

Bellbird Park Planning Study

Date of Resolution

These guidelines were originally adopted by Council on 10 November 2009 and took effect from the 24 November 2009, in accordance with section 2.3(2) of the Planning Scheme. The guidelines were amended by Council:

- 19 June 2012 and took effect on 9 July 2012;
- 17 September 2014 and took effect on 29 September 2014; and
- 27 March 2018 and took effect on 23 April 2018.

Purpose of the Guideline

The purpose of this guideline is to assist in the co-ordination and integration of development outcomes for the west Bellbird Park 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 Bellbird Park area. Particular regard is to be given to the parks network, strategic road network, pedestrian / cycle network, greenspace network, and the major centres network.

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 Bellbird Park study area is bounded by Brennan Street to the north, Redbank Plains Road to the north and west, and Jones Road to the east and south (see Figure 1). The total area is 1.6 km².

The Ipswich Population Modeller (IPM) indicates that the current population in the study area is 2,014 persons, and the ultimate population for the area is forecasted to be 5,665 persons.

1. Key Planning Issues (Constraints and Opportunities)

(1) Urban Catchment Flow Path

The study area is affected by the Flooding and Urban Catchment Flow Path Areas Overlay Map (OV5). An urban stormwater flow path known as Happy Jack Gully, traverses properties along the eastern portion of the study area.

(2) Topography

The study area is affected by varying levels of topography, ranging from low lying areas at 33m AHD along Happy Jack Gully extending south to north-east through the eastern portion of the study area, to high points to the west and south of the study area up to 74m AHD.

(3) High Pressure Pipelines

The study area is affected by the High Pressure Pipelines Overlay Map (OV11). The high pressure gas pipeline runs east-west through the centre of the study area, through lots located between Harris Street and Verran Street. The high pressure oil pipeline traverses through the north of the study area, along Beaumaris Street and Buttler Street. This pipeline has been decommissioned and is unlikely to have any significant future impacts on development within the area.

(4) Character Place

Lot 122 RP102544 along Johnston Street, contains a Schedule 2 listed character dwelling known as 'Langley'. This dwelling shall be conserved in accordance with the Character Places Overlay Code.

(5) Significant Remnant Vegetation

Significant vegetation has been identified through desk top analysis and ground truthing in the northern section of the study area (see Figure 4). Opportunity exists to capitalise on bushland sensitive development to retain the significant remnant vegetation and natural topography in this area. Refer to Section 2(4) – Greenspace and Significant Vegetation of the guideline for further information.

(6) Existing Road Network

The study area is bound by a sub arterial (Jones Road) and arterial road (Redbank Plains Road). Development shall address these road frontages, however the provision of additional direct access points to sub arterial and arterial roads is not desirable.

2. Preferred Development Pattern Guidelines

(1) Land Use

The study area encapsulates relatively unconstrained and well located land with good development prospects. Over time, a range of development opportunities will re-invigorate the study area by bringing a greater intensity of community, retail, commercial and residential uses.



New development should capitalise on the strategic location and walkable environment of the study area's proximity to commercial uses, public transport and public open spaces, incorporating greater connectivity for pedestrian and vehicular traffic to the existing and future commercial and higher density residential uses.

The land use concept master plan (see Figure 2) proposes the consolidation of existing commercial uses in the area fronting Redbank Plains Road, between Jones Road and Jansen Street. This area is currently in the Residential Medium Density Zone and has been shown in a new Major Centres Zone (Secondary Business Area).

This area will support the Redbank Plains Primary Business Area to the west of the study area. The plan also proposes an expansion to the existing Residential Medium Density (RM2) Zone east, including land adjacent to Marlborough Street and Johnston Street, north to Verran Street.

The expanded Residential Medium Density Zone will support the Major Centre. The remainder of the study area reflects the current zoning under the Ipswich Planning Scheme with the addition of a possible future Level 3 Local Play and Picnic Park.

(2) Future Road Network

The indicative transport network masterplan (see Figure 3) indicates the preferred strategic road network for collector and higher order roads.

Collector roads and major collector roads through the study area are to be landscaped and treated with appropriate local plant species including mature shade trees to create tree planted boulevards. Such planting shall be in accordance with Ipswich City Council's Street Tree Strategy.

The access street network depicted in Figure 3 is indicative and subject to further detailed assessment. A detailed site plan depicting an integrated road network layout may be required to support development proposed in the study area.

Where possible, the use of cul-de-sacs and hatchet lots within development proposals should be avoided.

(3) Pedestrian and Cycle Network

The pedestrian and cycle network shall optimise walking and cycling opportunities by complementing the existing and proposed surrounding land uses, open space and transport networks (both public and private modes).

Off road pedestrian and cycle pathways shall be constructed to provide suburban and inter-suburban links (see Figure 3). Off road pedestrian and cycle pathways should be constructed along all collector roads and the proposed local access street network, and provide linkages between future internal access streets to suburban and inter-suburban roads, and public transport network.

(4) Greenspace and Significant Vegetation

- (i) Happy Jack Gully extends south to north-east through the eastern portion of the study area (alongside Jones Road). Development proposals should demonstrate the retention and remediation of Happy Jack Gully through, but not limited to, revegetation with local endemic plant species.

- (ii) Existing remnant native vegetation within the northern portion of the study area (see Figure 4) shall be retained pre and post development.

Employment of bushland sensitive development techniques will provide opportunities for the optimal retention of vegetation when incorporated in the design of developments. These techniques include:

- building location envelopes;
- larger lot sizes;
- site sensitive building construction methods;
- minimisation of clearing and earthworks; and
- the provision of supplementary planting.

- (iii) The flow on benefits of maintaining the longevity of these environmental assets includes:

- increased property and aesthetic values;
- retained and improved biodiversity;
- improved water quality;
- visual screening;
- soil conservation; and
- the maintenance of soil stability in the steeper portions of the study area.

Development within the identified bushland sensitive areas shall be designed and undertaken to provide for the use of appropriate construction methods in response to the sites' environmental and ecological attributes.

(5) Parks Strategy

An additional Local Recreation Park should be strategically located within the western portion of the study area, desirably in the vicinity of Johnston Street and Marlborough Street, between Jones Road and Borlase Street (see Figure 4).

The park should be suitably located to be easily accessible to the surrounding community and achieve the desired standards of service of Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3 – General Works.



(6) Water Supply

The existing water supply adequately services the existing developed areas. Future upgrades to the water supply infrastructure shall address demands due to population growth.

(7) Sewerage Network

The existing sewerage system adequately services the existing developed areas. Future upgrades to the sewerage infrastructure shall address demands due to population growth. The proposed network of gravity mains is subject to further investigation and negotiation with developers to provide an efficient and cost effective sewerage system.

(8) Stormwater Management

Where the scale of the development warrants, the implementation of good quality water sensitive urban design principles should be incorporated into the design process in order to reduce overall water usage.



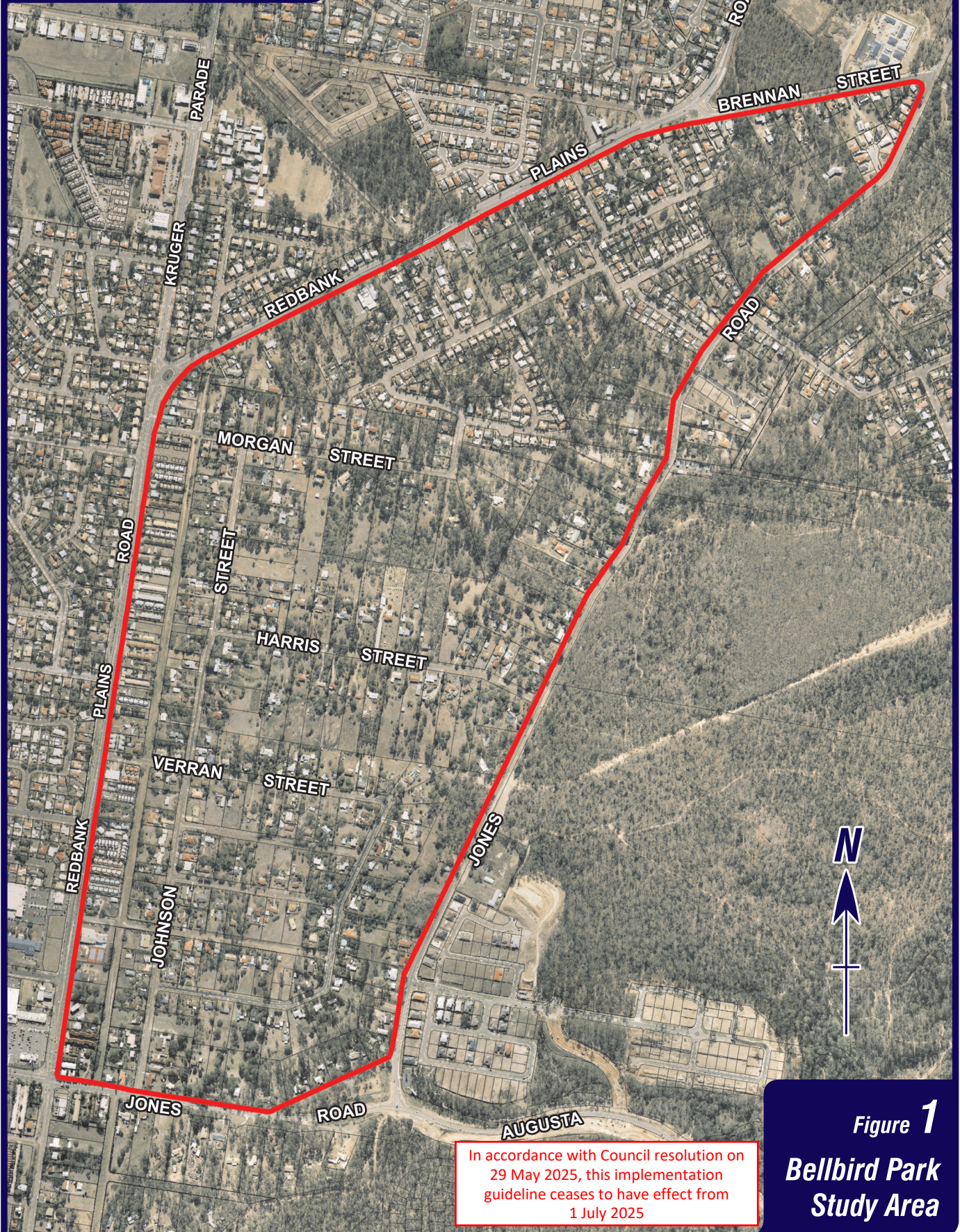
Overall Study Area



Ipswich Planning Scheme

April 2018

Legend



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

Figure 1
Bellbird Park Study Area

- Overall Study Area
- RL** Residential Low Density
- REC** Recreation
- SU** Special Uses
- RM** Residential Medium Density
- MC** Major Centres
- CON** Conservation
- SA** Special Opportunity
- P3 Proposed Level 3 Local Play & Picnic Park
- ★ Indicative Local Neighbourhood Centre
- Indicative Boundary, subject to further detailed assessment

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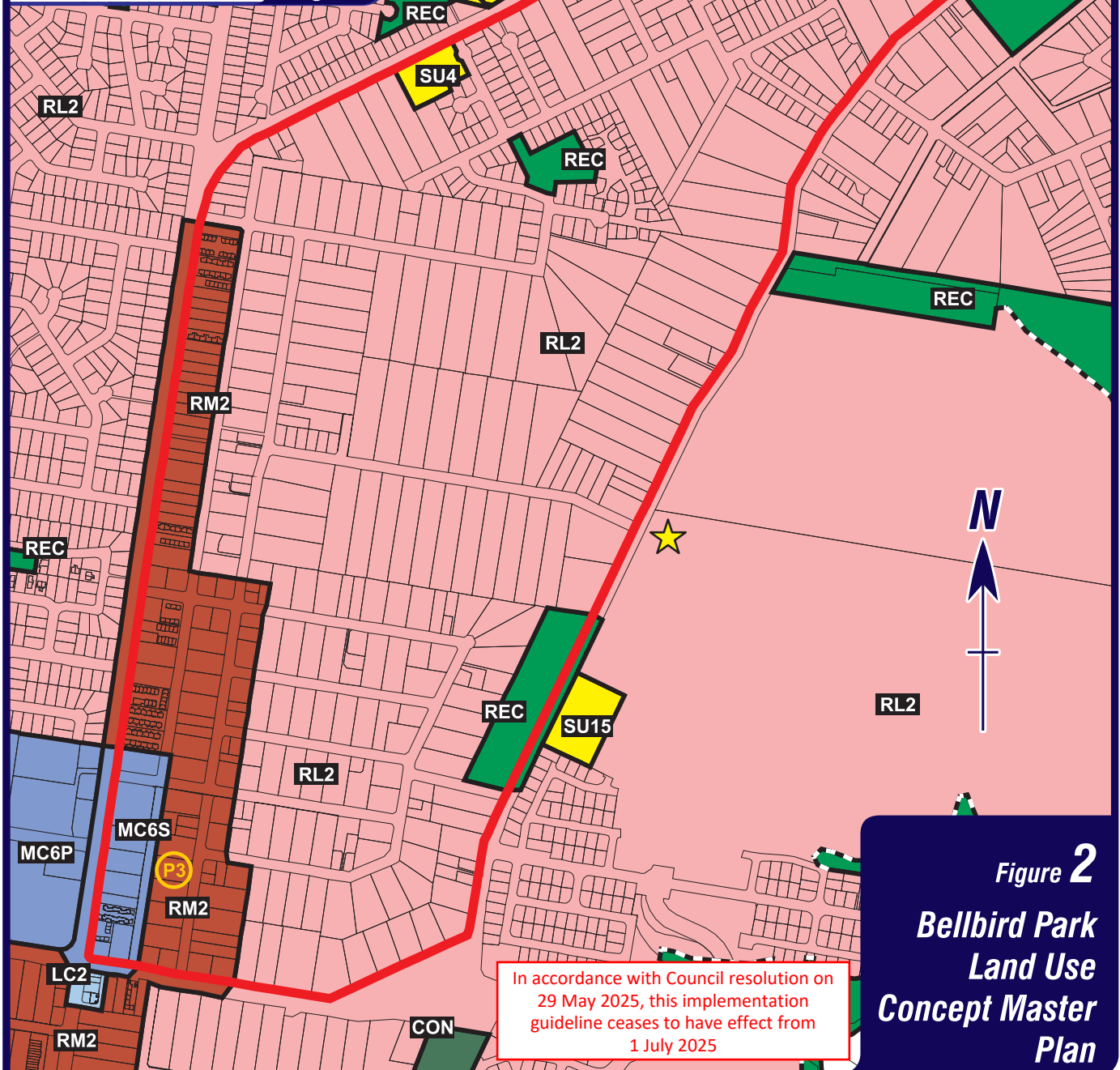


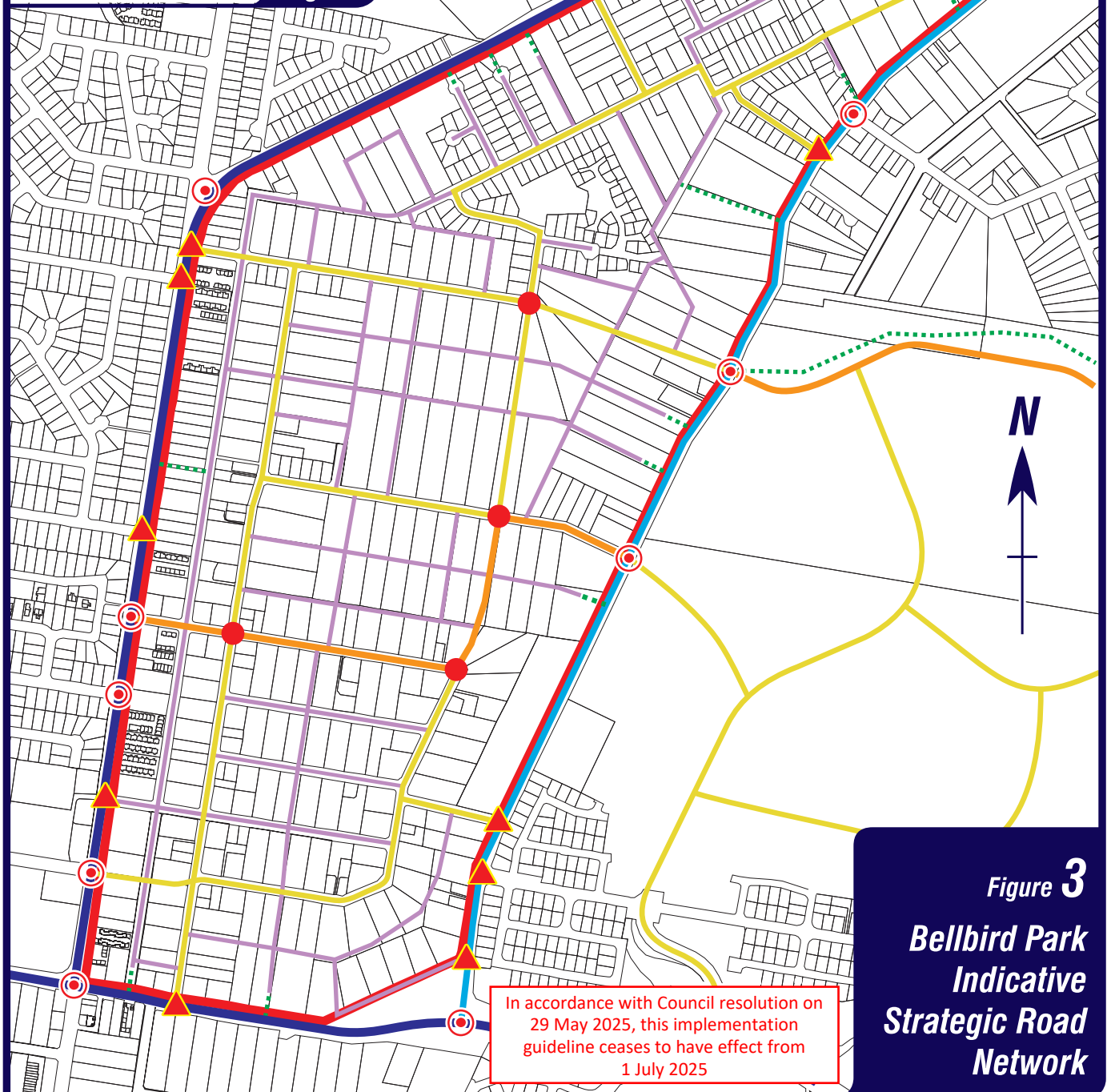
Figure 2
Bellbird Park
Land Use
Concept Master
Plan

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- Overall Study Area
- Intersuburban Link (Arterial)
- Suburban Link (Sub Arterial)
- Major Collector
- Collector
- Access Place/Access Street
- Pedestrian/Cycle Connection (Off Road)
- Roundabout
- Traffic Signals
- ▲ Left in/Left out

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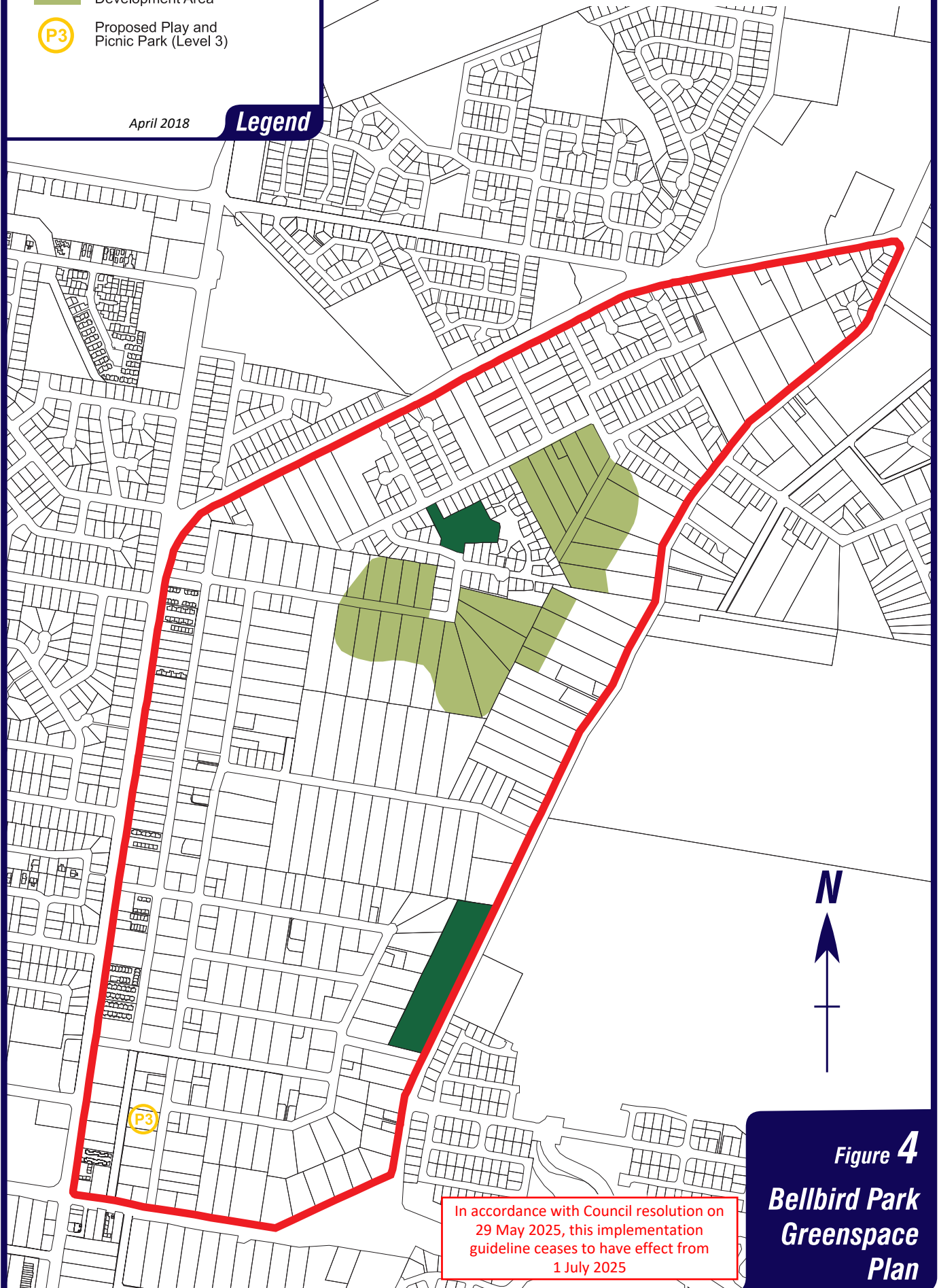
Figure 3
Bellbird Park
Indicative
Strategic Road
Network

-  Overall Study Area
-  ICC Owned Reserve/Conservation Area
-  Bushland Sensitive Development Area
-  Proposed Play and Picnic Park (Level 3)



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Figure 4
Bellbird Park
Greenspace
Plan