

## PART 4—URBAN AREAS

### Division 1—Preliminary

#### 4.1.1 Urban Areas Provisions

(1) The following provisions in this part comprise the Urban Areas Code—

- compliance with the Urban Areas Code (division 3, section 4.3.1);
- overall outcomes for the Urban Areas (division 3, section 4.3.2);
- specific outcomes for the Urban Areas (division 3, section 4.3.3);
- assessment criteria for each zone in the Urban Areas as follows—
  - Large Lot Residential Zone (division 4, sections 4.4.2 to 4.4.5);
  - Residential Low Density Zone (division 5, sections 4.5.2 to 4.5.5);
  - Residential Medium Density Zone (division 6, sections 4.6.2 to 4.6.5);
  - Character Areas – Housing Zone (division 7, sections 4.7.2 to 4.7.5);
  - Future Urban Zone (division 8, sections 4.8.2 to 4.8.6);
  - Major Centres Zone (division 9, sections 4.9.2 to 4.9.5);
  - Local Retail and Commercial Zone (division 10, sections 4.10.2 to 4.10.5);
  - Local Business and Industry Zone (division 11, sections 4.11.2 to 4.11.5);
  - Local Business and Industry Investigation Zone (division 12, sections 4.12.2 to 4.12.5);
  - Local Business and Industry Buffer Zone (division 13, sections 4.13.2 to 4.13.4);
  - Character Areas – Mixed Use Zone (division 14, sections 4.14.2 to 4.14.5);
  - Business Incubator Zone (division 15, sections 4.15.2 to 4.15.4);
  - Bundamba Racecourse Stables Area Zone (division 16, sections 4.16.2 to 4.16.4);
  - Recreation Zone (division 17, sections 4.17.2 to 4.17.5);

- Conservation Zone (division 18, sections 4.18.2 to 4.18.5);
- Limited Development (Constrained) Zone (division 19, sections 4.19.2 to 4.19.4);
- Special Uses Zone (division 20, sections 4.20.2 to 4.20.5);
- Special Opportunity Zone (division 21, sections 4.21.2 to 4.21.5).

(2) The following provisions in this part relate to the assessment tables for the zones in the Urban Areas—

- general provisions (division 2);
- assessment tables for each zone (divisions 4-18, Tables 4.4.1 to 4.21.2).

### Division 2—General Provisions for Assessment Tables

#### 4.2.1 Assessment Categories for Zones

The assessment categories<sup>1</sup> are identified for development in each zone in column 2 of the tables listed below—

- (a) tables 4.4.1, 4.5.1, 4.6.1, 4.7.1, 4.8.1, 4.9.1, 4.10.1, 4.11.1, 4.12.1, 4.13.1, 4.14.1, 4.15.1, 4.16.1, 4.17.1, 4.18.1, 4.19.1, 4.20.2, 4.21.1—making a material change of use<sup>2</sup> for a defined use, or another use in a defined use class, listed in column 1; or
- (b) tables 4.4.2, 4.5.2, 4.6.2, 4.7.2, 4.8.2, 4.9.2, 4.10.2, 4.11.2, 4.12.2, 4.13.2, 4.14.2, 4.15.2, 4.16.2, 4.17.2, 4.18.2, 4.19.2, 4.20.3, 4.21.2—other development<sup>3</sup> listed in column 1, including—
  - (i) carrying out building work not associated with a material change of use;
  - (ii) minor building work;
  - (iii) placing an advertising device on premises;

<sup>1</sup> Information about assessment categories is provided in the Ipswich Planning Scheme User's Guide.

<sup>2</sup> Works associated with an application for a material change of use may be assessed together with the material change of use. Also, see Ipswich Planning Scheme Explanatory Notes giving examples that explain the type of development involved in different proposals.

<sup>3</sup> See Ipswich Planning Scheme Users Guide 2 for examples that explain the type of development involved in different proposals.



- (iv) clearing of vegetation, not associated with a material change of use;
- (v) earthworks, not associated with a material change of use;
- (vi) reconfiguring a lot;
- (vii) carrying out operational work for reconfiguring a lot or in association with a material change of use.

#### 4.2.2 Relevant Assessment Criteria for Self Assessable Development and Assessable Development in Each Zone

- (1) The relevant assessment criteria in the each zone are referred to in column 3 of tables 4.4.1, 4.4.2, 4.5.1, 4.5.2, 4.6.1, 4.6.2, 4.7.1, 4.7.2, 4.8.1, 4.8.2, 4.9.1, 4.9.2, 4.10.1, 4.10.2, 4.11.1, 4.11.2, 4.12.1, 4.12.2, 4.13.1, 4.13.2, 4.14.1, 4.14.2, 4.15.1, 4.15.2, 4.16.1, 4.16.2, 4.17.1, 4.17.2, 4.18.1, 4.18.2, 4.19.1, 4.19.2, 4.20.2, 4.20.3, 4.21.1 and 4.21.2.
- (2) For self-assessable development and development requiring code assessment, the relevant assessment criteria are applicable codes.

#### 4.2.3 Uses Consistent or Inconsistent with the Outcomes Sought for a Zone

- (1) In accordance with section 4.4.5, 4.5.5, 4.6.5, 4.7.5, 4.8.6, 4.9.5, 4.10.5, 4.11.5, 4.12.5, 4.13.4, 4.14.5, 4.15.4, 4.16.4, 4.17.5, 4.18.4, 4.19.4, 4.20.5 and 4.21.5, as applicable, a defined use, use class or other development that is inconsistent with the outcomes sought for a zone is noted in column 1 of tables 4.4.1, 4.4.2, 4.5.1, 4.5.2, 4.6.1, 4.6.2, 4.7.1, 4.7.2, 4.8.1, 4.8.2, 4.9.1, 4.9.2, 4.10.1, 4.10.2, 4.11.1, 4.11.2, 4.12.1, 4.12.2, 4.13.1, 4.13.2, 4.14.1, 4.14.2, 4.15.1, 4.15.2, 4.16.1, 4.16.2, 4.17.1, 4.17.2, 4.18.1, 4.18.2, 4.19.1, 4.19.2, 4.20.2, 4.20.3, 4.21.1 and 4.21.2, as applicable to that zone.
- (2) If a defined use, use class or other development is not noted as inconsistent in column 1 of the applicable table, it is a consistent or potentially consistent use, use class or other development in accordance with section 4.4.5, 4.5.5, 4.6.5, 4.7.5, 4.8.6, 4.9.5, 4.10.5, 4.11.5, 4.12.5, 4.13.4, 4.14.5, 4.15.4, 4.16.4, 4.17.5, 4.18.5, 4.19.4, 4.20.5 and 4.21.5, as applicable.

### Division 3—Overall and Specific Outcomes for the Urban Areas as a whole

#### 4.3.1 Compliance with the Urban Areas Code

Development that in the local government's opinion, is consistent with the specific outcomes for the Urban Areas, as a whole in section 4.3.3 and the specific outcomes for the relevant zone, complies with the Urban Areas Code.

#### 4.3.2 Overall Outcomes for Urban Areas

- (1) The overall outcomes are the purpose of the Urban Areas Code.

##### NOTE 4.3.2A

Sub-section (1) provides the link between the overall outcomes sought for the code and the IPA code assessment rules which refer to the 'purpose' of the code [see IPA s.3.5.13(2)].

- (2) The overall outcomes sought for the Urban Areas are the following—

##### Overall Vision

- (a) Integrated communities are created and maintained which enjoy enhanced liveability, effective growth management, sustained economic growth, good urban design and ecological sustainability.

##### Community Identity

- (b) Definable but inter-related neighbourhoods are created and maintained with a strong sense of community identity.

##### Housing

- (c) There is a diversity of housing types.
- (d) There is an adequate supply of residential land and dwellings that respond to community needs and locational constraints and opportunities.
- (e) The spacious, large lot, residential character of certain communities is maintained particularly—
  - (i) to the north of the Warrego Highway;
  - (ii) to the west of Old Logan Road, Camira;
  - (iii) at North Bundamba; and
  - (iv) in defined areas within the Deebing Creek and Ripley Valleys.



- (f) The historic townscape character of the historic suburbs is conserved and new development is compatible with that character.
- (g) There are increased and mixed residential densities in identified areas having good access to commercial, community, employment and transport facilities with particular concentrations around commuter railway stations.

#### **Amenity**

- (h) Pleasant and safe living and working environments are created.
- (i) There is a high standard of amenity in residential areas and uses and works in these areas are compatible.

#### **Environmental Management and Greenspace**

- (j) Uses and works are located and designed to minimise risks and nuisance to people and property.
- (k) Principal conservation areas are conserved and where possible linked via riparian, or other wildlife corridors.
- (l) Degraded or contaminated sites are rehabilitated and used in an appropriate manner.
- (m) There is an integrated open space network providing for diverse, useable, accessible, multi-purpose and affordable recreation and leisure opportunities that respond to community needs.

#### **Infrastructure Efficiency**

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

#### **Transport and Access**

- (o) An efficient, safe and attractive transport network is provided for a range of transport modes including motor vehicles, freight vehicles, public transport, pedestrians and cyclists.
- (p) Pedestrian, cycle and vehicle connectivity and ease of mobility are provided within and between neighbourhoods, major centres, employment areas and public transport interchanges.
- (q) Conflict between local and through traffic and between pedestrians, cyclists and vehicles is minimised.

#### **Community Development and Human Services**

- (r) An appropriate range of community facilities and human services is provided in response to the needs of all sections of the community, including families, young people, senior citizens, people with disabilities, indigenous people, people from non-English speaking backgrounds and people on low incomes.

#### **Centres**

- (s) A network of centres is established providing multi-purpose human services and community facilities consisting of—
  - (i) district and sub-regional elements in major centres that are effectively accessed by major roads and public transport routes; and
  - (ii) local elements conveniently located as foci for neighbourhood communities.

#### **Economic Development**

- (t) A range of business and industrial uses and other employment opportunities are provided including local, mixed business/service trades areas and regionally significant business and industry lands.

#### **Bundamba Racecourse Stables Area**

- (u) An area is provided adjacent to the Bundamba Racecourse for stables, riding establishments, equestrian and coursing sports and other related uses.

#### **Special Opportunity Areas**

- (v) Areas with specific or unique development opportunities or constraints are identified and designated for appropriate use(s).

#### **Urban Design, Heritage, Townscape and Image**

- (w) Places of cultural significance or streetscape value are conserved and used for appropriate purposes.
- (x) Uses and works are designed and located in a manner which is appropriate and compatible with—
  - (i) identified historic character areas; and
  - (ii) areas of townscape significance, including major approach routes and gateways and landmark features and sites.



**Zones**

- (y) The overall outcomes for each zone within the urban areas as stated in the following sections—
- (i) Large Lot Residential Zone – section 4.4.2;
  - (ii) Residential Low Density Zone – section 4.5.2;
  - (iii) Residential Medium Density Zone – section 4.6.2;
  - (iv) Character Areas – Housing Zone – section 4.7.2;
  - (v) Future Urban Zone – section 4.8.2;
  - (vi) Major Centre Zone – section 4.9.2;
  - (vii) Local Retail and Commercial Zone – section 4.10.2;
  - (viii) Local Business and Industry Zone – section 4.11.2;
  - (ix) Local Business and Industry Investigation Zone – section 4.12.2;
  - (x) Local Business and Industry Buffer Zone – section 4.13.2;
  - (xi) Character Areas – Mixed Use Zone – section 4.14.2;
  - (xii) Business Incubator Zone – section 4.15.2;
  - (xiii) Bundamba Racecourse Stables Area Zone – section 4.16.2;
  - (xiv) Recreation Zone – section 4.17.2;
  - (xv) Conservation Zone – section 4.18.2;
  - (xvi) Limited Development (Constrained) Zone – section 4.19.2;
  - (xvii) Special Use Zone – section 4.20.2;
  - (xviii) Special Opportunity Zone – section 4.21.2.

**4.3.3****Specific Outcomes for the Urban Areas, as a whole****NOTE 4.3.3A**

The specific outcomes which are sought to apply generally throughout the Urban Areas are set out below.

**Centres****Specific Outcomes****(1)**

- (a) A network of centres is established which—
  - (i) supports the development of the Ipswich City Centre as a Key Centre for the Western Sub Region of South East Queensland;
  - (ii) supports and provides for Major Centres at Booval, Brassall, Goodna, Redbank Plains, Redbank Plaza, Ripley, Rosewood, Springfield Town Centre (refer Part 14), Yamanto and Walloon, to service the main convenience and comparison shopping needs of the City's residents;
  - (iii) supports and provides for the distribution of neighbourhood centres and local shopping areas, which mainly cater for convenience shopping and local services, across the City and generally within the locations depicted on Map 3 in Schedule 7.
- (b) Neighbourhood Centres and local shopping areas are designed and located—
  - (i) to take advantage of major entry/exit points to residential communities with good visibility and access from major roads;
  - (ii) to be conveniently accessible to the catchment area they are intended to serve;



- (iii) to be conveniently accessible, where possible, to public transport and pedestrian and cycle routes;
- (iv) to provide a focus for community interaction and meet demonstrated community needs;
- (v) where possible, to be near schools, parkland and community facilities in order to form part of a community node; and
- (vi) sized so as not to compromise the viability of higher order centres or other existing or planned neighbourhood centres.

### Transport and Access

#### (2) Specific Outcomes

- (a) A strategic transport network is provided, as outlined in Map 4a and Map 4b in Schedule 7.
- (b) Where possible, sensitive land uses are located away from major transport corridors and haul roads.
- (c) Alternatively, where necessary, acoustic assessments are undertaken together with appropriate ameliorative measures to reduce noise levels within sensitive uses to appropriate levels commensurate with the Environmental Protection Policy (Noise).
- (d) Carparking is provided in accordance with the demand generated by uses or works, and may include shared parking and access arrangements.
- (e) The design and layout of parking facilities is—
  - (i) integrated (particularly for adjoining carparks);
  - (ii) located to minimise disruption to traffic flow; and
  - (iii) located and designed to minimise pedestrian and vehicle conflicts.
- (f) Service and delivery areas—
  - (i) provide safe and efficient access to sites;
  - (ii) are combined, where possible for adjoining uses;
  - (iii) minimise disruptions to local traffic; and
  - (iv) reduce pedestrian/vehicular conflicts.

(3)

### Environmental Management

#### Specific Outcomes

- (a) The quality of stormwater runoff from a use or site is similar to or better than the established water quality standards for the receiving waters or lawful point of discharge.
- (b) Uses and works are designed to support integrated catchment management, including—
  - (i) protection and rehabilitation of natural drainage patterns and riparian vegetation;
  - (ii) environmentally acceptable effluent and runoff management systems or techniques which prevent pollution of water sources; and
  - (iii) appropriate buffering along any adjoining major watercourses.
- (c) Uses and works with the potential for material or serious environmental harm or environmental nuisance, establish and implement a site specific Environmental Management Plan, which describes the measures to be used to avoid or minimise adverse impacts, and how such measures are to be implemented during the life of the development.
- (d) Vegetated areas with strong scenic amenity or biodiversity values are retained where possible within development sites as open space areas, large lots or expanded road reserves.

### Visual Framework

#### NOTE 4.3.3B

- (1) The Ipswich Urban Areas include places with strong visual appeal, comprising both man made and natural features.
- (2) These features include—
  - (a) major topographic features, such as the Brisbane and Bremer Rivers and other major tributary watercourses and prominent mountains, ridgelines, knolls and hillsides;
  - (b) historic townscapes;
  - (c) major approach routes and gateways;
  - (d) major landmarks; and
  - (e) important view corridors.
- (3) Specific details in relation to visual framework features for the inner urban areas surrounding the Ipswich City Centre have been compiled and are depicted in Figures 4.3.1 and 4.3.2, Tables 4.3.1, 4.3.2 and 4.3.3 and Schedule 4.



- 4) The planning scheme seeks to ensure that the Urban Areas maintain their distinctive character as they develop by conserving valuable visual features, particularly—
- (a) major landmarks and important view corridors;
  - (b) historic townscapes and other heritage character areas;
  - (c) the short distance views to prominent features; and
  - (d) the longer range views to the hinterland (Cityframe).
- (5) The planning scheme seeks to enhance the overall visual quality of the Urban Areas by—
- (a) appropriate treatments along the main approach routes and gateways;
  - (b) 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.

(4)

**Specific Outcomes**

- (a) Uses and works which adjoin a Designated Road or an approach route listed in Table 4.3.1 or depicted on Figure 4.3.1, are designed to enhance—
  - (i) the overall visual impression of the City; and
  - (ii) the character of the particular area in which the site is located.
- (b) Uses and works which adjoin a gateway listed in Table 4.3.1 or depicted in Figure 4.3.1 are designed to enhance the sense of arrival and the overall character of the particular area in which the site is located.
- (c) The major city landmarks and local landmark sites (including those listed in Table 4.3.2 and depicted on Figure 4.3.1) are retained, and where possible enhanced.
- (d) New uses or works—
  - (i) do not obstruct a significant view of a major or local landmark;

- (ii) do not significantly alter the context of an existing landmark; and
- (iii) create an attractive landmark feature on a potential landmark site.

**Table 4.3.1: City Centre Approach Routes and Gateways**

<b>Approach Routes</b>	<ul style="list-style-type: none"> <li>the main Railway line from Brisbane to the east and Rosewood to the west;</li> <li>Kingsmill Road, Harlin Road and Burnett Street;</li> <li>Brisbane Street, West Ipswich;</li> <li>Warwick Road;</li> <li>Brisbane and Limestone Streets;</li> <li>Downs Street, The Terrace and Pine Street;</li> <li>Hooper and Moffatt Streets and Salisbury Road;</li> <li>Chermside Road; and</li> <li>Roderick, Darling, Bremer and Gordon Streets and Marsden Parade.</li> </ul>
<b>Gateways</b>	<p>In association with the main approach routes there are a number of locations which provide 'a sense of arrival' or a gateway to the City Centre. There are five outer gateways in the vicinity of—</p> <ul style="list-style-type: none"> <li>the Hancock Bridge at Brassall/Coalfalls;</li> <li>the One Mile Bridge at West Ipswich;</li> <li>the intersection of Warwick and Cemetery Roads;</li> <li>the Five Ways intersection at Queens Park; and</li> <li>the intersection of Downs and Delacy Streets at North Ipswich.</li> </ul> <p>There are an additional four inner gateways adjoining the Central Business District in the vicinity of—</p> <ul style="list-style-type: none"> <li>the intersection of Burnett and Brisbane Streets, at the Top of Town;</li> <li>the David Trumpy Bridge, the Terrace and Bremer Street;</li> <li>the intersection of Milford, Brisbane and Limestone Streets; and</li> <li>the intersection of Warwick Road, Chelmsford Avenue, Gray and Churchill Streets.</li> </ul>





## Ipswich Planning Scheme

- ◆ Major City Landmark
- ◆ Local Landmark
- ◇ Potential Landmark Site
- Prominent Hillside
- Main Approach Routes
- - - Outer Gateways
- ..... Inner Gateways
- Roads
- + + + Railway
- ~ Rivers

January 2006

### Legend

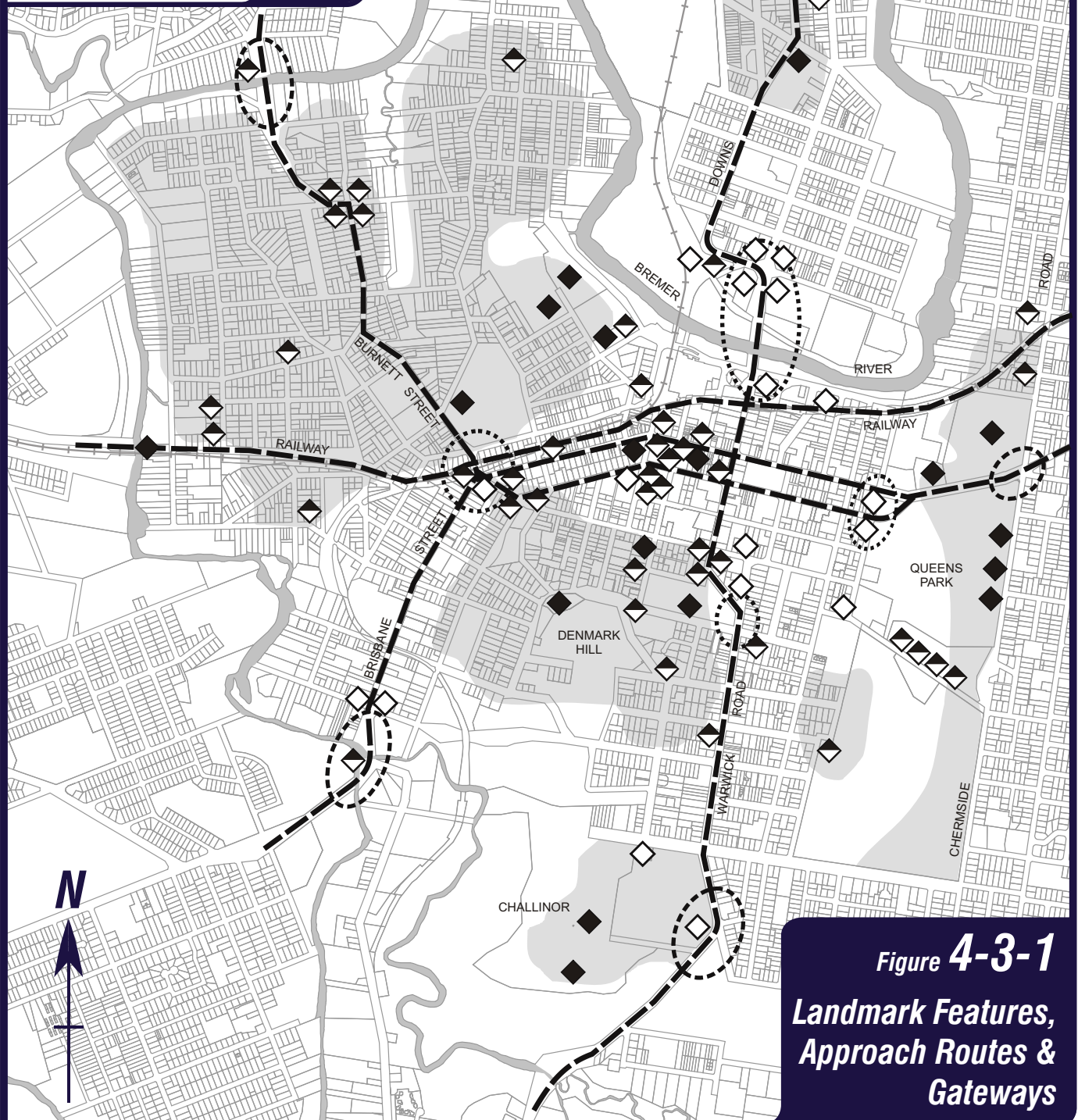


Figure 4-3-1

**Landmark Features,  
Approach Routes &  
Gateways**

- City Centre Inset
- View Corridors
- ..... Potential Future View Corridors
- Roads
- + + Railway
- ~ Rivers

January 2006

### Legend



Figure 4-3-2  
View Corridors

**NOTE 4.3.3C**

- (1) The Urban Areas include important landmark features and sites.
- (2) They include prominent buildings, topographic features and large trees.
- (3) Table 4.3.2 provides a register of important landmarks for the inner urban areas around the City Centre.
- (4) The landmarks are categorised as—
  - (a) major City landmarks, comprising the most highly prominent features, which are easily viewed across the inner urban areas or which are of major civic importance;
  - (b) local landmarks which have considerable prominence in a local setting; or

- (c) potential landmark sites, which have considerable potential for the creation of new landmark buildings or structures.
- (5) Landmarks have a very important role to play in—
  - (a) retaining local character and identity;
  - (b) forming and reinforcing the perception of the City's Urban Areas; and
  - (c) providing community reference points and in assisting with orientation.
- (6) Examples of appropriate locations for new landmarks include sites which—
  - (a) terminate significant vistas;
  - (b) mark the junction of significant routes; or
  - (c) identify a building or place of public significance.

**Table 4.3.2: Register of City Centre Landmarks**

<b>Major City Landmarks</b>	<ol style="list-style-type: none"> <li>1. Uniting Church – Central Mission, Ipswich</li> <li>2. St Mary's Roman Catholic Church, Woodend</li> <li>3. St John's Lutheran Church, Ipswich</li> <li>4. North Ipswich School</li> <li>5. North Ipswich Railway Bridge</li> <li>6. Sadliers Crossing – Wulkuraka Railway Bridge</li> <li>7. Denmark Hill Summit and Water Reservoirs</li> <li>8. Hoop and Bunya Pines along Queen's Park ridgeline adjoining Chermerside Road</li> <li>9. David Trumpy Bridge, Ipswich</li> <li>10. Sisters of Mercy Convent – Mary Street, Woodend</li> <li>11. Christian Brothers Residence – Corner of Mary and Arthur Streets, Woodend</li> <li>12. Ipswich Grammar School</li> <li>13. Ipswich Girls' Grammar School</li> <li>14. Cunningham's Knoll, Ipswich</li> <li>15. Challinor Centre Complex – Warwick Road (particularly the Blair Pavilion, the Administration Building, and the Engine House Chimney)</li> </ol>
<b>Local Landmarks</b>	<ol style="list-style-type: none"> <li>1. City View Hotel, West Ipswich</li> <li>2. Hancock Bridge, Brassall</li> <li>3. One Mile Bridge, West Ipswich</li> <li>4. Dwelling House – 30 Tiger Street, West Ipswich</li> <li>5. Dwelling House – 2 Stephenson Street, Sadliers Crossing</li> <li>6. Dwelling House – 16 Stephenson Street, Sadliers Crossing</li> <li>7. Dwelling House – 19 Ferrett Street, Sadliers Crossing</li> <li>8. Dwelling House – 38 Harlin Road, Coalfalls</li> <li>9. Dwelling House – 40 Harlin Road, Coalfalls</li> <li>10. Dwelling House – 41 Harlin Road, Coalfalls</li> <li>11. Dwelling House – 43 Harlin Road, Coalfalls</li> <li>12. Dwelling House – 1 Burnett Street, West Ipswich</li> <li>13. Dwelling House – 5 Northcote Street, East Ipswich</li> <li>14. Dwelling House – 8 Barry Street, East Ipswich</li> <li>15. Dwelling House and mature trees – 98 Chermerside Road, East Ipswich</li> <li>16. A row of 12 mature Hoop Pine Trees – Griffith Road, Ipswich</li> <li>17. Commercial Building – 101 Downs Street (corner of Delacy Street), North Ipswich</li> <li>18. Gatehouse – North Ipswich Railway Workshops</li> <li>19. Power House Building – North Ipswich Railway Workshops</li> <li>20. Historic Water Towers – North Ipswich Railway Workshops</li> <li>21. St Mary's Presbytery – corner of Elizabeth Street and Roseberry Parade, Woodend</li> <li>22. St Paul's Anglican Church, Ipswich</li> <li>23. Baines Park, Ipswich</li> <li>24. Former School of Arts/Town Hall – Brisbane Street, Ipswich</li> <li>25. Queen Victoria Jubilee Memorial Technical College – corner Limestone and Ellenborough Streets, Ipswich</li> <li>26. RSL Memorial Hall – Nicholas Street, Ipswich</li> <li>27. Dwelling House – 83 Nicholas Street, Ipswich</li> <li>28. Gooloowan – corner Outridge and Quarry Streets, Ipswich</li> <li>29. Commercial Building – 37 Warwick Road (corner Park Street), Ipswich</li> <li>30. Ipswich Club – Gray Street, Ipswich</li> </ol>

*[continued over]*

	31.	Limestone Park Knoll – adjoining Park, Quarry and Tennyson Streets, Ipswich
	32.	Blackall Monument – corner of Outridge Street and Chelmsford Avenue, Ipswich
	33.	Dwelling house – 64 O'Sullivan Street, Woodend
	34.	Fig Tree – intersection of Pine Mountain Road and Smith Street, North Ipswich
	35.	Large Poinciana tree in front yard at 60 Pine Street, North Ipswich
Potential Landmark Sites	1.	The Terrace – corner Pine Street, North Ipswich
	2.	The Terrace – corner Pine Street, North Ipswich
	3.	1B The Terrace – corner Pine Street, North Ipswich
	4.	1 and 1C Pine Street – corner The Terrace, North Ipswich
	5.	357 Brisbane Street – corner Hooper Street, West Ipswich
	6.	300 Brisbane Street – corner Hooper Street, West Ipswich
	7.	216-218 Brisbane Street – corner Burnett Street, West Ipswich
	8.	Corner of Warwick Road and Parker Avenue, Ipswich
	9.	25 – 27 Roderick Street, Ipswich
	10.	Showgrounds/Challinor Centre site off Salisbury Road at end of Macalister Street, Ipswich
	11.	3 Garden Street – corner Milford Street, Ipswich

- (e) New uses and works are located and designed to conserve and where possible enhance important views to—
- (i) the green backdrop formed to the south by the vegetated hillsides, ridgelines and mountain tops in the area extending from Spring Mountain to White Rock to Flinders Peak and from the Grampian Hills to Flinders Peak;
  - (ii) the panoramas to the D'Aguilar Range and Pine Mountain to the north;
  - (iii) the panoramas to the Little Liverpool Range to the west; and
  - (iv) the inner urban areas around the City Centre, as outlined in Table 4.3.3, Figure 4.3.2 and Schedule 4.

**Table 4.3.3: Register of Significant/Important Views**

View Corridor No.	Description
1.	View west along Goodwin Street to North Ipswich School on the Ridgeline.
2.	View north along Springall Street to Tyne, Holme and Tantivy Road.
3.	Extensive view north along Chermside Road to the Hoop and Bunya Pines and the street trees in the foreground and D'Aguilar Ranges in background
4.	Views north and south along Bremer River reach from Tantivy Road to Cribb Park.
5.	View along Cribb Park reach of Bremer River from Fitzgibbon Street to Norman Street.
6.	View south from Bremer Street along Bremer River, past the Swing Basin to the D'Aguilar Ranges in background.
7.	Extensive views both east and west along the City reach of Bremer River. View to west dominated by St Mary's Church and Railway Bridge. View to east dominated by Limestone Hill and Ipswich Girl's Grammar School. David Trumpy Bridge dominates the centre of the view corridor.
8.	View south along Downs Street to North Ipswich School.
9.	View south along Downs Street to summit of Denmark Hill and Water Reservoirs.
10.	Extensive views from Hancock Bridge along Brassall reach of Bremer River, east to Woodend Bat Colony and west to Iron Pot Creek.
11.	Views from Wulkuraka/Sadliers Crossing Railway Bridge both to the north and south along the Bremer River.
12.	Views along Macrae Street, east to Woodend Road ridgeline and west to Rowland Terrace ridgeline.
13.	Views along Hawthorne Street, east to Woodend Road ridgeline and west to Rowland Terrace ridgeline.
14.	View north along Woodend Road ridgeline.
15.	View along Stephenson Street to hill top.
16.	Views east and west along Tallon Street.
17.	View north along Waghorn Street to treed hilltop.
18.	View south along Waghorn Street to summit of Denmark Hill.
19.	View south from Mary Street to Ipswich Hospital Tower and Denmark Hill ridgeline.
20.	View from Darling Street to rear of buildings at Top of Town fronting Brisbane Street, between Waghorn and Ellenborough Streets.
21.	Views along Brisbane Street, Top of Town, terminating at the Ipswich City Square Clock Tower to the east and the City View Hotel to the west.
22.	Views along Brisbane Street to Limestone Hill and Queen's Park tree line to the east and Post Office Tower and Grammar Hill to the west.
23.	Views along upper Limestone Street east to Post Office Tower and west to Baines Park.
24.	Views along Limestone Street to St Stephen's Church spire and tall pines on Queen's Park ridgeline to east and to Central Mission Church to west.
25.	View east along South Street to tall pines on Queen's Park ridgeline. <span style="float: right;">[continued over]</span>



View Corridor No.	Description
26.	Views along Roderick Street to St John's Church spire and Queen's Park tree lined ridge to east and dwelling house on crest of hill at 1 Burnett Street to west.
27.	Tree lined view west along Queen Victoria Parade – one of the main approach routes to the City Centre, with Denmark Hill in background.
28.	Tree lined view to north west along Griffiths Road to CBD and beyond to Grammar Hill and the Great Dividing Range.
29.	View north along Pring Street to St Stephen's spire and tall trees.
30.	View to south west from Griffith Road across Limestone Park to Great Dividing Range.
31.	View to north west from Chermside Road down valley, across Limestone Park to CBD.
32.	Views along Quarry Street to Macalister Street ridgeline and trees to west and to Tennyson Street hill top with Chermside Road ridgeline in background to east.
33.	Views along Park Street to treed hill top at Tennyson Street to east and to Macalister Street ridgeline and trees to the west.
34.	Views along Macalister Street to Gooloowan to north and showgrounds to south.
35.	Views along Warwick Road to Quarry Street ridgeline to north and Showgrounds to the south.
36.	Views along East Street to D'Aguilar Ranges to north and to Ipswich Hospital Tower to south.
37.	Views along Nicholas Street to d'Arcy Doyle Place and Ipswich Mall and beyond to D'Aguilar Ranges to north and to Denmark Hill summit and St John's Church spire to south.
38.	View south from Wilson Lane, up Ellenborough Street to summit of Denmark Hill and "the Palms".
39.	Views along Murphy Street to St Mary's Church and D'Aguilar Ranges in background to north and to summit of Denmark Hill to south.
40.	Extensive views to east from Thomas Street hilltop to Denmark Hill and to west from Denmark Hill to Thomas Street hilltop.
41.	View west from One Mile Bridge along Bremer River.
42.	View to south-east from Challinor Street to Flinders Peak.
43.	View to south-east from Noel Bale Park to Flinders Peak.
44.	View from Warwick Road to Challinor Centre.
45.	Views east and west along Traverser, North Ipswich Railyards.
46.	View north along West Street to St Mary's Church and Christian Brothers' Residence.

Potential Future View Corridors	
1a.	Future open space link adjoining Bremer River at West Ipswich/Leichhardt from Samford Road to Keogh Street.
2a.	Future open space link adjoining Bremer River at West Ipswich/Leichhardt from Thomas to Avon Streets.
3a.	Future open space link adjoining Bremer River at North Ipswich/Woodend from Sisters of Mercy Convent to Parnell Street.
4a.	Future open space link adjoining Bremer River at North Ipswich/Woodend from Parnell Street to Mihi Creek.

- (f) New uses and works on prominent hillsides or ridgelines are designed and located—
- (i) to conserve historic buildings, large mature trees and significant stands of vegetation, where possible;
  - (ii) to retain important skyline elements, including tree canopies for vegetated ridgelines and knolls; and
  - (iii) to retain and where possible enhance significant views into and out of the area.
- (g) New uses and works adjoining defined watercourses are designed and located—
- (i) generally in a manner which is subservient to the landscape;
  - (ii) to retain and where possible enhance views along the watercourse; and

- (iii) to conserve significant vegetation, where possible.

- (h) Roof design and the design and placement of roof top plant and equipment is complimentary to the appearance of a building, particularly where the roof of the building is prominent.

#### NOTE 4.3.3D

- (1) Where a proposal may have a significant townscape impact, a townscape appraisal or streetscape impact assessment may be required to be submitted under Planning Scheme Policy 2—Information Local Government May Request.
- (2) In some cases it will be sufficient to provide a locational plan, streetscape context drawings and photographs.

