

Brassall Planning Study

Date of Council Resolution

This guideline was adopted by Council on 14 December 2005, and takes effect on 23 January 2006, 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 and integration of development outcomes for the west Brassall area and to clarify Council's planning intent for the area.

This guideline is intended to resolve issues regarding strategic outcomes for the future development of the west Brassall area. Particular regard is given to the parks network, strategic road network, pedestrian / cycle network, drainage and openspace network, local centres network and future water and sewer alignments.

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.

Introduction to the study area

The Brassall study area is bounded by Ironpot Creek to the west, the Warrego Highway to the north, the Bremer River to the South and the Mihi Creek to the east. The total area is 6.5 km². The core study area comprises the western portion, generally to the west of Fernvale Road / High Street (See Figure 1).

The Ipswich Population Monitor (IPM) indicates that the current population within the study area is 5,547 persons, and the ultimate population for the area is forecasted to be 13,457 persons.

1. Key Planning Issues (Opportunities and Constraints)

(a) Topography

The study area is affected by varying levels of topography ranging from low lying areas registering 10-20m AHD along Ironpot Creek, to high points to the north and centre of the study registering up to and including 85m AHD.

One significant gully (Stream order 1, Bremer Catchment) runs north to southwest through the centre of the study area towards Ironpot Creek registering depths of up to 10m at certain points and is approximately 500m in length.

(b) Significant Vegetation

Significant Vegetation within the study area consists of areas identified by the VMA, desk top analysis and ground truthing. The VMA identifies one patch of 'endangered' ecosystem containing *Eucalyptus Tereticornis* along the northern stretches of Ironpot Creek, one patch of 'of concern' ecosystem containing *Eucalyptus Moluccana* and three patches of 'not of concern' ecosystem containing *Corymbia citriodora* and *Eucalyptus crebra*.

(c) Fauna Movement Corridors

Currently, fauna movement would be primarily contained to a north to south orientation along Ironpot Creek with an east to west link through to the former Brassall Quarry Reserve. The Brisbane Valley Regional Rail Corridor running north to south in the western quadrant of the study area may also facilitate fauna movement.

(d) Koala State Planning Policy

The study area is effected by the Interim conservation guideline for Koalas released in draft format by the EPA in June 2005. Area classifications under the Nature Conservation Plan for Koalas shows two affected areas within the study area – one to the east of Ironpot Creek and one to the west of Ironpot Creek. The area to the west of Ironpot Creek is a priority one classification area under the conservation plan and the area to the east of Ironpot Creek is a priority two classification.

(e) Mining

The total extent of previous mining activity in the study area is limited to one shaft and tunnel located in the north east of Lot 501RP806472. Thorough Geotechnical Assessment will need to be undertaken to determine the extent of the previous mining and to ascertain the level of risk. Remediation of this constraint should occur before development proceeds.

(f) Flooding

The study area is effected by the 1 in 100 flood line overlay and affects properties along Ironpot Creek to the west. The 1 in 20 development line overlay affects properties to the south and east of the study area.



(g) Regional and State Issues and Interests

The Brisbane Valley Regional Rail Corridor runs north to south through the study area and is identified by Council as a regional trail. Future development adjoining the corridor should create active residential frontages or soft, transparent edge treatments to encourage the safe future use of this easement as a regional pedestrian / cycle / bridle path corridor.

(h) ANEF

The Australian Noise Exposure Forecast overlay lies parallel with the western boundary of the study area, therefore noise impacts from overhead flight paths will impact on future development in the western areas of the study area only.

(i) Difficult Topography

The study area is affected by difficult topography. The majority of the steep topography is recorded as greater than 15% with one area in the centre of the study area registering as having greater than 25% slope. Hillside homes with post supported or split slab designs are recommended for these areas. (Refer section 11.4.10 and 11.4.11 of the Ipswich Planning Scheme and Appendix 2 of this guideline.)

2. Preferred Development Pattern Guidelines

1. Land Use

The land use concept master plan (See Figure 2) reflects the current zoning under the Ipswich Planning Scheme with the addition of possible future Level 3 Sport Parks sites, Level 3 Local Play and Picnic Park sites, linear openspace corridors and pedestrian/cycle paths.

An indicative local neighbourhood centre site is also shown in the vicinity of the intersection of Fernvale Road and Windle Road. Ultimate population figures and the Ipswich Planning Scheme Centres strategy highlight the need for this local centre within the study area.

The local neighbourhood centre is to consist of a small convenience store with up to 8 – 10 shops (eg. Newsagency, bakery, café) and not exceed 2000m² in gross floor area.

2. Future Road Network

The indicative future road network plan (See Figure 3) indicates the preferred strategic road network for collector roads and above.

Off road pedestrian/cycle paths are to be constructed along all collector roads and the linear openspace corridor running north to southwest along the main gully (adjacent to Windle Road) continuing east to the former Brassall Quarry Bushland Reserve.

Collector roads and distributor roads through the study area should be landscaped and treated with appropriate local plant species including mature shade trees to create tree planted boulevards.

Any future road connections to lots situated in the north west of the study area directly south of the Warrego Highway should be constructed as an extension of the Windle Road residential collector. Access to these lots from the Warrego Highway is not acceptable.

3. Openspace Network

The greenspace plan (See Figure 4) connects the existing linear openspace corridor along Ironpot Creek to the Haig Street Reserve to the east. It is intended that the gully running north to southwest through the centre of the study area (adjacent to Windle Road) be retained and remediated through a bioretention system and revegetated with local native plant species.

Pedestrian and cycle pathways are to be constructed along the eastern and northern edge of the proposed linear openspace corridor connecting to the expanded greenspace network and land uses beyond.

A Local Sports facility and Local Recreation Park is proposed to be located on Lot 477CH31188 adjacent to the Ironpot Creek linear openspace corridor on Windle Road as part of the wider local park network.

A second preference site for a Local Sports facility may be further investigated (if required) for location on Lot 405CC1710 on the corner of Keswick and Bramers Road, Karrabin. Issues surrounding the future extension of Keswick Road to Windle Road crossing Ironpot Creek are to be resolved before serious consideration can be given to this alternate future sports site.

Three additional Local Recreation Parks are strategically located throughout the study area –

1. In the vicinity of the Windle Road and Fernvale Road intersection preferably on the southern side of Windle Road, adjoining the proposed local neighbourhood centre.
2. Within or adjacent to the proposed linear openspace corridor connecting Ironpot Creek to the Haig Street Reserve on Lot 562CC783.
3. Within or adjacent to the existing Ironpot Creek linear openspace corridor in the north eastern corner of Lot 713RP889296.



These proposed sites are 'candidate' sites for the minimum number of required parks.

(4) Water Supply

The possible future water infrastructure plan (See Figure 5) indicates the existing and possible future water supply network and the extent of the future water supply service.

The existing water supply adequately services the existing developed areas, and the proposed water main network is required to service the western side of the catchment area and future development along Windle Road and Henry Street.

Where the scale of the development warrants, Integrated Urban Water Management should be incorporated into the design process in order to reduce overall water usage. Guiding principles and strategies for achieving integrated urban water management can be found in the discussion paper prepared by GHD for Ipswich Water in September 2004 entitled 'Integrated Urban Water Management Strategy'.

(5) Sewerage Network

The possible future sewerage infrastructure plan (See Figure 6) indicates two options for a possible future sewerage network to adequately service the study area. The proposed network of gravity mains is subject to further investigation and negotiation with developers to provide an efficient and cost effective sewerage system.

The red dotted line indicates a preferred sewerage alignment if aerial crossings prove to produce no adverse visual or environmental impacts.

The possible development of Lot 477CH31188 on Windle Road as a Local Sports facility reduces the need for a sewerage alignment to run adjacent to Ironpot Creek.

3. Urban Design Guidelines

The visual amenity and landscape character plan (See Figure 7) highlights the potential of the greenspace plan in association with targeted landscaped treatments along main approach routes and circulation roads to create a distinctive 'sense of place'.

If the future east west distributor is constructed, it is intended that it be developed as a distinctive tree planted boulevard.

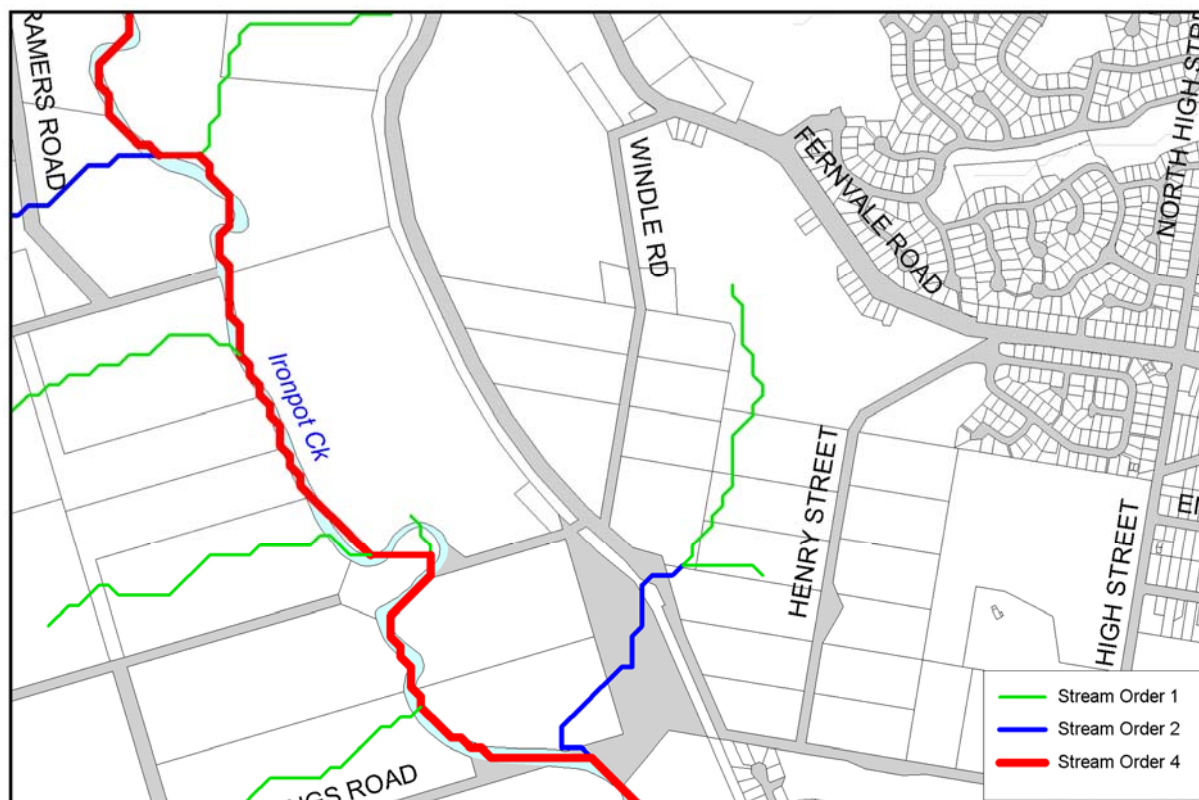
The residential collector network is also intended to have appropriate street planting and landscaping.

It is further intended that special landscape treatments occur at key entry locations to create inner and outer gateways at the corner of Windle Road and Fernvale Road, Henry Street and Fernvale Road and Workshops Street and Henry Street, and these locations are to be developed to provide the area with unique 'sense of arrival' points.

Internal and external views and vistas to areas of scenic value are to be retained and incorporated into the future design of the area. Views from the ridge line parallel with Fernvale Road to the corner of Windle Road and the possible future extension of Keswick Road, are to be retained where possible.



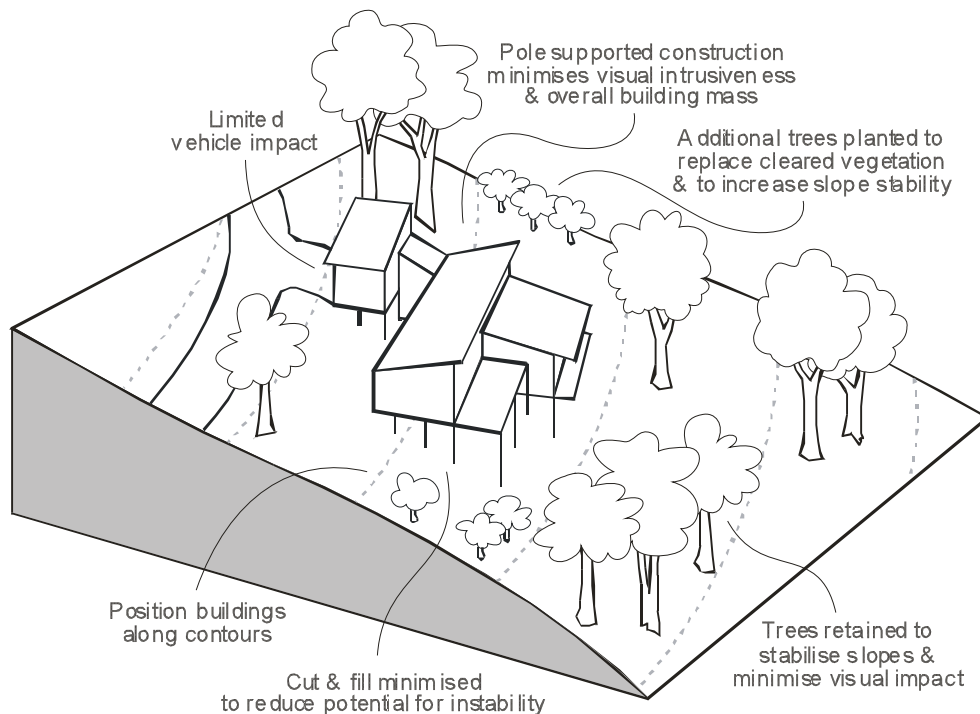
Appendix 1. Stream order, Bremer Catchment



Appendix 2. Acceptable building designs for areas constrained by steep topography

1. Post supported construction

Consistent Development



2. Split Slab construction

Consistent Development

