

## Yamanto Central Planning and Development Guidelines

### Date of Resolution

These guidelines were adopted by Council on 23 April 2013 and take effect from the 29 April 2013, in accordance with section 2.3(2) of the Planning Scheme.

### Purpose of the Guideline

The purpose of this guideline is to assist in the co-ordination of development to achieve the ultimate integrated land use and transit outcomes for the Yamanto Central Planning Area and to clarify Council's planning intent for the area.

This guideline is intended to promote integrated transit oriented development supporting future public transport network improvements for the Yamanto Central Planning Area. Particular regard is to be given to Traditional Neighbourhood Design (TND) principles focusing on land use mix, densification and built form, lot and building orientation, public transport, a strategic road network, a strategic pedestrian / cycle network, integration and connectivity of the open space network, stormwater drainage management and infrastructure servicing.

Council's Implementation Guidelines are intended to apply a standard approach to the interpretation and implementation of the relevant aspects of the Planning Scheme. They offer a degree of certainty and formality to applicants, Council and the community. Where an applicant is proposing a variation to the guidelines the onus is on the applicant to demonstrate the facts and circumstances to support the variation.

This guideline does not change the level of assessment outlined in the relevant zone or code provisions.

### Study Area

The Yamanto Central Planning Area (study area) is bounded by Warwick Road to the north and west, the Cunningham Highway to the south and Kerners Road, Pisasale Drive and Deebling Creek Road to the east (refer Figure 1). The total study area is approximately 65 hectares.

## 1. Opportunities and Constraints

### 1.1 Transit Oriented Development (TOD)

The proposed Ipswich to Springfield public transport corridor based on the provision of heavy rail incorporates the Yamanto transit station providing impetus for urban consolidation and densification within the catchment of the proposed transit station.

The augmentation and redevelopment of the existing major shopping precinct and densification of land around the proposed transit station is supported, particularly where the development maximises the efficient use of land to compliment the proposed transit station.

The proposed transit line will bisect the study area on an elevated structure from the north-west towards the highest point of the area in the south-east, with the station at grade and then continue via a tunnel under the Cunningham Highway towards the Ripley Valley.

The delivery of the transit line and station are the responsibility of the Queensland Government. The timeframe for delivery is likely to be based on population milestones achieved in the Ripley Valley, with the staged delivery of public transport to the Yamanto centre likely to occur, increasing and improving accessibility over time.

Development should be consistent with the preferred development pattern and design guidelines contained in Section 2 of this guideline.

### 1.2 An Integrated Centre

The existing Yamanto shopping centre can be characterised as a box format car oriented shopping centre located at one of the main gateways into Ipswich. The current centre has generally developed with little integration between landholdings.

Opportunities exist to grow and redevelop the centre in a coordinated manner to reflect its role as a Major Centre. In order to achieve centre integration, future development should create a visually and functionally united centre providing legibility and safety for both pedestrians and motorists.

This can be achieved through coordinated land-use outcomes, a consistent treatment of the public realm, and good connectivity of road and pedestrian networks to public transit, residential precincts and open space.

### 1.3 Place Making

This guideline will direct the future growth of the Yamanto centre focusing on providing safe, vital and inviting neighbourhoods supporting a level of activity upon which business and lifestyle can be built and maintained. The focus for the centre and surrounding residential areas will be the Main Street providing a recognisable and attractive hub. The linear traditional street form will visually and functionally link landmark buildings at Warwick Road in the west to the transit plaza and station to the east. Ultimately the Main Street will be an informal pedestrian friendly tree lined boulevard with ample public space including a plaza to facilitate outdoor dining and casual social interaction. Residential and limited commercial uses at upper levels will support the vitality and business activity of the Main Street.



New residential neighbourhoods to the east will be characterised by well-designed walkable high to medium density development. Buildings will take advantage of the north east slope to provide overlapping architectural forms, views, winter solar access and access to cooling summer breezes.

Walkability is achieved through shaded streets and laneways running parallel to the slope providing comfortable access to open space, public transit and the retail social hub of the Yamanto centre.

#### 1.4 Availability of Vacant Land

The majority of land in the south-eastern corner of the study area remains undeveloped, providing a major opportunity for higher density residential development to support the delivery of the proposed transit station.

Future development should focus on increasing residential densities to the east of the transit corridor and mixed use development west of the corridor, inclusive of residential development as part of the Main Street.

Fragmentation of land holdings through subdivision may undermine coordinated development if not properly integrated, eg through the considered creation of project lots which provide for the delivery of ultimate development outcomes in the future. The retention of existing large development sites and site amalgamations is promoted to support the longer term objectives of the centre.

The existing shopping centre precinct and land to the north fronting Warwick Road are underdeveloped and present substantial commercial redevelopment opportunities.

#### 1.5 Designated Major Centre

The Yamanto Central Planning Area includes land in the Major Centres Zone and is intended to service the main convenience and comparison shopping for residents of the locality and adjacent suburbs. The centre caters for both primary and secondary business activities, with the centre able to accommodate emerging retail, entertainment and recreation activities that benefit the community.

The development of the Main Street and the proposed transit station provides further opportunity for diversification and will enhance the role of Yamanto as a Major Centre.

#### 1.6 Existing Mix of Uses

A range of retail, service and professional uses already exist in the study area. Redevelopment and intensification of the centre offers opportunities for complimentary and further diverse uses to support the growing nearby residential neighbourhoods.

#### 1.7 Topography

The study area contains a centrally located high point in the south adjacent to the Cunningham Highway.

The land falls approximately 30m from this high point, radiating to the north, south and east with a slope of approximately 10%.

The proposed transit corridor bisects the study area providing a natural demarcation between the residential areas to the east and the mixed use centre to the west.

The slope from the high point, particularly the easterly aspect provides opportunity for road layout, lot configuration and building design to capture breezes and maximise solar access.

The elevation and terrain also provides opportunities for local and distant views from the residential development. The location of the proposed lookout park also provides opportunity to enhance views, through sensitive open space design.

Roads should, where possible, follow contours to provide walkable neighbourhoods and assist in the provision of basement parking that is to gain access from laneways.

The transit plaza will need to accommodate a rise from the eastern end of the Main Street to the transit station platform estimated to be at RL57.

#### 1.8 Existing Vegetation

Small areas of existing mature vegetation are located within the study area. The retention of mature vegetation along the ridge line is preferred, particularly where adjacent to the proposed lookout park (refer to Figure 5).

#### 1.9 Servicing

The existing development in the study area is adequately serviced with both water and sewer. Planned upgrades will cater for future growth as identified in the Planning Scheme.

#### 1.10 Stormwater Management

The study area is affected by the Flooding and Urban Stormwater Flow Path Areas Overlay Map (OV5). Significant flows have been experienced to properties fronting the northern section of Kerners Road, upstream of the primary school and Ash Street.

Reference should be made to Council's Implementation Guideline No. 24 - Stormwater Management when undertaking development.

#### 1.11 Noise and Building Design

The study area is affected by noise from major transport corridors and RAAF Base Amberley.

The Cunningham Highway and Warwick Road have been designated Road Noise Corridors by the Department of Transport and Main Roads (DTMR).



This designation has statutory implications on the design and construction of residential buildings for identified sites. Further information on individual site designations is available on the DTMR website.

The study area is subject to the Department of Defence's, Defence (Areas Control) Regulations owing to its proximity to RAAF Base Amberley which are reflected in the Ipswich Planning Scheme. These statutory regulations identify the potential for amenity impacts arising from noise and set maximum building heights.

Reference should be made to Part 11 – Overlays, Division 4 – Defence Facilities of the Ipswich Planning Scheme when undertaking development.

The topography of the study area provides opportunities for layout and building design to aid in noise shielding, eg taller residential buildings should be located near the Cunningham Highway alignment. Main internal living areas, bedrooms and outdoor living areas should be oriented away from noise sources wherever possible. Noise barriers and acoustic fencing is generally not supported for noise attenuation, rather site design options and innovative building alternatives should be investigated.

#### 1.12 Queensland Rail

Queensland Rail (QR) has statutory requirements for undertaking development in a rail corridor under the *Transport Infrastructure Act 1994*. QR requires specific design requirements within 25m of a rail line and 50m from a tunnel. Construction in these zones requires approval by Queensland Rail separate to the referral process to the Department of Transport and Main Roads (TMR) as required under the *Sustainable Planning Act 2009*.

## 2. Preferred Development Pattern – Land Use and Urban Design Guidelines

The study area includes relatively unconstrained land and is well located to support future intensification and growth to compliment the delivery of the transit station.

The Land Use Concept Master Plan (refer Figure 2) proposes consolidation, intensification and diversification of the existing retail and commercial uses in the Major Centre Core and Major Centre Mixed Use area, including opportunities for mixed use development in the Main Street. The Major Centre Frame provides additional land for supporting and complimentary uses to the Major Centre Core. The plan also proposes higher density residential development within the walk up catchment of the transit station and provides for the delivery of a local park.

#### 2.1 Major Centre Core

The Major Centre Core will provide a mix of convenience and comparison retail, specialty shopping and provide local supporting commercial, community and entertainment uses.

Buildings will generally be limited to two storeys in the Major Centre Core, although buildings along Main Street may be increased to a height of five storeys.

Development is to achieve an attractive, comfortable and safe pedestrian environment with improved circulation provided for both pedestrians and vehicles.

The Main Street will act as the focal point of the Yamanto centre, contain a mix of uses, and be the heart of activity for the precinct.

The Main Street should be designed as a high quality pedestrian environment with vibrant and active frontages, provide the key point of arrival for pedestrians and ensure discernible connections are maintained to the transit station and surrounding commercial development.

Vehicle parking should be provided in a manner to support business activity and not dominate the Main Street using short stay on-street parking and locating longer stay parking to the rear of buildings.

The Main Street is to be provided through the existing centre on a direct alignment from Warwick Road to the proposed transit station and plaza. An indicative width of 22.5 metres should be provided to support the delivery of a traditional Main Street characterised by active uses and a high quality public realm. Diagram 2 provides an indicative plan view and cross sections for the delivery of the Main Street.

#### 2.2 Major Centre Mixed Use

The Major Centre Mixed Use area provides opportunity to expand the Major Centre Core, to deliver a mix of centre uses inclusive of residential uses, or the ability to provide additional high density residential development of up to five storeys. Buildings should step up the slope to maximise views where developed for residential purposes.

#### 2.3 Major Centre Frame

This area will support the Major Centre Core providing less intensive, retail and commercial uses generally limited to one to two storeys.

The Major Centre Frame provides good exposure to Warwick Road and opportunity for the provision of showrooms, bulky good retailing and vehicle sales. Additional vehicular access points along Warwick Road are to be avoided with direct access from Warwick Road to be shared where practical or access to be provided from a new road connecting to Leonard Street (refer to Figure 3). Low impact industrial uses and service trades uses may also be established within the area where located away from major road frontages such as Warwick Road. The location of these uses is to avoid amenity impacts on nearby residential areas and the existing Amberley District State School.

The Major Centre Frame is also suitable for mixed use development, particularly where involving residential uses such as live work units, on land adjacent to the school.

## 2.4 Residential High Density

This area provides opportunities to develop high quality, high density housing capitalising on the close proximity to the proposed transit station, the activity of Main Street and access to nearby centre uses.

The fragmentation of vacant land through subdivision is to be avoided unless it supports the establishment of an overall framework for the staged development of well-designed walkable neighbourhoods as described elsewhere in this guideline. To enable the staged intensification of residential densities in this area, a mix of lot sizes, including project lots that cater for attached, two to five storey residential buildings are to be provided.

The lot layout design and internal access street / laneway network should provide a grid pattern with staggered lots (refer to Diagram 1), allowing permeability, walkability and air flow between buildings.

Residential buildings should be two to five storeys in height and designed to be attractive, interesting and detailed, particularly where situated close to the street alignment. Buildings should be designed to avoid blocking views and shall incorporate a range of sub-tropical design measures that promote natural ventilation and solar access.

Buildings taller than three storeys in height are designed to ensure they do not detrimentally affect the amenity of buildings on adjoining sites and avoid undesirable levels of enclosure. To achieve this, taller buildings should utilise a 3m setback above the third level to reduce overshadowing and maintain a human scale at the street.

The overall development of this area should make provision for a landscaped buffer to the Cunningham Highway.

Each development should cater for its own parking requirements and provide discrete vehicle entry points to minimise streetscape impacts. On-site car parking areas are to be located at the rear, or beneath buildings.

## 2.5 Residential Medium Density

This area provides opportunity to develop high quality, medium density housing to take advantage of access to the open space network and proximity of the Yamanto centre and proposed transit station.

New buildings should be two to three storeys in height and should generally maintain a six metre setback to the street. A third storey should not be provided where inconsistent with the scale of adjoining development or where the height is exacerbated by the extent of fall across the land.

The further fragmentation of vacant land is to be avoided unless it supports the establishment of an overall framework for staged development, with lot consolidation preferred to cater for intensification of built form.

The lot layout design and internal access street / laneway network should provide a grid pattern with staggered lots (refer to Diagram 1), allowing permeability, walkability and air flow between buildings.

Each development should cater for its own parking requirements with multiple vehicle access points to be avoided.

## 2.6 Urban Design and Streetscape Design

### 2.6.1 Major Centre Core and Frame Areas

The urban and streetscape design for the Main Street will set the standard for the wider Yamanto centre. The built form should be of a contemporary subtropical design, well-articulated and use high quality materials. Parapets should be designed to create an interesting silhouette.

The Main Street should incorporate a plaza with active retail frontages at the junction of the main pedestrian routes (refer to Diagram 2).

Buildings at the Warwick Road entry of the Main Street provide the opportunity to establish a signature landmark entry through the use of architectural features and building mass reinforced by signature tree planting.

The design of buildings and the public realm should assist in improving the micro climate. Buildings should incorporate broad overhangs and awnings, use lightweight materials and minimise heat storage. Residential buildings should maximise cross ventilation and access to natural light.

The pedestrian environment should be of a high quality with appropriately spaced street furniture and footpath awnings providing maximum pedestrian comfort. The selection of street furniture requires consistency throughout the centre. Street furniture (seats, water fountains, bins and bike racks) should be grouped in clusters at or near activity nodes and along major pedestrian routes.

Opportunities for passive surveillance of the public realm from both retail and residential uses should be maximised.

### 2.6.2 Centre and Frame Development Outcomes

The following design standards apply to Main Street (refer to Diagram 2):

- A minimum road reserve width of 22.5m should be provided except where constrained by the existing building (refer Main Street Section B-B on Diagram 2).





- On-street bicycle lanes should be provided along both sides of the street at a minimum width of 1.5m to compliment the active transport network.
- Footpaths should be a minimum of 4m in width on both street frontages. Narrower widths (not less than 2m) are acceptable along the frontages of existing buildings only where necessary to accommodate the Main Street road reserve. Consideration should be given to cutting back these existing buildings to achieve the desired 4m minimum footpath width.
- Buildings should be built to the boundary except along the Main Street plaza where a setback of 8m is preferred (refer to the star on Figure 2 and Diagram 2).
- Buildings should provide continuous shelter from sun and rain using a consistent awning style to the street frontage.

The following design standards apply across the Major Centre Core and Frame areas and to Main Street:

- The *Ipswich Regional Strategy Streetscape Material Specification* should be used for pavement, street furniture, and pedestrian lighting elements unless alternative centre wide design guidelines have been approved.
- Street trees and understorey planting should be provided in accordance with the Ipswich City Council *Streetscape Design Guidelines*.
- Large expanses of blank walls are to be avoided, both at and above ground level.

#### 2.6.3 Residential Areas

The higher density residential neighbourhoods should take advantage of the north-east orientation and slope to achieve climatically comfortable dwellings and provide views.

Tree lined streets should provide walkable shaded neighbourhoods with easy access to open space, recreation areas, public transit and the Yamanto Centre.

Appropriate sub-tropical design of lots, streets and buildings should reduce energy consumption.

Rear laneways should be incorporated to provide access to on-site parking. Streets should be free of driveways providing greater opportunity for on-street parking. Rear laneways also provide for waste collection.

Buildings should be designed to encourage interactive and safe pedestrian environments.

The slope should be utilised to reduce the visual impact of basement parking by sinking basements, increasing connectivity between outdoor living areas and the public realm. This also provides opportunities for ground floor dwellings.

Visitor parking is not supported between the street and building alignment.

The topography and building placement should be used to provide noise shielding, eg taller buildings should be placed nearer to Cunningham Highway and Warwick Road alignments. The main internal living areas, bedrooms and outdoor living areas are to be oriented away from identified noise sources where possible.

#### 2.6.4 Residential Development Outcomes

- Road widths and design should comply with Ipswich City Council standards.
- Laneway widths should be 6.5m.
- Parking structures may be built to the boundary of laneways.
- Street trees and understorey planting should be provided in accordance with the Ipswich City Council *Streetscape Design Guidelines*.

#### 2.7 Open Space and Recreation

A Level 3 Local Play and Picnic park is required to be provided within the southern portion of the study area.

This provision may be facilitated through a parkland grouping consisting of a kick-about and playground area (refer P1 on Figure 5), and lookout park above the transit corridor (refer P2 on Figure 5) providing the final form of the transit corridor does not compromise the delivery of this park (P2).

The area identified as open space and recreation on Figure 2 is required to provide for both stormwater management and recreation purposes.

The parkland grouping should be suitably located and be of sufficient size to achieve the desired standards of service of Planning Scheme Policy 3 – General Works. The parkland grouping is required to be integrated with the pedestrian / cycle network and provide ease of access to the surrounding community.

#### 2.8 Amberley District State School

The existing school is an important community use for the study area and the surrounding residential neighbourhood. The school requires suitable connections to both the pedestrian / cycle and road networks.

Incompatible uses that will generate unacceptable impacts to the operation of the school are discouraged, with particular care given to uses established immediately west and south of the school.

### 3. Transport and Access Networks

The study area is bounded by two existing State Controlled roads, Warwick Road and the Cunningham Highway. Non-residential development should address both road frontages through building form and articulation, with particular attention given to building activation and orientation along Warwick Road.

The provision of additional direct access points to Warwick Road is generally undesirable, and wherever possible site access is to be provided via shared or rear access arrangements.

The indicative transport network outlined in Figure 3 identifies the preferred strategic road network for collector and higher order roads, ie arterial and sub-arterial roads.

Development should provide for the creation of the Main Street through the existing major shopping precinct connecting to the proposed transit station. Redevelopment within the Yamanto Central Planning Area should also promote a grid like network of local internal streets to facilitate improved access and movement legibility.

Collector roads and other higher order roads within the study area should be landscaped and treated with appropriate plant species including mature shade trees to create tree lined boulevards.

Such planting should be in accordance with Ipswich City Council's *Streetscape Design Guidelines*. A detailed site plan depicting an integrated road network layout may be required to support development proposed in the study area.

The pedestrian and cycle network should optimise walking and cycling opportunities by complementing the existing open space and transport networks through the provision of a central spine along the Main Street to the proposed transit station, connections to the school, and access through to the existing residential low density development to the east of the study area.

The central spine located between the residential high density areas may be provided as a road where the road incorporates dedicated pedestrian and cycle pathways.

Active transport should be incorporated with both pedestrian and cycle pathways constructed to provide suburban and inter-suburban links. Pedestrian and cycle pathways should be constructed along all collector roads and through the central open space spine (refer Figure 4).

Mid-block pedestrian links should also be incorporated within long blocks and where considered appropriate to improve permeability.

### 4. Infrastructure and Services

#### 4.1 Water Supply

The existing water supply adequately services the existing developed areas.

Future planned upgrades to water supply infrastructure will address additional demands due to population growth. Supply for fire fighting purposes may require minor augmentation subject to further detailed investigation.

#### 4.2 Sewerage Network

The existing sewerage system adequately services the existing developed areas with future upgrades to cater for planned growth.

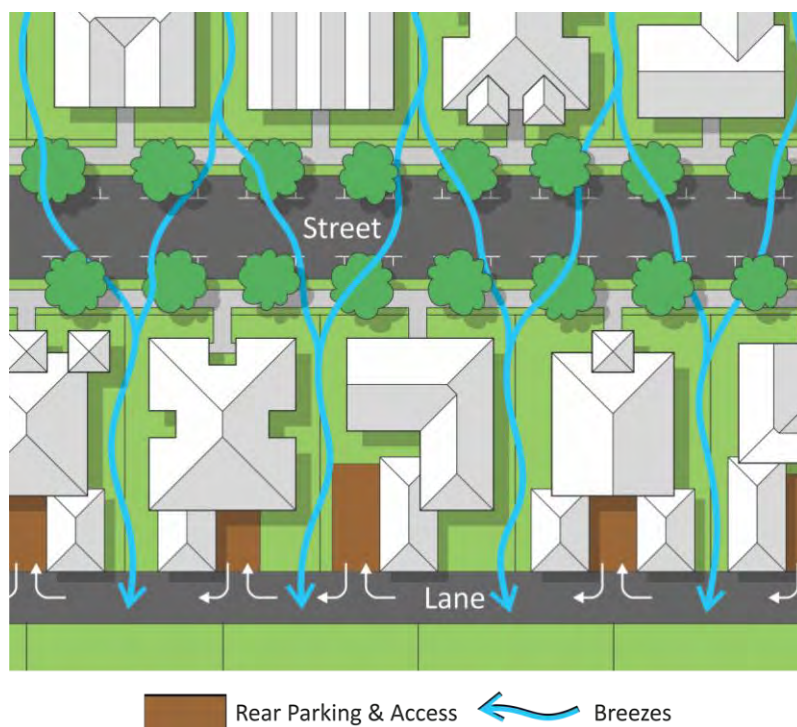
Future densification will require the revision of the local sewer master planning strategy and necessitate additional network upgrades to the existing sewer main from Kerners Road to Deebling Creek (approximately 1.1 km duplication).

#### 4.3 Stormwater Management

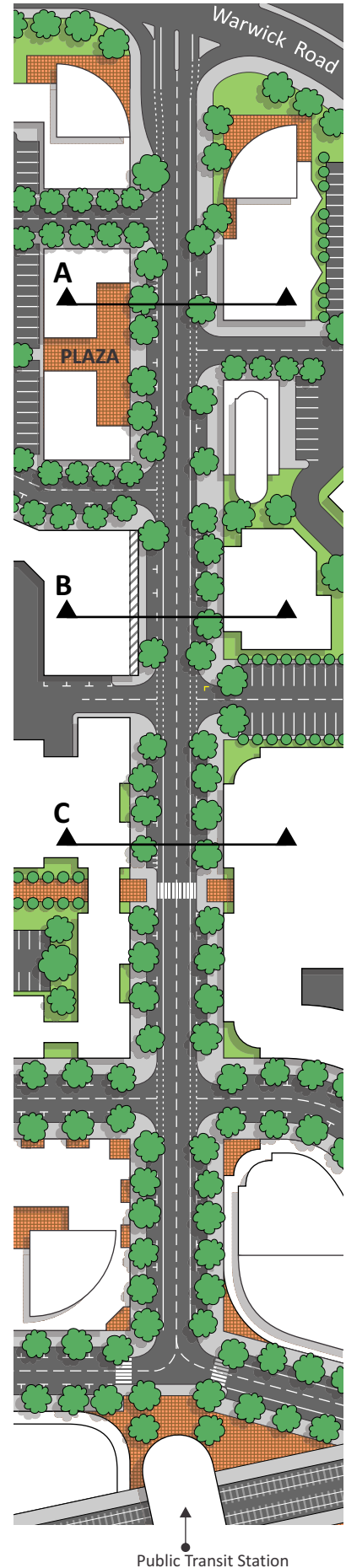
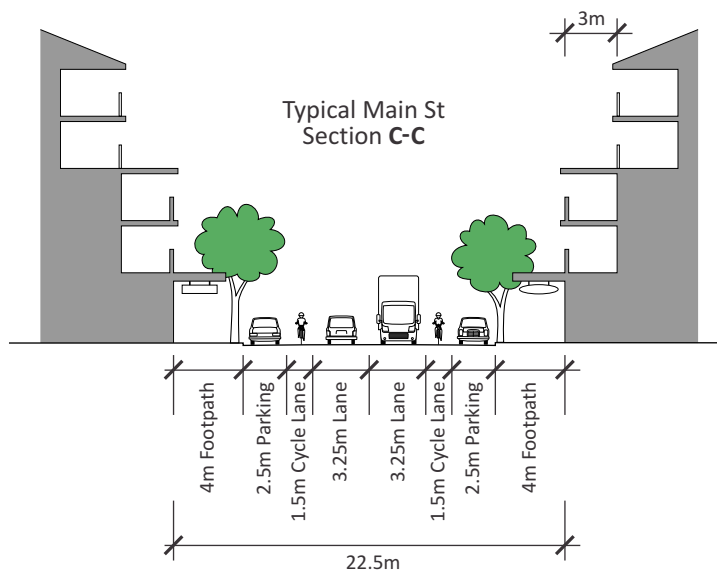
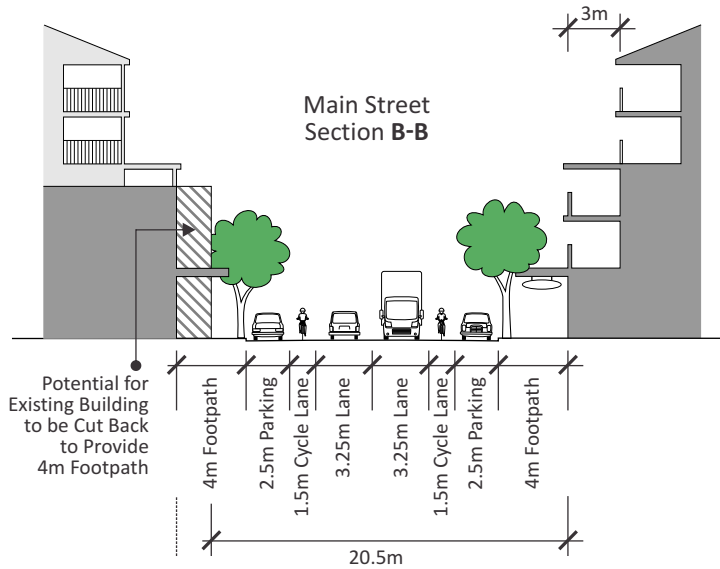
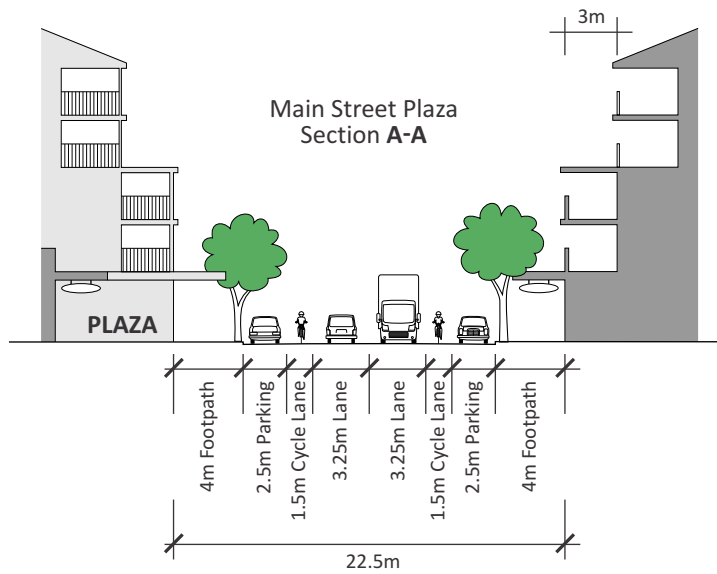
Future development must make suitable provision for stormwater management. Catchments 1 and 2 are required to mitigate development flows. This may be achieved at the individual lot scale, as a sub-catchment or catchment solution (including use of external solutions) or as a combined approach. Catchment 3 should incorporate detention basins downstream of Kerners Road adjacent to Pisasale Drive to ensure existing flows are not exacerbated. The provision of a grass lined open channel along the western side of Kerners Road is also required to cater for stormwater (refer to Figure 5). The open space and recreation area should be of sufficient area to incorporate the stormwater detention areas and stormwater flows while also providing usable land for parkland purposes in accordance with Council's adopted Desired Standards of Service.

The implementation of Water Sensitive Urban Design (WSUD) principles should be incorporated into the design process in order to reduce overall water usage (refer to Implementation Guideline No. 24 – Stormwater Management).



**Diagram 1 – Indicative Lot Staggering & Overlapping Architectural Form**

**Diagram 2 - Indicative Plan View and Cross Sections for Main Street**



In accordance with Council resolution on 29 May 2025, this implementation guideline ceases to have effect from 1 July 2025





Overall Study Area

April 2013

### Legend



Ipswich Planning Scheme



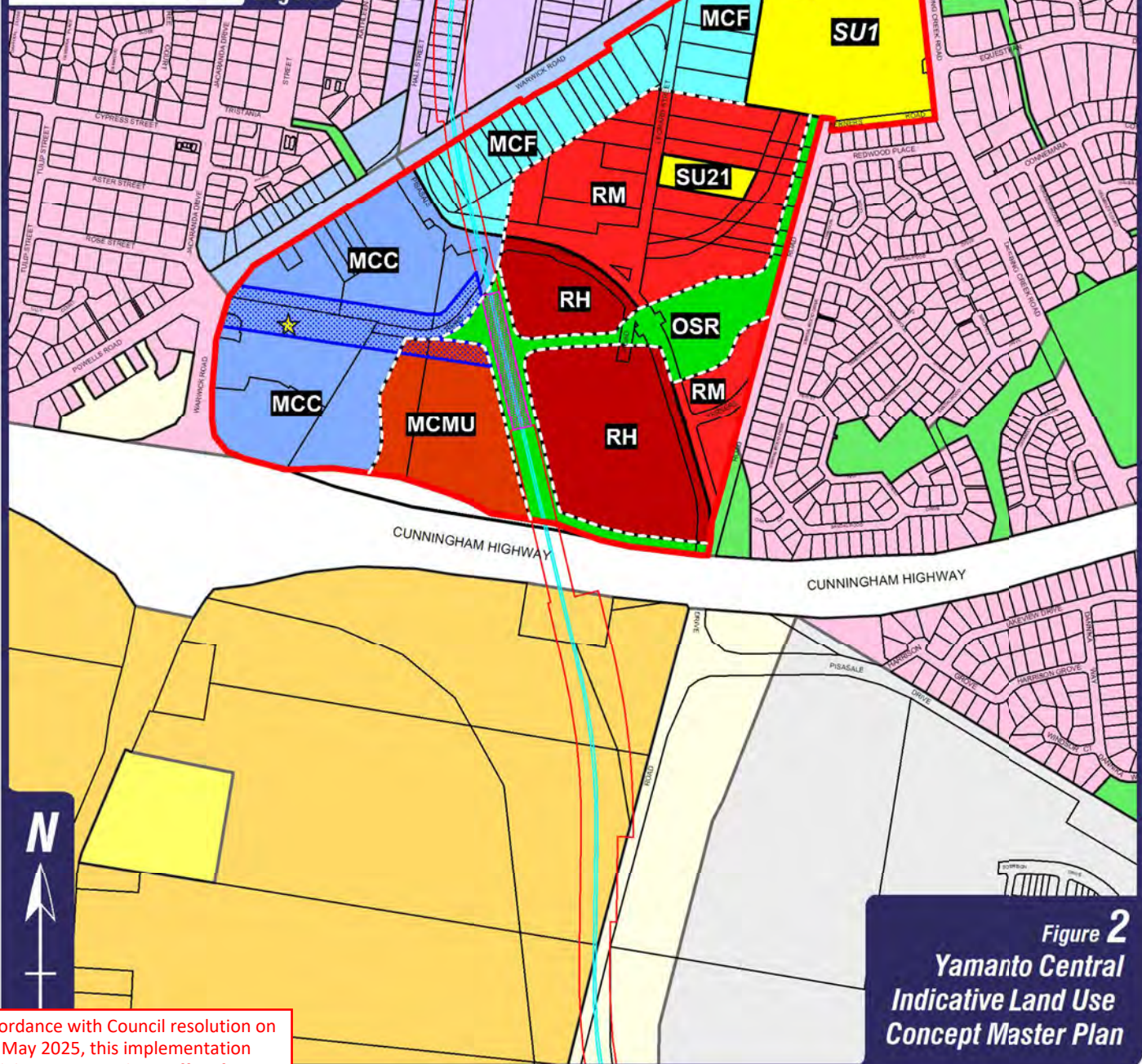
**Figure 1**  
**Yamanto Central**  
**Study Area**

In accordance with Council resolution on 29 May 2025, this implementation guideline ceases to have effect from 1 July 2025



- Overall Study Area
- MCC Major Centre Core
- MCF Major Centre Frame
- MCMU Major Centre Mixed Use
- Main Street
- ★ Main Street Plaza
- RM Residential Medium Density
- RH Residential High Density
- SU1 Special Use - School
- SU21 Special Use - Electricity Sub-Station
- OSR Open Space & Recreation
- Proposed Public Transit Station
- Proposed Transit Corridor
- Indicative Boundary, subject to further detailed assessment

April 2013 **Legend**



**Figure 2**  
Yamanto Central  
Indicative Land Use  
Concept Master Plan

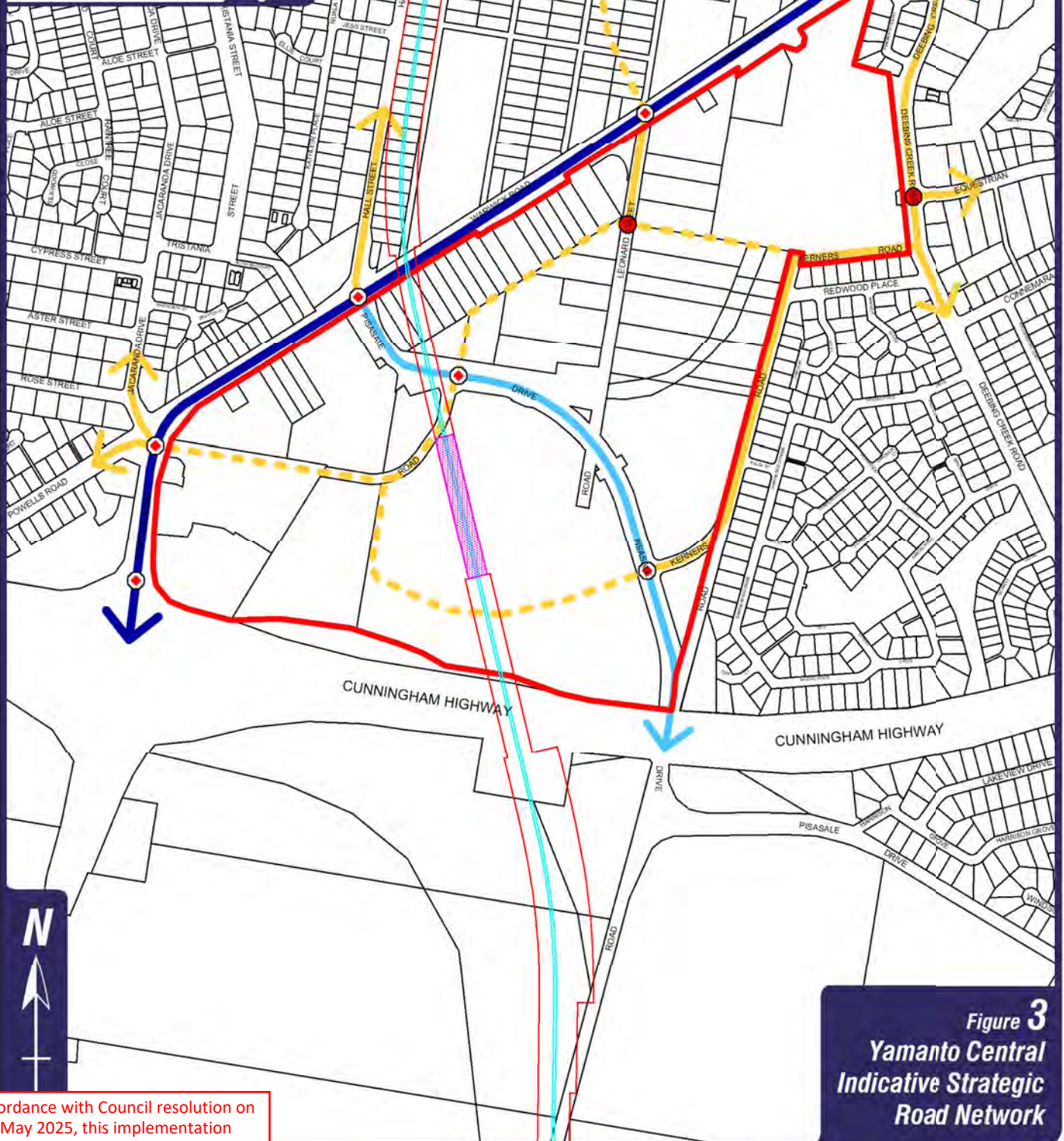
In accordance with Council resolution on 29 May 2025, this implementation guideline ceases to have effect from 1 July 2025



- Overall Study Area
- Intersuburban Link (Arterial)
- Suburban Link (Sub Arterial)
- Indicative Suburban Link (Sub Arterial)
- Collector
- Indicative Collector
- Roundabout
- Traffic Signals
- Proposed Public Transit Station
- Proposed Transit Corridor

April 2013

## Legend



**Figure 3**  
**Yamanto Central**  
**Indicative Strategic**  
**Road Network**

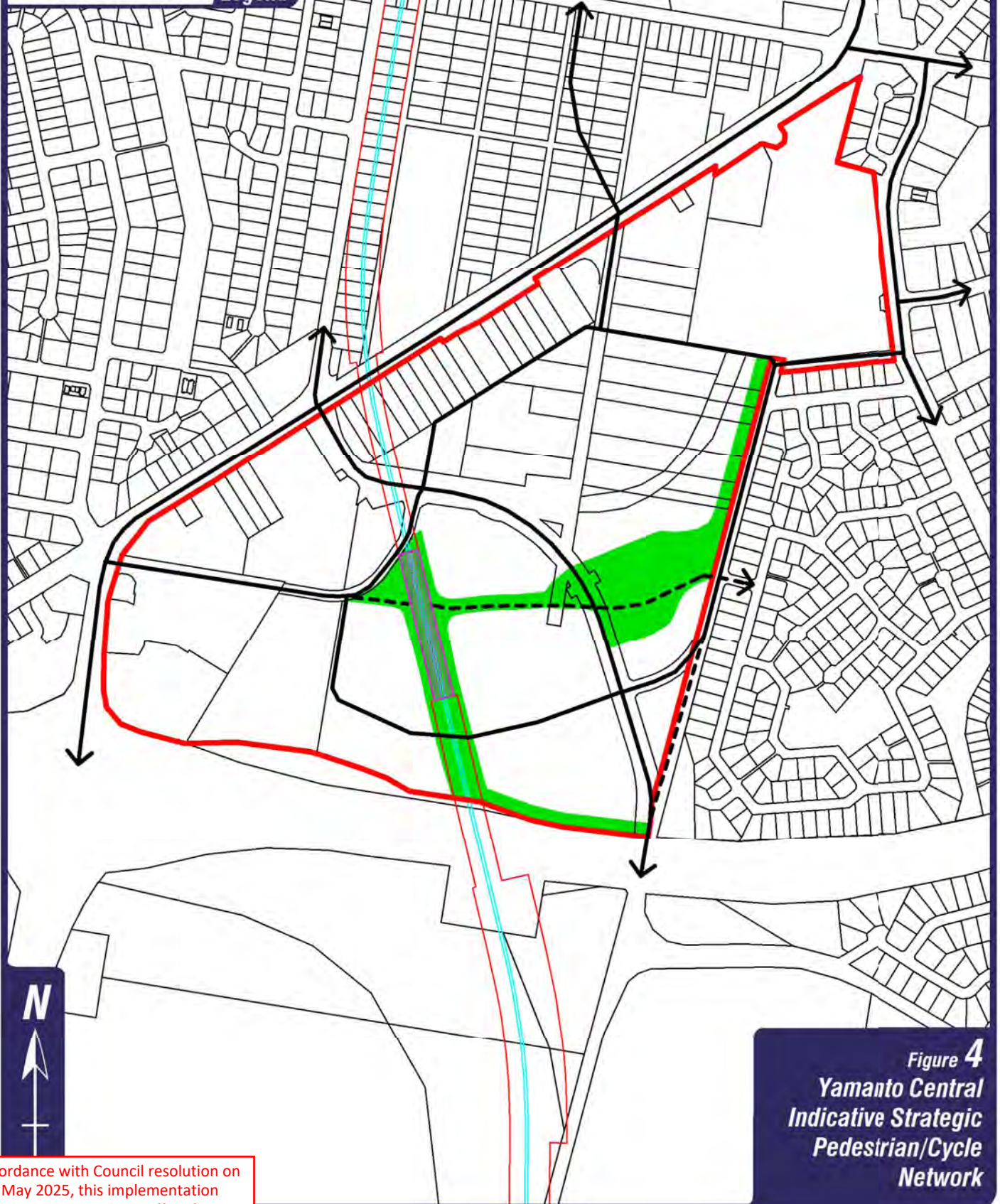
In accordance with Council resolution on 29 May 2025, this implementation guideline ceases to have effect from 1 July 2025



- Overall Study Area
- Pedestrian/Cycleway Network
- Pedestrian/Cycle Connection (Off Road)
- Open Space
- Proposed Public Transit Station
- Proposed Transit Corridor

April 2013

### Legend



**Figure 4**  
**Yamanto Central**  
**Indicative Strategic**  
**Pedestrian/Cycle**  
**Network**

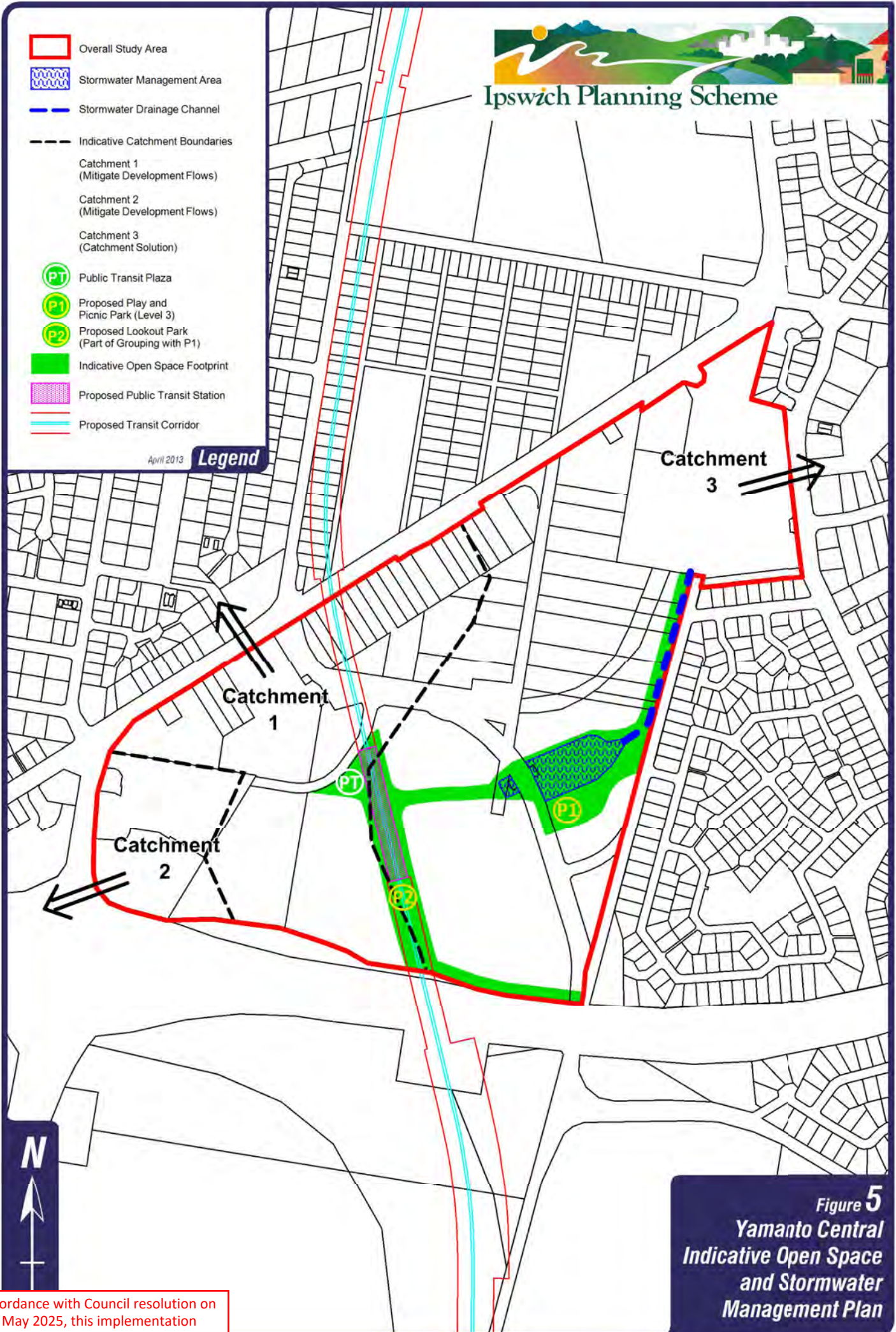
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-  Overall Study Area
-  Stormwater Management Area
-  Stormwater Drainage Channel
-  Indicative Catchment Boundaries
-  Public Transit Plaza
-  Proposed Play and Picnic Park (Level 3)
-  Proposed Lookout Park (Part of Grouping with P1)
-  Indicative Open Space Footprint
-  Proposed Public Transit Station
-  Proposed Transit Corridor

April 2013

### Legend



**Figure 5**  
**Yamanto Central**  
**Indicative Open Space**  
**and Stormwater**  
**Management Plan**

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