) earthworks not associated with a material change of use and which complies with the Earthworks Code;
 - (g) general store, if operating between the hours of 6.00 a.m. and 10.00 p.m.;
 - (h) home based activity which complies with the Home Based Activities Code;
 - (i) minor building work;
 - (j) minor utility;
 - (k) park, if not involving illuminated sporting activities;
 - (l) placing an advertising device on a premises which complies with the Advertising Devices Code.
- (2) The following uses, use classes and other development categories are consistent with the outcomes sought for the Major Centres Zone if of a type and scale appropriate for the prevailing nature of the area and the particular circumstances of the site and its surrounds—
- (a) aviation use, if helipad in a Primary Business Area;
 - (b) business use, other than as set out in sub section (1)(a) above;
 - (c) carpark;
 - (d) carrying out operational work for reconfiguring a lot or in association with a material change of use;
 - (e) community use, if emergency service depot;
 - (f) display housing;
 - (g) dual occupancy;
 - (h) entertainment use;
 - (i) general store, if operating after 10.00 p.m. or before 6.00 a.m.;
 - (j) institutional residential;
 - (k) major utility;
 - (l) multiple residential, unless caravan park;
 - (m) night court;
 - (n) park, if involving illuminated sporting activities;
 - (o) reconfiguring a lot;
 - (p) recreation use, unless equestrian and coursing sports or motor sports;
 - (q) shopping centre;
 - (r) single residential;
 - (s) service trades use;
 - (t) temporary accommodation, unless camping ground, caravan park or farm stay accommodation;
 - (u) temporary sales office;
 - (v) temporary use;
 - (w) tourist facility;
 - (x) wine making.
- (3) The following uses, use classes and other development categories are inconsistent with the outcomes sought and are not located within the Major Centres Zone; and constitute undesirable development which is unlikely to be approved—
- (a) agriculture;
 - (b) animal husbandry;
 - (c) aviation use, unless a helipad in a Primary Business Area;
 - (d) community use, if a cemetery or crematorium;
 - (e) correctional centre;
 - (f) extractive industry;
 - (g) forestry;
 - (h) general industry;
 - (i) intensive animal husbandry;
 - (j) multiple residential, if caravan park;
 - (k) nuclear industry;
 - (l) plant nursery (wholesale);
 - (m) recreation use, if equestrian and coursing sports or motorsports;
 - (n) special industry;
 - (o) temporary accommodation, if camping ground, caravan park or farm stay accommodation.



Table 4.9.1: Assessment Categories and Relevant Assessment Criteria for Major Centres Zone—Making a Material Change of Use

Column 1 Defined use or use class ⁵⁸	Column 2 Assessment category ⁵⁹	Column 3 Relevant assessment criteria ⁶⁰ —applicable code if development is self-assessable or requires code assessment
RESIDENTIAL		
Caretaker Residential	Code Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9) Residential Code (Part 12, division 6)
Display Housing	Code Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9) Residential Code (Part 12, division 6) Parking Code (Part 12, division 9)
Dual Occupancy	Code Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9) Residential Code (Part 12, division 6) Parking Code (Part 12, division 9)
Home Based Activity	Self Assessable; or Code Assessable if the applicable code for Self Assessable development is not complied with.	If Self Assessable—acceptable solutions in the Home Based Activities Code. If Code Assessable— (a) Home Based Activities Code (Part 12, division 2); (b) Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9).
Institutional Residential	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9) Residential Code (Part 12, division 6) Parking Code (Part 12, division 9)
Multiple Residential— inconsistent use class if caravan park [refer s 4.9.5(3)]	Impact Assessable, if Caravan Park. Code Assessable otherwise.	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9) Residential Code (Part 12, division 6) Parking Code (Part 12, division 9)
Single Residential	Code Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9) Residential Code (Part 12, division 6)

⁵⁸ See Schedule 1 (dictionary), division 1 (defined uses and use classes).

⁵⁹ Assessment categories may also be affected by overlays. See overlay maps to determine whether the land is affected.

⁶⁰ For impact assessable development, 'relevant assessment criteria' are provided to assist the preparation of an application and in no way affect the regard given to the planning scheme as a whole in accordance with Section 3.5.5 of the IPA.



Column 1 Defined use or use class ⁵⁸	Column 2 Assessment category ⁵⁹	Column 3 Relevant assessment criteria ⁶⁰ —applicable code if development is self-assessable or requires code assessment
Temporary Accommodation— inconsistent use class if camping ground, caravan park or farm stay accommodation [refer s 4.9.5(3)]	Impact Assessable if camping ground, caravan park or farm stay accommodation. Code Assessable otherwise.	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9) Residential Code (Part 12, division 6) Parking Code (Part 12, division 9)
COMMERCIAL / INDUSTRIAL		
Business Use—	<p>Exempt if—</p> <ul style="list-style-type: none"> (a) (i) a shop within an existing building approved or lawfully used for a business use, where— <ul style="list-style-type: none"> (A) within a Primary Business Sub Area; or (B) involving the use of less than 500m² of gross floor area within a Secondary Business Sub Area; or (ii) business use, other than a shop, located within an existing building approved or lawfully used for a business use; and (b) operating between the hours of 6.00 a.m. and 10.00 p.m.; and (c) the requisite number of parking spaces are provided for the use in accordance with Table 12.9.1 of the Parking Code (Part 12, division 9). <p>Impact Assessable⁶¹, if—</p> <ul style="list-style-type: none"> (a) a shop or bulky goods sales involving new building work of more than 2000m² of gross floor area in a Secondary Business Sub Area; or (b) veterinary clinic involving the keeping of animals overnight within a Secondary Business Sub Area; or (c) the predominant use of premises for a skin penetrating activity other than acupuncture. <p>Code Assessable otherwise.</p>	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9)
Extractive Industry— inconsistent use [refer s 4.9.5(3)]	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9)
General Industry— inconsistent use class [refer s 4.9.5(3)]	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9)

⁶¹ A preliminary approval under Section 3.1.6 of IPA may determine the assessment category (e.g. code assessment) to be followed for subsequent development. Also refer to Note 4.9.3F which deals with Centre Concept Plans.



Column 1 Defined use or use class ⁵⁸	Column 2 Assessment category ⁵⁹	Column 3 Relevant assessment criteria ⁶⁰ —applicable code if development is self-assessable or requires code assessment
General Store	Exempt if— (a) located within an existing building approved for or lawfully used for a general store or business use; and (b) operating between the hours of 6.00 a.m. to 10.00 p.m.; and (c) the requisite number of parking spaces are provided for the use in accordance with Table 12.9.1 of the Parking Code (Part 12, division 9). Impact Assessable, if operating after 10.00 p.m. or before 6.00 a.m. Code Assessable otherwise.	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9)
Nuclear Industry— inconsistent use [refer s 4.9.5(3)]	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9)
Plant Nursery (Wholesale) inconsistent use [refer s 4.9.5(3)]	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9)
Service Trades Use	Code Assessable, if warehousing or storage. Impact Assessable otherwise.	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9)
Shopping Centre	Impact Assessable ⁶² , if the use exceeds 2000m ² gross floor area in a Secondary Business Sub Area. Code Assessable otherwise.	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9)
Special Industry— inconsistent use [refer s 4.9.5(3)]	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9)
Temporary Sales Office	Code Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9)

⁶² A preliminary approval under Section 3.1.6 of IPA may determine the assessment category (e.g. code assessment) to be followed for subsequent development. Also refer to Note 4.9.3F which deals with Centre Concept Plans.



Column 1 Defined use or use class ⁵⁸	Column 2 Assessment category ⁵⁹	Column 3 Relevant assessment criteria ⁶⁰ —applicable code if development is self-assessable or requires code assessment
RECREATION / ENTERTAINMENT		
Entertainment Use	Impact Assessable if operating after 10.00 p.m. or before 6.00 a.m. Code Assessable otherwise.	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9) Recreation and Entertainment Code (Part 12, division 11) Parking Code (Part 12, division 9)
Night Court	Code Assessable	Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9)
Park	Exempt where not involving illuminated sporting activities. Code Assessable otherwise.	If Code Assessable— (a) Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9); (b) Recreation and Entertainment Code (Part 12, division 11); (c) Parking Code (Part 12, division 9).
Recreation Use— inconsistent use class if equestrian and coursing sports or motorsports [refer s 4.9.5(3)]	Code Assessable, if indoor recreation. Impact Assessable otherwise.	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9) Recreation and Entertainment Code (Part 12, division 11) Parking Code (Part 12, division 9)
RURAL		
Agriculture—inconsistent use [refer s 4.9.5(3)]	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9)
Animal Husbandry—inconsistent use [refer s 4.9.5(3)]	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9)
Forestry—inconsistent use [refer s 4.9.5(3)]	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9)
Intensive Animal Husbandry—inconsistent use [refer s 4.9.5(3)]	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9) Intensive Animal Husbandry Code (Part 12, division 8) Parking Code (Part 12, division 9)
Wine Making	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9)
OTHER		
Aviation Use— inconsistent use unless a helipad in a Primary Business Area [refer s 4.9.5(3)]	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9) Parking Code (Part 12, division 9)



Column 1 Defined use or use class ⁵⁸	Column 2 Assessment category ⁵⁹	Column 3 Relevant assessment criteria ⁶⁰ —applicable code if development is self-assessable or requires code assessment
Carpark	Code Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9) Parking Code (Part 12, division 9)
Community Use— inconsistent use if, cemetery or crematorium [refer s 4.9.5(3)]	Impact Assessable if cemetery, crematorium or emergency service depot. Exempt unless cemetery, crematorium or emergency service depot, if— (a) located within an existing building approved for or lawfully used for a business use; and (b) operating between the hours of 6.00 a.m. to 10.00 p.m. Code Assessable otherwise.	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9) Community Use Code (Part 12, division 12) Parking Code (Part 12, division 9)
Correctional Centre— inconsistent use [refer s 4.9.5(3)]	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9)
Major Utility	Impact Assessable, if involving treatment or disposal of putrescible waste. Code Assessable otherwise.	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9)
Minor Utility	Exempt	
Temporary Use	Code Assessable	Temporary Use Code (Part 12, division 13) Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9)
Tourist Facility	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9) Commercial and Industrial Code (Part 12, division 7) Recreation and Entertainment Code (Part 12, division 11) Residential Code (Part 12, division 6) Parking Code (Part 12, division 9)
Other (not defined)	Assessment Category	Relevant assessment criteria⁶³—applicable code if development is self-assessable or requires code assessment
All except use for a road ⁶⁴	Impact Assessable (refer s 2.2)	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9)

⁶³ For impact assessable development, 'relevant assessment criteria' are provided to assist the preparation of an application and in no way affect the regard given to the planning scheme as a whole in accordance with Section 3.5.5 of the IPA.

⁶⁴ All roads are included in a zone but use for a road is not defined. The table indicates that use for a road remains exempt under a planning scheme.



Table 4.9.2: Assessment Categories and Relevant Assessment Criteria for Major Centres Zone—Other Development

Column 1 Type of development	Column 2 Assessment category ⁶⁵	Column 3 Relevant assessment criteria ⁶⁶ —applicable code if development is self-assessable or requires code assessment
Carrying out building work not associated with a material change of use ⁶⁷	Self Assessable ⁶⁸ if building work on an existing building on site. Code Assessable if— (a) the Planning Scheme Building Matters Code is not complied with; or (b) building work other than on an existing building on the site.	If Self Assessable—Planning Scheme Building Matters Code (Part 12, division 16). If Code Assessable— (a) Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9); (b) Planning Scheme Building Matters Code (Part 12, division 16).
Clearing of Vegetation—not associated with a material change of use	Exempt	
Earthworks—not associated with a material change of use	Exempt if earthworks which meet the criteria set out in Schedule 8. Code Assessable if the criteria for exempt do not apply.	Earthworks Code (Part 12, division 15) Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9)
Minor Building Work	Exempt, if— (a) the Planning Scheme Building Matters Code is complied with; and (b) the requisite number of parking spaces are provided for the use in accordance with Table 12.9.1 of the Parking Code (Part 12, division 9). Code Assessable otherwise.	If Code Assessable— (a) Urban Areas Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9); (b) Planning Scheme Building Matters Code (Part 12, division 16); (c) Parking Code (Part 12 division 9).
Placing advertising device on premises	Exempt if an advertising device which meets the criteria set out in Schedule 9, Part 5. Code Assessable otherwise.	Advertising Devices Code (Part 12, division 14) Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9)
Reconfiguring a lot ⁶⁹	Impact Assessable where involving land within a Residential Zone. Code Assessable otherwise.	Reconfiguring a Lot Code (Part 12, division 5) Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Major Centres Zone (division 9)
Carrying out operational work for reconfiguring a lot or in association with a material change of use ⁶⁹	Code Assessable if the reconfiguring or material change of use is assessable development.	Reconfiguring a Lot Code (Part 12, division 5) Earthworks Code (Part 12, division 15) NOTE The provisions of Planning Scheme Policy 3 – General Works may also apply depending on the nature of the operational work.
Other	Exempt	

⁶⁵ Assessment categories may also be affected by overlays. See overlay maps to determine whether the land is affected.

⁶⁶ For impact assessable development, 'relevant assessment criteria' are provided to assist the preparation of an application and in no way affect the regard given to the planning scheme as a whole in accordance with section 3.5.5 of the IPA.

⁶⁷ See Ipswich Planning Scheme Users Guide 2 for examples that explain the type of development involved in different proposals.

⁶⁸ This does not include building work that under IPA Schedule 8, is exempt and cannot be made self-assessable or assessable by a planning scheme.

⁶⁹ Under IPA, Schedule 9, the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.

