

Date:

11/11/11 *jm*

Exhibit Number:

988

QUEENSLAND FLOODS  
COMMISSION OF INQUIRY

## STATEMENT OF STIRLING JAMES HINCHLIFFE

I, **Stirling James Hinchliffe**, of c/- Level 18, Mineral House, 41 George Street, Brisbane in the State of Queensland, Minister for Employment, Skills and Mining, solemnly and sincerely declare:

1. I make this statement pursuant to a requirement dated 30 August 2011 served on me to provide information to the Queensland Floods Commission of Inquiry (the Requirement).
2. I am currently the Minister for Employment, Skills and Mining having been appointed to this position on 21 February 2011.
3. I was the Minister for Infrastructure and Planning between 26 March 2009 and 21 February 2011. In that capacity, I had administrative responsibilities for local government and planning matters for all areas in Queensland. This included responsibility for administering the *Urban Land Development Authority Act 2007* (ULDA Act).
4. Section 7 of the ULDA Act requires the declaration of an urban development area (UDA) to be made by regulation. Section 8 of the ULDA Act also requires that the same regulation make an interim land use plan (ILUP) which regulates development in that UDA.
5. I wish to clarify that, as responsible Minister for the ULDA Act, my role in the declaration of a UDA and associated ILUP was to seek Cabinet endorsement of a recommendation to Governor in Council for the making of a declaration regulation. Only those UDAs listed in item 1 (d) and (j) of the Requirement were declared during my tenure as Minister for Infrastructure and Planning.
6. Importantly, it is government policy that any proposed declaration of a UDA and ILUP be submitted to Cabinet prior to being recommended to the Governor in Council for the making of a regulation. As such, my decisions in relation to the UDAs listed in item 1 (d) to (j) were not final; they were decisions for government consideration and approval through the Cabinet process.
7. With respect to items numbered 1 to 3 of the Requirement, as there is considerable overlap in the topics covered by these items, I propose to deal with these matters together.

**Item 1: A summary of the process Mr Hinchliffe, in his capacity as Minister for Planning, undertook, including information about what (if any) reliance was placed on materials and advice from other departments and a description of this information, with specific reference to flood risk, in order to declare Urban Development Areas in the following locations:**

- a. Bowen Hills
- b. Northshore Hamilton
- c. Fitzgibbon
- d. Oonoonba
- e. Clinton
- f. Andergrove
- g. Woolloongabba
- h. Blackwater
- i. Moranbah
- j. Roma

**Item 2: Information about what Mr Hinchliffe, in his capacity as Minister for Planning, took into account when approving the Interim Land Use Plans prepared by the Urban Land Development Authority for each of the Urban Development Areas listed in topic 1.**

**Item 3: Information about what Mr Hinchliffe, in his capacity as Minister for Planning, took into account when declaring each of the Urban Development Areas listed in topic 1.**

8. The declaration of the Bowen Hills, Northshore Hamilton and Fitzgibbon UDAs (item 1 (a) to (c)) occurred prior to my appointment as the Minister for Infrastructure and Planning on 26 March 2009. Consequently, I am not in a position to comment in any detail on the process undertaken. However, I am advised that the process for identification of these initial three UDAs was a direct outcome of sites identified in the Queensland Housing Affordability Strategy (Attachment 1).
9. The declaration of the UDAs listed in item 1 (d) to (j) of the Requirement occurred while I was the Minister for Infrastructure and Planning. The information I provide in this statement in response to items 1 to 3 of the Requirement is therefore in relation to those UDAs.
10. In October 2009, in my capacity as the then Minister for Infrastructure and Planning, I wrote to all of my Ministerial colleagues to advise them that I had asked the ULDA and the then Department of Infrastructure and Planning to commence the necessary consultation with State agencies, local governments and local communities to enable Government to support the declaration of new sites as UDAs in stages across three proposed new program areas, namely regional housing diversity, resource town's housing affordability and South East Queensland strategic sites (Attachment 2).
11. Since then the ULDA has taken the lead role in identifying and evaluating potential UDAs and recommending suitable UDAs for declaration, although the responsibility for the formal administrative process of drafting the necessary documents to support a declaration rests with the Department of Local Government and Planning (DLGP).



12. The initial assessment of whether a potential UDA is suitable for declaration considers the best available information across a broad range of matters. In relation to flooding, this is usually the information provided in the local government planning scheme including flood overlay maps. The initial assessment also includes discussions with the relevant local government and other key stakeholders such as infrastructure provider agencies.
13. As part of this process of determining appropriate areas to declare as UDAs, the ULDA normally prepares a discussion paper setting out the key characteristics and issues for a proposed UDA. This paper provides the basis for discussion at a whole-of-Government meeting convened by DLGP. The ULDA is invited to present and both ask and respond to questions at this meeting with State agencies. A typical sample of the discussion papers, maps and associated correspondence prepared for the then proposed Blackwater and Moranbah UDAs is provided at **Attachment 3**.
14. Following this initial meeting, the ULDA uses the discussion paper and feedback provided by State agencies and works with DLGP to refine development of the UDA boundary, the draft ILUP and draft Government objectives to guide the planning and development of each UDA. The ULDA then seeks comments on these proposals from all relevant State agencies, including DLGP.
15. The Department of Community Safety and the Department of Environment and Resource Management generally provide comments on the need to ensure the State interest in flooding issues, as reflected in State Planning Policy 1/03 *Mitigating Adverse Impacts from Bushfire, Flood and Landslide* (SPP1/03) (if relevant to the UDA), is addressed in the ILUP for the particular UDA.
16. DLGP works with the ULDA to ensure comments are appropriately addressed prior to preparing the relevant documentation for Cabinet consideration. Planning issues, including constraints such as flooding, are generally discussed in either the Cabinet submission, addressed in the ILUP or discussed in the table of State agency comments attached to the Cabinet submission. Documentation typically presented to me prior to subsequent consideration by Cabinet includes –
  - a. a briefing note accompanying the Cabinet submission
  - b. Cabinet submission
  - c. attachments to the Cabinet submission which typically include –
    - i. map of the proposed UDA
    - ii. the ILUP
    - iii. government objectives for the UDA
    - iv. table of State agency consultation
    - v. community engagement implementation plans
    - vi. draft media statement
17. A brief description of each UDA and associated ILUP which came into effect when I was the responsible Minister, including the information I took into account in that process, is provided below.

Ooononba, Clinton, Andergrove

18. I have grouped these three UDAs together as the information regarding the areas and ILUPs came to me together as part of the same Cabinet submission.
19. The Ooononba, Clinton and Andergrove UDAs fell under the regional housing diversity program area, the aim of which is to demonstrate quality, high density planning and development outcomes and deliver affordable housing outcomes through diversity of lot and house sizes.
20. The proposed sites were determined through consultation with the ULDA, State agencies and the relevant local councils. Background reports containing information on the sites, proposed boundaries, and the proposals for areas within the sites which may be developed under an ILUP were sent to State agencies accompanied by a request to provide a response and any further input into the ULDA's preparatory work for each of the sites. Consultation for the Ooononba, Clinton and Andergrove UDA sites included the Department of Environment and Resource Management and the Department of Community Safety, as agencies with responsibilities to comment in relation to any issues concerning flooding of the proposed areas under consideration (**Attachment 4**).
21. In the "Principles and development requirements" section of each of the ILUPs, under the sub-heading "Environment and sustainable development", the following principles and requirements, relevant to flooding, are included:

*"Principle*

*Development delivers:*

- ...
- *protection from flood and bushfire risk*
- ...

*Requirements*

*The design, siting and layout of development:*

- ...
- *appropriately manages floodwater and stormwater*
- ...

Furthermore, under Schedule 3 : Information to support development (which sets out information which may be required in support of development in the UDA), the following statement is included under the heading "Flooding and Stormwater":

*"A report may be required to demonstrate that:*

- i. there is no worsening and where possible, improvement to flooding and stormwater problems on surrounding land*

- ii. *building pads, essential services and at least one access road on the development site will be 300mm above all floods up to and including the 100 year Average Recurrence Interval (100y ARI) and*
- iii. *habitable floor levels will be 500mm above 100y ARI."*

A copy of each of the ILUPs is attached and marked **Attachments 5, 6, and 7.**

*Oonoonba, Townsville*

- 22. The Oonoonba site is located approximately 3 kilometres south of the Townsville CBD and has an area of 82.96 hectares (**Attachment 8**).
- 23. During the consultation process, the Oonoonba UDA was identified as possibly being subject to storm tide inundation because of its proximity to the Ross River. I was advised that these potential impacts would be taken into account during the preparation of the development scheme as the early release stages were largely unaffected by these potential impacts and were, in any event, to be further investigated during development assessment.

*Clinton, Gladstone*

- 24. Clinton is located approximately 6 kilometres south of Gladstone CBD and has an area of 26.1 hectares (**Attachment 9**).
- 25. In the material provided to me, there was no information which raised specific concerns in relation to flooding for this UDA.
- 26. However, I note that the ILUP includes reference to the design, siting and layout of development and the management of floodwater and stormwater.

*Andergrove, Mackay*

- 27. Andergrove is located approximately five kilometres north of the Mackay CBD and has an area of 22.15 hectares (**Attachment 10**).
- 28. In the material provided to me, there was no information which raised specific concerns in relation to flooding for this UDA.
- 29. I also note that while the final development scheme does not include flood immunity requirements, the Andergrove UDA sits between 4 metres and 10 metres AHD, with residential development generally proposed in areas above 8 metres AHD. The Mackay Planning Scheme Flood and Inundation Management Overlay indicates the site is well beyond the limit of inundation of riverine flooding.

#### Woolloongabba, Brisbane

30. The Woolloongabba UDA is strategically located to make best use of valuable inner city land offering an opportunity to develop a mix of high density residential, commercial, retail and community uses focussed around the busway and future rail station (**Attachment 11**).
31. In the material provided to me, there was no information which raised specific concerns in relation to flooding for this UDA.
32. While the declaration and ILUP did not include flood immunity requirements, I am advised that the Woolloongabba UDA is situated on land that sits between 10 and 20 metres above the Australian Height Datum (AHD), well above any potential riverine flood risk. It is widely reported that the 2011 floods reached a level of 4.46 metres (AHD) in the city section of the Brisbane River on 13 January 2011.

#### Blackwater, Moranbah, Bowen Street -- Roma

33. I have grouped these three UDAs together as the information regarding the areas and ILUP came to me together as part of the same Cabinet submission.
34. The Blackwater, Moranbah, and Bowen Street – Roma UDAs fell under the resource towns housing affordability program area, the aim of which is to assist in relieving housing stress associated with significant population growth driven by the expansion of key resource industries in the Bowen and Surat Basins.
35. The proposed sites were determined through consultation with the ULDA, State agencies and the relevant local Councils. Consultation for the Blackwater, Moranbah and Roma UDA sites included the Department of Environment and Resource Management and the Department of Community Safety, as agencies with responsibilities to comment in relation to any issues concerning flooding of the proposed areas under consideration (**Attachment 12**).
36. The “Principles and development requirements” section of each of the ILUPs contains the same statements as those detailed in paragraph 22 above.

A copy of each of the ILUPs is attached and marked **Attachments 13, 14 and 15**.

#### *Blackwater, Central Highlands Region*

37. The Blackwater UDA site encompasses the full extent of the town to the north side of the Capricorn Highway (**Attachment 16**).
38. In the material provided to me, there was no information which raised specific concerns in relation to flooding for this UDA. However, I note that the ILUP includes reference to the design, siting and layout of development and the management of floodwater and stormwater.

*Moranbah, Isaac Region*

39. The Moranbah UDA site encompasses vacant land as well as an unused part of the golf club and a small portion of sites containing privately owned residential dwellings or industrial operations (**Attachment 17**).
40. During the consultation process, the Moranbah UDA was identified as having areas in it subject to localised flooding. I was advised that further investigations would take place in relation to this and other issues as part of preparation of the development scheme, and that in the interim all development in this area would be prohibited.
41. During the State agency consultation, the Department of Community Safety also gave the following response:

*“DCS requires consideration of the following interests to inform the Statement of Government Objectives for the UDA, which will accompany the declaration through Cabinet:*

- Minimising the adverse impacts of flood, bushfire and landslide through reflection of the State Planning Policy 1/03 Outcomes;”*

This was noted by DLGP officers as part of the consultation process. I am advised that, although I was not the Minister at the time of the final development scheme, the scheme requires development to appropriately mitigate flood hazards. A copy of the results of State agency consultations is attached and marked **Attachment 18**.

*Bowen Street – Roma, Maranoa Region*

42. The Roma UDA site is located approximately 1.5 kilometres west of the Roma town centre (**Attachment 19**).
43. In the material provided to me, there was no information which raised specific concerns in relation to flooding for this UDA.
44. The flood mapping overlay included in the Planning Scheme for the Town of Roma shows that the Roma UDA is well above a 1 in 100 year flooding event. I am advised that the 1 in 100 year flooding event occurs at around 300 metres AHD in Roma. The Roma UDA sits on land that falls between 314 and 324 metres AHD

**Item 4: Information about what Mr Hinchliffe, in his capacity as Minister for Planning, took into account when approving the development schemes for each of the Urban Development Areas listed in topic 1, including whether he required such development schemes to appropriately reflect State Planning Policy 1/03.**

**Item 5: If Mr Hinchliffe did not require the proposed development schemes for the Urban Development Areas listed in topic 1 to appropriately reflect the State**

Planning Policy 1/03, the extent to which he, in his capacity as Minister for Planning, had regard to the State Planning Policy 1/03 in relation to flooding when assessing such development schemes.

45. For reasons which appear below, it is convenient to deal with items 4 and 5 together.
46. Under s.33 of the ULDA, Act a development scheme does not take effect until it has been approved under a regulation.
47. As detailed in my response to item 1 of the Requirement, the initial assessment of whether a potential UDA is suitable for declaration considers the best information available on a broad range of matters. One of the matters considered is avoiding the impacts of hazards such as flooding. The policy intent prior to the introduction of the *Urban Land Development Authority Bill 2007* supported the 'front loading' of State interests during the preparation of a development scheme by the ULDA. The 'front loading' of State interests provides a whole-of-government position on planning issues that are considered by the ULDA during the preparation of a development scheme and, where relevant, expressed in the final development scheme.
48. As with many urban areas in Queensland, UDAs will include areas that have the potential to flood.
49. The expectation of government is that the planning process will proceed, in this instance by the ULDA, to ensure flood risks are mitigated and land uses are allocated appropriately. For example, land uses that are not inconsistent with flooding are frequently allowed by local governments such as sporting fields and parks.
50. In addition, Part 3 of the ULDA Act provides for the making of a development scheme by the ULDA and the content of that development scheme. In making a development scheme, s.23(5) requires the ULDA to consider, but is not bound by, a plan, policy or code relevant to the UDA made under the *Sustainable Planning Act 2009* or another Act.
51. However, in order to achieve one of the main purposes of the Act, namely facilitating planning principles that give effect to ecological sustainability, the ULDA, where appropriate, appropriately reflects State Planning Policy 1/03 in its development schemes.
52. Development schemes for the following UDAs were approved while I was the responsible Minister:

Bowen Hills  
Northshore Hamilton  
Fitzgibbon  
Clinton  
Andergrove

A brief description of each of these development schemes, and the information I took into account when considering the proposed schemes, is provided below.

#### Bowen Hills

53. Bowen Hills is a strategic site in inner city Brisbane, given its proximity to public transport, public recreation and employment and entertainment precincts such as the Brisbane CBD, Fortitude Valley and Royal Brisbane Hospital.
54. I was advised that consultation was undertaken with State agencies, the Brisbane City Council and other major government stakeholders during the development of the development scheme.
55. I was advised that through consultation potential State interests associated with development intended within the UDA were "front loaded" into the development schemes where appropriate. These State interests included the flood component of SPP1/03.
56. The final development scheme included provisions relating to flood immunity. This included references to development being in line with SPP1/03 and lot design requirements to address site constraints, including flooding (Attachment 20).
57. Based on the information provided to me, I was satisfied that the proposed development scheme adequately addressed flooding issues where appropriate.
58. The flood mapping available suggests that the UDA flooding in the 2010-2011 flood event was contained to the existing general industrial uses and public recreational areas identified in the development scheme and the previous Brisbane planning scheme. I am of the understanding that no proposed residential areas of the UDA flooded. The extent of the flood water over the UDA is demonstrated in Attachment 21.

#### Northshore Hamilton

59. Northshore Hamilton was owned in part by the Port of Brisbane Corporation and in part either under the ownership or regulatory control of Brisbane City Council (Attachment 22).
60. Prior to the ULDA, Brisbane City Council and the Port of Brisbane Corporation worked in collaboration to prepare a *Draft Northshore Hamilton Neighbourhood Plan* that was proposed to be incorporated as an amendment to Brisbane City Council's planning scheme, CityPlan 2000 (Attachment 23).
61. The planning objective of both the State and local government was to relocate port development to the mouth of the Brisbane River and allow this inner city area to be redeveloped for urban purposes.

62. I was advised that through consultation potential State interests associated with development intended within the UDA were “front loaded” into the development schemes where appropriate. These State interests included the flood component of SPP1/03.
63. The final development scheme included provisions relating to flood immunity. This included references to development being in line with SPP1/03 and lot design requirements to address site constraints, including flooding (**Attachment 24**).
64. Based on the information provided to me, I was satisfied that the proposed development scheme adequately addressed flooding issues where appropriate.
65. The flood mapping available suggests that the UDA only flooded during the 2010 – 2011 flood event in areas set aside for recreational purposes, such as the existing Royal Queensland golf course.
66. The extent of the flood water over the UDA is demonstrated in **Attachment 25**.

#### Fitzgibbon

67. The Fitzgibbon UDA was a large parcel under the ownership of the then Queensland Department of Housing. It also included land owned or controlled by Brisbane City Council (**Attachment 26**).
68. I was advised that consultation was undertaken with State agencies, the Brisbane City Council and other major government stakeholders during the development of the development scheme.
69. I was advised that through consultation potential State interests associated with development intended within the UDA were “front loaded” into the development schemes where appropriate. These State interests included the flood component of SPP1/03.
70. The final development scheme included provisions relating to flood immunity. This included references to development being in accordance with flood mitigation strategies and planning and design required to achieve appropriate flood immunity levels in accordance with the Brisbane City Council’s Subdivision and Design Guidelines (**Attachment 27**).
71. Based on the information provided to me, I was satisfied that the proposed development scheme adequately addressed flooding issues where appropriate.
72. The flood mapping available suggests that residential areas in the UDA did not flood (**Attachment 28**). DLGP have also been advised by the ULDA that this UDA did not flood (**Attachment 29**). Furthermore, I am advised that the Fitzgibbon UDA included open space areas and drainage channels specifically designed to manage stormwater.



73. Notwithstanding the above, I am advised that the ULDA has subsequently undertaken further studies in August 2010, leading to the preparation of flooding and stormwater management plans for development in Fitzgibbon (Attachment 30).

Clinton, Gladstone

74. Clinton UDA is owned by the Department of Communities and the Department of Education and Training and is a 26 hectare site approximately six kilometres south-west of Gladstone CBD.
75. I was advised that extensive consultation was undertaken with State agencies, and Gladstone Regional Council in the preparation of the development scheme. The development scheme was supported by the Gladstone Regional Council.
76. During the consultation process, the ULDA consulted with the State agencies that have roles and responsibilities in relation to the flood component of SPP1/03. This included the Department of Environment and Resource Management and the Department of Community Safety (DCS). The following DCS comments appeared in the submissions report (Attachment 31) which formed part of the material briefed to me for my consideration of the proposed development scheme:

*"the scheme does not address the requirements of the State Planning Policy (SPP) 1/03 – Mitigating the Adverse Impacts of Flood Bushfire and Landslide. At an appropriate time in the planning process, DCS requires information regarding mitigation of natural hazards"*

to which the ULDA response was:

*"The development scheme addresses State Planning Policy 1/03 to the extent required by the Policy. Landslide is not an issue and the development will be above 100 year ARI. Bushfire risk for Clinton is low. The development scheme also calls up guidelines which specifically mention SPP1/03 as the relevant document for these issues."*

77. Based on the information provided to me, I was satisfied that the proposed development scheme adequately addressed flooding issues where appropriate.
78. While the final development scheme did not include flood immunity requirements, I am advised that the Gladstone Planning Scheme Overlay – "probable river/creek flood extents (100 year ARI)" identifies that at its closest point to the UDA, potential inundation occurs at about 18 metres AHD. The lowest point of natural ground level within the UDA is around 20 metres AHD.

Andergrove, Mackay

79. Andergrove UDA is owned by the Mackay Regional Council and is a 22.15 hectare site approximately 5 kilometres north of the Mackay CBD.

80. I was advised that extensive consultation was undertaken with State agencies, and Mackay Regional Council in the preparation of the development scheme. The development scheme was supported by Mackay Regional Council.

81. During the consultation process, the ULDA consulted with the State agencies that have roles and responsibilities in relation to the flood component of SPP1/03. This included the Department of Environment and Resource Management and DCS. The following DCS comments appeared in the submissions report (Attachment 32) in the material briefed to me:

*" the scheme does not address the requirements of the State Planning Policy (SPP) 1/03 – Mitigating the Adverse Impacts of Flood Bushfire and Landslide. At an appropriate time in the planning process, DCS requires information regarding mitigation of natural hazards"*

to which the ULDA response was:

*"The development scheme addresses State Planning Policy 1/03 to the extent required by the Policy. Landslide is not an issue and the development will be above 100 year ARI. The development scheme also calls up the ULDA Environment and Sustainable Development guidelines (soon to be available) which will specifically reference SPP 1/03 as the relevant document for these issues."*

82. Furthermore the submissions report also stated that:

*"Flood studies indicate that the land is not subject to coastal or riverine flooding. Local stormwater will be managed so that no increase in water levels will be experienced offsite as a result of the development. Through improved stormwater management the development is expected to improve water quality in the wetlands."*

83. Based on the information provided to me, I was satisfied that the proposed development scheme adequately addressed flooding issues where appropriate.

84. While the final development scheme did not include flood immunity requirements, the Andergrove UDA sits between 4 metres and 10 metres AHD, with residential development generally proposed in areas above 8 metres AHD. The Mackay Planning Scheme Flood and Inundation Management Overlay indicates the site is well beyond the limit of inundation of riverine flooding.

**Item 6: Details of any steps and/or measures taken by Mr Hinchliffe, in his capacity as Minister for Planning, to amend a draft or finalised development scheme to ensure that the risk of flooding was adequately accounted for in each of the Urban Development Areas listed in topic 1.**

85. There was no occasion in my former capacity as Minister for Infrastructure and Planning to amend a draft or final development scheme. Although I am not in a position to make comment or provide an opinion in relation to any amendments, I

am aware my Ministerial colleague the Deputy Premier and Attorney-General, Minister for Local Government and Special Minister for State amended the Oonoonba Development Scheme by way of a clarifying footnote to make clear that the Defined Flood Event for the Oonoonba UDA is the 100 year ARI. I am advised that the footnote appears on page 9 of the Oonoonba Development Scheme.

**Item 7: Details of the steps, if any, were taken by Mr Hinchliffe, in his capacity as Minister for Planning, to ensure development schemes for the Urban Development Areas listed in topic 1 takes into account the risk of flooding or appropriately reflects the SPP1/03 with respect to floods.**

86. This matter has been addressed in the response to issues detailed above.

87. A review of the ILUPs and development schemes which came into effect while I was responsible Minister, with the exception of Woolloongabba, Clinton and Andergrove (as previously identified), have included requirements for development to respond to flood mitigation requirements (**Attachment 33**).

I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of the *Oaths Act 1867*.

Signed .



Stirling James Hinchliffe MP

Taken and declared before me, at Brisbane this 13 day of September 2011.

Witness . . . . .

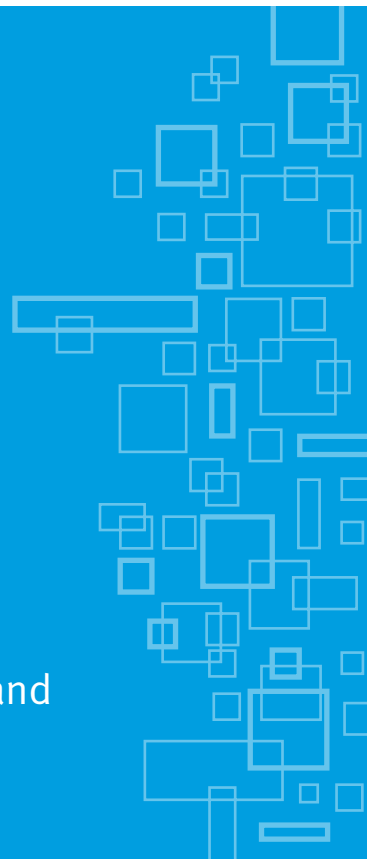


Dean Andrew Misso  
Solicitor



# Delivering the Queensland Housing Affordability Strategy

Greenfield land supply in South East Queensland



## Queensland Housing Affordability Strategy

The Queensland Government released the Queensland Housing Affordability Strategy (the Strategy) in July 2007 to ensure that the state's land and housing is on the market quickly and at the lowest cost.

The Strategy identified several initiatives to be delivered by the Queensland Government, some of which have already been delivered such as:

- establishing an Urban Land Development Authority
- implementing changes to the planning and development assessment process.

Another main aim of the Strategy is to increase the short to medium term supply of greenfield land in South East Queensland (SEQ).

The Queensland Government has already clearly identified lands for urban development in SEQ through the Urban Footprint of the *South East Queensland Regional Plan 2005-2026* (SEQ Regional Plan).

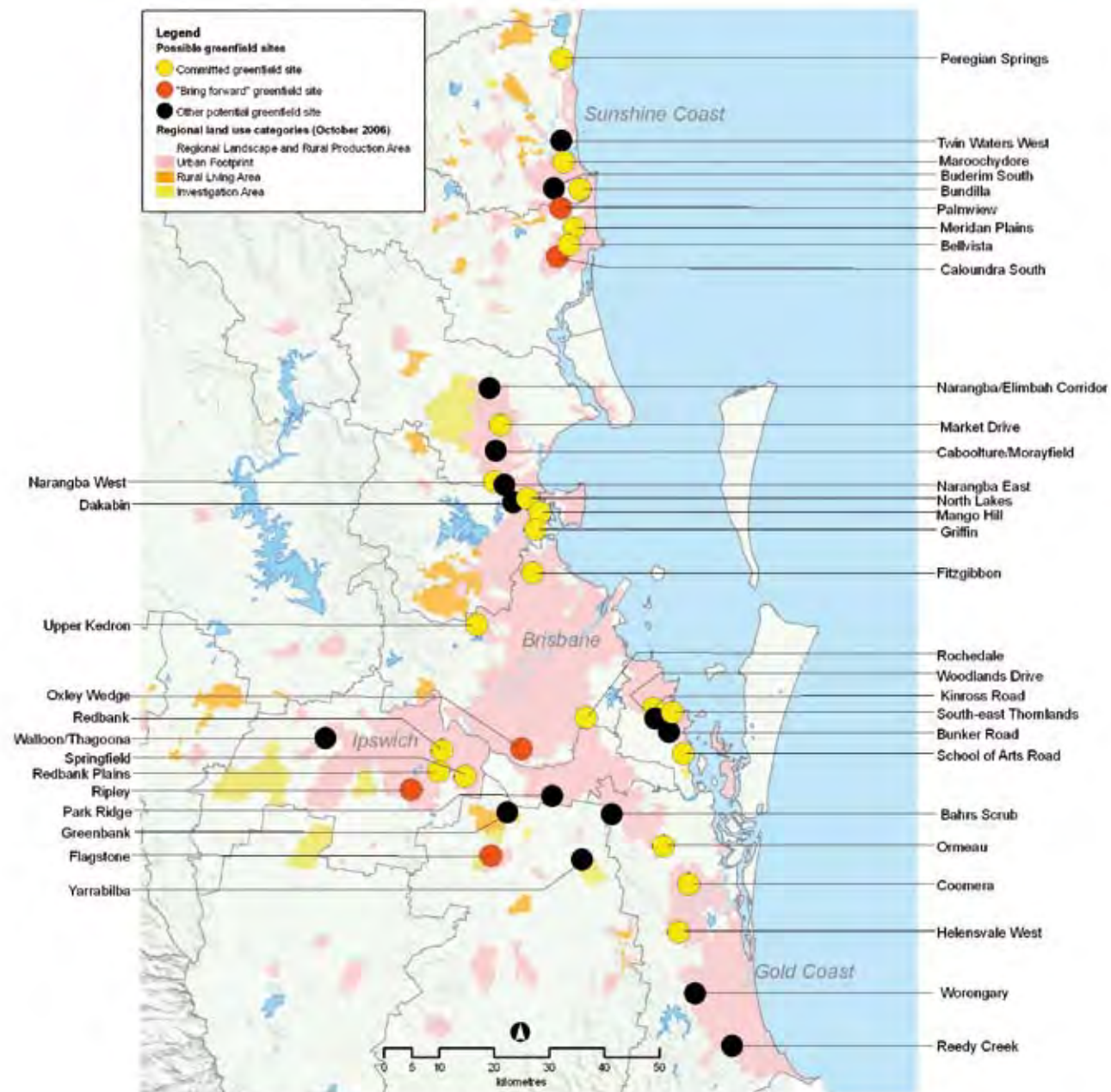
The greenfield land supply strategy is about ensuring appropriate and available land in the Urban Footprint is brought to the market in a timely, cost-effective and efficient manner.

## South East Queensland greenfield land review

Greenfield lands are areas of undeveloped land in the Urban Footprint suitable for urban development. Greenfield lands are generally located on the fringes of existing urban areas and often require significant extension or provision of new infrastructure and transport services to facilitate development.

The state government has recently undertaken a review of greenfield land in the Urban Footprint to identify parcels that could commence development in the short term.

The review identified around 42 greenfield areas, ranging in size from 100ha to 5,000ha which are either 'committed' or 'potentially' available for development.



Information on this map is not intended for reference to specific parcels of land, and should be treated as indicative only and subject to ongoing refinement.

The Southern Region Division, Department of Infrastructure and Planning does not guarantee or make representations as to the accuracy or completeness of the information shown on this map, nor does it accept responsibility or liability for any loss or damage arising from its use.

**Committed areas** have a combination of the following characteristics:

- established or committed infrastructure
- urban zoning
- existing development approvals
- advanced planning in place
- limited development impediments
- consolidated land ownership or agreements
- short term development timeframe (0-5 years).

**Potential areas** (bring forward and other) have a combination of the following characteristics:

- outlying from existing activity centres and services
- suitable for urban development
- regulatory planning frameworks not in place
- inadequate infrastructure
- fragmented land ownership
- currently identified for possible development in the medium to long term (10-20 years) but are capable of being developed in the short to medium term.





## Bring forward objective

SEQ is experiencing significant and sustained growth, with a forecast average of around 50,000 to 60,000 new residents per year to 2026.

The 42 identified greenfield areas total around 40,000 hectares of land potentially suitable or available for development within the Urban Footprint. The greenfield areas have the capacity to accommodate around 240,000 new dwellings or up to 600,000 people, based on a range of assumptions such as utilising only half of the site areas for residential development (taking into account non-residential uses and land constraints) with an average net density of 12 dwellings per hectare and 2.5 persons per dwelling. The dwelling potential and population capacity will vary for each area, recognising the individual opportunities some sites will have for higher densities and mixed use development or individual physical characteristics which may reduce yield.

There are also a number of regional challenges with developing the greenfield areas. A significant amount of the land is outside the current local government planning scheme development areas and are generally targeted for meeting growth demands post 2016. Additionally, not all of the greenfield land will be designated for

residential development, as the region's urban fabric needs to provide for a range of activities including residential, employment, infrastructure, recreation, open space and environmental management. Robust planning processes are required to identify lands most appropriate for residential and mixed-use activities.

The identified areas will potentially accommodate 75 per cent of the targeted greenfield growth to 2026 under the SEQ Regional Plan (2005). The balance of greenfield growth is to be accommodated through existing development fronts, inland urban centres and greenfield sites less than 100 hectares.

## Bring forward principles

The following principles will guide the Queensland Government's actions to accelerate the development of greenfield areas:

1. The action plan only applies to land within the SEQ Regional Plan Urban Footprint.
2. The development of greenfield areas must be spread across SEQ so that growth pressures are not concentrated in one area alone.
3. Greenfield areas must be planned and delivered as integrated communities with access to employment opportunities.
4. The planning approval process will be managed by the relevant local government.
5. The efficient, timely and cost-effective delivery of infrastructure is critical to the development of greenfield areas.
6. Development will provide a mixture of housing needs and contribute to reducing regional housing affordability stress.
7. Planning and approval processes must be streamlined and facilitate the development of appropriate areas.
8. The action plan must deliver certainty for government and industry investment (i.e. time and resources).



Photo supplied by Delfin

## Committed areas – bring forward actions

South East Queensland has significant greenfield areas that are already appropriately zoned or designated for development within the Urban Footprint. These include areas such as:

- Maroochydoore and Meridan Plains on the Sunshine Coast
- Market Drive and North Lakes in Moreton Bay
- Upper Kedron and Rochedale in Brisbane
- Coomera and Helensvale on the Gold Coast
- Springfield and Redbank Plains in Ipswich
- Kinross Road and South East Thornlands in Redland

Committed areas should be able to be brought more quickly to the market to meet the region's present needs.

The Queensland Government will facilitate the release of committed greenfield areas by immediately:

1. Appointing a dedicated implementation team within the Department of Infrastructure and Planning. This implementation team will be set the task of working with local government, state agencies and industry to remove any regulatory hurdles to committed areas coming to market within six months.
2. Prioritising government consideration of planning scheme amendments that facilitate development of committed greenfield areas.
3. Actively monitoring the development assessment program, construction and land release timelines of key sites.

The focus of the implementation team is to accelerate the development of committed greenfield areas by actively removing bottlenecks. The implementation team will use a variety of mechanisms to deliver outcomes. These will include site-by-site consultation with landowners, local government and state agencies, establish delivery timeframes, and utilise the Ministerial powers of the *Integrated Planning Act 1997* (IPA) to ensure delivery timeframes.





## Potential areas – bring forward actions

There are a number of greenfield areas that are currently identified for development in a 10-20 year timeframe but are capable of being developed in the short-medium term, subject to appropriate planning and infrastructure frameworks.

The relative ease in bringing forward these potential greenfield areas varies based on factors such as state and local government priorities and programs, access to infrastructure, land fragmentation and access to employment opportunities.

The Queensland Government will manage the bring forward of suitable sites by:

1. Immediately bringing forward the planning for the following greenfield areas, which have the capacity to deliver integrated communities of 15,000 people or more:
  - Palmview on the Sunshine Coast
  - Caloundra South on the Sunshine Coast
  - Oxley Wedge in Brisbane
  - Flagstone in Logan
  - Ripley Valley in Ipswich.

To achieve this the Queensland Government will work with councils and industry to make these sites developer ready within 12 months. This may involve the use of ministerial powers to declare master planned areas where necessary.

2. Establishing additional priority greenfield areas across the region by consulting with the development industry and local government on preferred bring forward areas, based on the criteria identified below.

Identifying delivery mechanisms to establish appropriate planning and infrastructure frameworks for each priority area.

## Potential areas – bring forward criteria

Potential greenfield areas will be considered for bring forward where the following criteria can be met:

- delivery of infrastructure and funding arrangements
- provision of employment opportunities
- provision of a range of housing options, including affordable housing

- ensuring land is developer-ready in regard to planning, sequencing and landowner agreements
- public transport initiatives
- consistency with the objectives of the SEQ Regional Plan (i.e. orderly and efficient urban development sequence).

## Infrastructure

The potential greenfield areas are generally outside of current state and local government infrastructure delivery programs. In order to bring any potential greenfield site forward, the proponents will need to clearly demonstrate how necessary infrastructure is going to be delivered and funded.

The Queensland Government committed to a number of actions for reviewing and simplifying the process for determining infrastructure charges in addition to promoting third party financing under the *Queensland Housing Affordability Strategy*.





## Integrated communities

New greenfield areas must achieve high standards with regard to neighbourhood design, public transport accessibility, environmental sustainability and housing yields, choice and affordability in order to meet the needs and expectations of people moving into these areas.

Our communities should be designed as a coherent pattern of neighbourhoods, with each neighbourhood focussed on a centre serviced by public transport and supported by a legible street network, quality open space, community and cultural facilities, and mixed use development in appropriate locations.

Structure planning is fundamental to delivering the higher standards for emerging urban communities.

Structure plans address core issues such as:

- land use mix, including residential densities
- employment locations
- infrastructure, including public transport
- open space and conservation areas
- development sequencing and future master planning areas.

Structure planning will become an increasingly important tool for establishing the broad layout, land use mix and infrastructure requirements for the identified greenfield areas.

## SEQ Regional Plan review

The SEQ greenfield land review considered land within the Urban Footprint only.

The review of the SEQ Regional Plan is currently underway and will consider the current Urban Footprint in addition to a number of other issues such as climate change, economic development and transport.

The draft SEQ Regional Plan 2009-2031 will be released for public consultation in December 2008, which will close in late March 2009. The final SEQ Regional Plan will be released in mid-2009.

Department of **Infrastructure and Planning**  
PO Box 15009 City East Qld 4002 Australia

tel [REDACTED]  
fax [REDACTED]

[www.dip.qld.gov.au](http://www.dip.qld.gov.au)



**Hon Stirling Hinchliffe MP**  
Member for Stafford



**Queensland  
Government**

Minister for Infrastructure and Planning

Our ref: 09/32251

**13 OCT 2009**

The Honourable Paul Lucas MP  
Deputy Premier and Minister for Health  
GPO Box 48  
Brisbane QLD 4001

*Paul*

I seek your support for a consolidated whole of Government approach to the establishment of new Urban Development Areas (UDAs) to further deliver the Queensland Housing Affordability Strategy.

Earlier this year I asked the Department of Infrastructure and Planning (DIP) and the Urban Land Development Authority (ULDA) to give consideration to new areas which could be declared as UDAs. A number of sites have been considered and it has been proposed to progress new sites in stages on the basis of three program areas:

- Regional Housing Diversity
- Resource Towns Housing Affordability
- South East Queensland (SEQ) Strategic Sites.

Across these three program areas ULDA will be seeking to deliver the objectives of the *Urban Land Development Authority Act* by:

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The aim of the Regional Housing Diversity program will be to:

- demonstrate quality higher density planning and development policy outcomes
- deliver affordable housing through diversity of lot and house sizes.

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ABN 65 959 415 158

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- Cairns
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- Mackay
- Townsville.

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I have now asked DIP and ULDA to commence the necessary consultation with State agencies, Local Governments and local communities to enable Cabinet to support the declaration of new sites as UDAs in stages across the three new proposed program areas.

I look forward to working with you and trust that your Department will provide ULDA with every assistance to ensure all State interests are appropriately considered in the planning and subsequent declaration of any new UDAs.

If you require any further information, please contact [REDACTED] Manager Planning and Policy, ULDA, on [REDACTED] who will be pleased to assist.

Yours sincerely

[REDACTED]  
[REDACTED]  
**Stirling Hinchliffe MP**  
**Minister for Infrastructure and Planning**



**Hon Stirling Hinchliffe MP**  
Member for Stafford



**Queensland  
Government**

Minister for Infrastructure and Planning

Our ref: 09/32251

**13 OCT 2009**

The Honourable Cameron Dick MP  
Attorney-General and Minister for Industrial Relations  
GPO Box 149  
Brisbane QLD 4001

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Yours sincerely

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**Stirling Hinchliffe MP**  
**Minister for Infrastructure and Planning**



**Hon Stirling Hinchliffe MP**  
Member for Stafford



**Queensland  
Government**

Minister for Infrastructure and Planning

Our ref: 09/32251

**13 OCT 2009**

The Honourable Kate Jones MP  
Minister for Climate Change and Sustainability  
PO Box 15155  
City East QLD 4002

*Kate*

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Yours sincerely

[REDACTED]  
**Stirling Hinchliffe MP**  
**Minister for Infrastructure and Planning**



**Hon Stirling Hinchliffe MP**  
Member for Stafford



**Queensland  
Government**

Minister for Infrastructure and Planning

Our ref: 09/32251

**13 OCT 2009**

The Honourable Anastacia Palaszczuk MP  
Minister for Disability Services and Multicultural Affairs  
GPO Box 806  
Brisbane QLD 4001

*Stacia*

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Minister for Infrastructure and Planning



**Hon Stirling Hinchliffe MP**  
Member for Stafford



**Queensland  
Government**

Minister for Infrastructure and Planning

Our ref: 09/32251

**13 OCT 2009**

The Honourable Karen Struthers MP  
Minister for Community Services and Housing and Women  
GPO Box 806  
Brisbane QLD 4001

*Karen*

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Yours sincerely

[REDACTED]  
**Stirling Hinchliffe MP**  
**Minister for Infrastructure and Planning**



**Hon Stirling Hinchliffe MP**  
Member for Stafford



**Queensland  
Government**

Minister for Infrastructure and Planning

Our ref: 09/32251

**13 OCT 2009**

The Honourable Phil Reeves MP  
Minister for Child Safety and Sport  
GPO Box 806  
Brisbane QLD 4001

Phil

I seek your support for a consolidated whole of Government approach to the establishment of new Urban Development Areas (UDAs) to further deliver the Queensland Housing Affordability Strategy.

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Yours sincerely

[REDACTED]  
**Stirling Hinchliffe MP**  
**Minister for Infrastructure and Planning**



**Hon Stirling Hinchliffe MP**  
Member for Stafford



**Queensland  
Government**

Minister for Infrastructure and Planning

Our ref: 09/32251

**13 OCT 2009**

The Honourable Peter Lawlor MP  
Minister for Tourism and Fair Trading  
GPO Box 1141  
Brisbane QLD 4001

*Peter*

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**Minister for Infrastructure and Planning**



**Hon Stirling Hinchliffe MP**  
Member for Stafford



**Queensland  
Government**

Minister for Infrastructure and Planning

Our ref: 09/32251

**13 OCT 2009**

The Honourable Rachel Nolan MP  
Minister for Transport  
GPO Box 2644  
Brisbane QLD 4001

*Rachel*

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13 OCT 2009

The Honourable Desley Boyle MP  
Minister for Local Government and Aboriginal and Torres Strait Islander Partnerships  
PO Box 15031  
City East QLD 4002

Desley

I seek your support for a consolidated whole of Government approach to the establishment of new Urban Development Areas (UDAs) to further deliver the Queensland Housing Affordability Strategy.

Earlier this year I asked the Department of Infrastructure and Planning (DIP) and the Urban Land Development Authority (ULDA) to give consideration to new areas which could be declared as UDAs. A number of sites have been considered and it has been proposed to progress new sites in stages on the basis of three program areas:

- Regional Housing Diversity
- Resource Towns Housing Affordability
- South East Queensland (SEQ) Strategic Sites.

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- improving land supply and housing diversity
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- maximising sustainable outcomes.

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The aim of the Regional Housing Diversity program will be to:

- demonstrate quality higher density planning and development policy outcomes
- deliver affordable housing through diversity of lot and house sizes.

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ABN 65 959 415 158

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- Cairns
- Gladstone
- Mackay
- Townsville.

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If you require any further information, please contact [REDACTED] Manager Planning and Policy, ULDA, on [REDACTED] who will be pleased to assist.

Yours sincerely

[REDACTED]  
**Stirling Hinchliffe MP**  
**Minister for Infrastructure and Planning**



Hon Stirling Hinchliffe MP  
Member for Stafford



Queensland  
Government

Minister for Infrastructure and Planning

Our ref: 09/32251

13 OCT 2009

The Honourable Tim Mulherin MP  
Minister for Primary Industries, Fisheries and Rural and Regional Queensland  
GPO Box 46  
Brisbane QLD 4001

Tim

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Yours sincerely

[REDACTED]

**Stirling Hinchliffe MP**  
**Minister for Infrastructure and Planning**



**Hon Stirling Hinchliffe MP**  
Member for Stafford



**Queensland  
Government**

Minister for Infrastructure and Planning

Our ref: 09/32251

**13 OCT 2009**

The Honourable Craig Wallace MP  
Minister for Main Roads  
GPO Box 1549  
Brisbane QLD 4001

*Craig*

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[REDACTED]  
**Stirling Hinchliffe MP**  
**Minister for Infrastructure and Planning**



**Hon Stirling Hinchliffe MP**  
Member for Stafford



**Queensland  
Government**

Minister for Infrastructure and Planning

Our ref: 09/32251

**13 OCT 2009**

The Honourable Neil Roberts MP  
Minister for Police, Corrective Services and Emergency Services  
PO Box 15195  
City East QLD 4002

Neil

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Yours sincerely

[REDACTED]

**Stirling Hinchliffe MP**  
**Minister for Infrastructure and Planning**



**Hon Stirling Hinchliffe MP**  
Member for Stafford



**Queensland  
Government**

Minister for Infrastructure and Planning

Our ref: 09/32251

**13 OCT 2009**

The Honourable Geoff Wilson MP  
Minister for Education and Training  
PO Box 15033  
City East QLD 4002

*Geoff*

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Yours sincerely

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**Stirling Hinchliffe MP**  
**Minister for Infrastructure and Planning**



**Hon Stirling Hinchliffe MP**  
Member for Stafford



**Queensland  
Government**

Minister for Infrastructure and Planning

Our ref: 09/32251

**13 OCT 2009**

The Honourable Robert Swarten MP  
Minister for Public Works, Information and Communication Technology  
GPO Box 2457  
Brisbane QLD 4001

*Robert*

I seek your support for a consolidated whole of Government approach to the establishment of new Urban Development Areas (UDAs) to further deliver the Queensland Housing Affordability Strategy.

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Yours sincerely

[REDACTED]  
Stirling Hinchinbaugh  
Minister for Infrastructure and Planning



**Hon Stirling Hinchliffe MP**  
Member for Stafford



**Queensland  
Government**

Minister for Infrastructure and Planning

Our ref: 09/32251

**13 OCT 2009**

The Honourable Andrew Fraser MP  
Treasurer and Minister for Employment and Economic Development  
GPO Box 611  
Brisbane QLD 4001

*Andrew*

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**Minister for Infrastructure and Planning**



**Hon Stirling Hinchliffe MP**  
Member for Stafford



**Queensland  
Government**

Minister for Infrastructure and Planning

Our ref: 09/32251

13 OCT 2009

The Honourable Anna Bligh MP  
Premier and Minister for the Arts  
PO Box 15185  
City East QLD 4002

*My dear Premier*

I seek your support for a consolidated whole of Government approach to the establishment of new Urban Development Areas (UDAs) to further deliver the Queensland Housing Affordability Strategy.

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[REDACTED]  
**Stirling Hinchinbaugh**  
**Minister for Infrastructure and Planning**



**Hon Stirling Hinchliffe MP**  
Member for Stafford



**Queensland  
Government**

Minister for Infrastructure and Planning

Our ref: 09/32251

**13 OCT 2009**

The Honourable Steven Robertson MP  
Minister for Natural Resources, Mines and Energy and Trade  
PO Box 15216  
City East QLD 4002

*Stephen*

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Yours sincerely

[REDACTED]

**Stirling Hinchliffe MP**  
**Minister for Infrastructure and Planning**

1 March 2010

██████████  
Deputy Director - General  
Department of Infrastructure and Planning  
PO Box 15009  
**CITY EAST QLD 4002**

Dear Gary

**RE: STATE AGENCY REVIEW OF PROPOSED NEW URBAN DEVELOPMENT AREAS  
– BLACKWATER & MORANBAH**

On 13 October 2009 Minister Hinchliffe wrote to all of his Ministerial colleagues to advise them of the future activities of the Urban Land Development Authority (ULDA). The Minister's letter (Attachment A) outlined the following program areas for future Urban Development Areas (UDAs):

- Regional Housing Diversity
- Resource Towns Housing Affordability
- South East Queensland (SEQ) Strategic Sites.

The purpose of this letter is to seek your agency's input and response to the ULDA's preparatory work for sites considered under the Resource Towns Housing Affordability program.

The potential UDAs under consideration encompass the following areas:

- a) Blackwater - the majority of the town situated north of the Capricorn Highway. The proposed UDA is shown on the map in Attachment B and an overview of the town's history, key features and planning and development opportunities is outlined in a Background Report for Blackwater in Attachment C.
- b) Moranbah – a number of non-contiguous sites as shown on the map in Attachment D. An overview of the town's history, key features and planning and development opportunities is outlined in a Background Report for Moranbah in Attachment E.

To progress the declaration of these UDAs, input from state agencies is necessary to inform:

- i. the appropriate areas/boundaries for the UDAs
- ii. the statement of government objectives for each UDA that will accompany the declaration
- iii. the suitability of identifying a site/sites within the UDAs for development consideration during the 12 months after the declaration of the UDA. This site/s will need to be included in an Interim Land Use Plan that will come into force with the declaration
- iv. issues to be addressed during the preparation of the UDA Development Scheme (developed and approved within 12 months of the UDA declaration)
- v. the preferred point/s of contact in your agency for matters pertaining to this UDA.

Input from State agencies in relation to the above needs to be forwarded to the ULDA by cob **15 March 2010**. We appreciate that the timeframe is short but it is necessary so that the ULDA can subsequently work with the Department of Infrastructure and Planning to proceed with the declaration of both the Blackwater and Moranbah UDAs through Cabinet.

More information about the ULDA and the planning process undertaken within UDAs is included in the attached Background Reports and outlined in Fact Sheets 1 and 2 in Attachment F.

[REDACTED] is the ULDA's contact for Blackwater and can be contacted in relation to any queries on [REDACTED] or via email at [REDACTED]

[REDACTED] is the ULDA's contact for Moranbah and can be contacted in relation to any queries on [REDACTED] or via email at [REDACTED]

Yours sincerely

[REDACTED]

**CHIEF EXECUTIVE OFFICER**

Enclosures:

Attachment A: Minister's letter

Attachment B: Proposed UDA for Blackwater

Attachment C: Blackwater Background Report

Attachment D: Proposed UDA for Moranbah

Attachment E: Moranbah Background Report

Attachment F: ULDA Fact Sheets 1 and 2

## **Attachment A**

**Template of letter sent by Minister Hinchliffe**

Our ref: 09/32251

Insert name

Address line 1

Address line 2 [then press enter to add further lines as needed]

I seek your support for a consolidated whole of Government approach to the establishment of new Urban Development Areas (UDAs) to further deliver the Queensland Housing Affordability Strategy.

Earlier this year I asked the Department of Infrastructure and Planning (DIP) and the Urban Land Development Authority (ULDA) to give consideration to new areas which could be declared as UDAs. A number of sites have been considered and it has been proposed to progress new sites in stages on the basis of three program areas:

- Regional Housing Diversity
- Resource Towns Housing Affordability
- South East Queensland (SEQ) Strategic Sites.

Across these three program areas ULDA will be seeking to deliver the objectives of the *Urban Land Development Authority Act* by:

- improving land supply and housing diversity
- delivering infrastructure and creating employment
- utilising best practice design principles to deliver a range of affordable housing options
- maximising sustainable outcomes.

The three program areas provide for a greater diversity and spread of UDAs enabling a range of housing issues to be addressed. All the program areas will require DIP and ULDA to work with State Government agencies to prepare coordinated strategies to deliver high quality outcomes.

The aim of the Regional Housing Diversity program will be to:

- demonstrate quality higher density planning and development policy outcomes
- deliver affordable housing through diversity of lot and house sizes.

Potential UDAs within the Regional Housing Diversity program could include surplus Government land in:

- Cairns
- Gladstone
- Mackay
- Townsville.

The aim of the Resource Towns Housing Affordability program will be to:

- address land and housing supply issues in resource areas to meet the urgent need for affordable key worker housing
- identify and develop surplus Government land to respond to market peaks
- establish mechanisms for overcoming impediments to the reliable supply of suitable housing stock.

Potential UDAs within the Resource Towns Housing Affordability program could include parts of:

- Blackwater
- Dysart
- Moranbah
- Wandoan.

The aim of the SEQ Strategic Sites program would be to:

- support and demonstrate the key planning principles of the SEQ Regional Plan
- deliver key strategic sites
- deliver housing affordability and diversity.

A number of potential UDAs within the SEQ Strategic Sites program including Government owned land are under consideration.

I have now asked DIP and ULDA to commence the necessary consultation with State agencies, Local Governments and local communities to enable Cabinet to support the declaration of new sites as UDAs in stages across the three new proposed program areas.

I look forward to working with you and trust that your Department will provide ULDA with every assistance to ensure all State interests are appropriately considered in the planning and subsequent declaration of any new UDAs.




If you require any further information, please contact [REDACTED] Manager  
Planning and Policy, ULDA, on [REDACTED] who will be pleased to assist.

Yours sincerely

**Stirling Hinchliffe MP**  
**Minister for Infrastructure and Planning**



## Key

 Blackwater UDA Boundary



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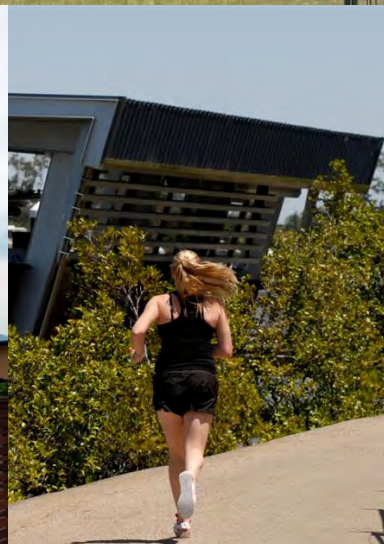
Map Produced by: Department of  
Infrastructure and Planning  
Spatial Services 2010



# Potential Urban Development Area

## Blackwater

### Background Report to inform State Agency Review



**Not Government Policy  
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purposes only**

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## Who are the ULDA and what is a UDA?

The Urban Land Development Authority (ULDA) was established as part of the Queensland Housing Affordability Strategy.

Within declared Urban Development Areas (UDAs) the ULDA will facilitate the availability of land, the provision of infrastructure and a greater range of housing options including affordable housing.

The ULDA's role is to plan, implement and coordinate the development of land and apply world-class sustainability and urban design principles to planning within declared UDAs.

The ULDA will work with local and state government, community, local landholders and the development industry to help deliver commercially viable developments that meet the changing needs of the community.

For further information on the ULDA or the ULDA Planning Process refer to Fact Sheets 1 and 2 included in this information pack as Attachment F or the ULDA website [www.ulda.qld.gov.au](http://www.ulda.qld.gov.au)

## Implications of a UDA declaration for State Agencies

In accordance with the *Urban Land Development Authority Act 2007* the ULDA assumes the planning powers of local government and state agencies within declared UDAs – including assessing and deciding development applications.

As such state agencies do not have concurrence powers within these areas. In addition the development assessment process stated in the Act differs from the current provisions and timeframes specified in the *Sustainable Planning Act 2009*.

The ULDA Act 2007 specifies a 40-business day statutory timeframe in which to determine most development applications and these applications are to be assessed against the ULDA Act 2007 and initially the Interim Land Use Plan until a Development Scheme becomes effective for the area.

In light of the above we are consequently seeking comments from state agencies in order to progress the site's declaration and inform the drafting of an Interim Land Use Plan (to become effective upon declaration) and the subsequent Development Scheme (to be gazetted within 12 months of declaration).

The comments provided will enable the ULDA to understand and accommodate, where possible, the various state agencies intentions for this area and any state government land that the agency may own within the UDA boundary.

State agencies will again be consulted post declaration to inform the detailed planning considerations which will be needed to inform the Land Use Plan, Infrastructure Plan and Implementation Plan to be contained within the Development Scheme.



## Proposed UDA location

Blackwater is located within the Bowen Basin coal belt, approximately 200km west of Rockhampton in Central Queensland. It is situated within the area governed by Central Highlands Regional Council (CHRC).

The proposed UDA encompasses the full extent of the town to the northern side of the Capricorn Highway and therefore includes approximately 1,800 existing dwellings in addition to short term accommodation facilities, commercial and industrial facilities and associated social infrastructure (See Figure A). Land ownership within the proposed boundary is therefore fractured, however a significant ownership of dwellings is maintained by both Curragh Queensland and BHP Billiton Mitsubishi Alliance (BMA), two of the significant mining companies within the area, along with the Department of Communities.

Land adjoining the proposed UDA to the west and north is owned by a private rural landowner. Land adjoining the proposed UDA to the east is currently a State Reserve for Township purposes.

Within the town lies at least 20ha of vacant land that is zoned for residential purposes under the current planning scheme, and further recreation spaces for which investigations will be undertaken to confirm their utilisation by the community. A significant component of this vacant land is constrained from development in the short term by State Reserve tenure and a requirement for investigation of potential native title claims.



**Figure A – ULDA Potential Urban Development Area**

## ULDAs desired outcomes and opportunities within the UDA

The selection of Blackwater as a potential UDA is in line with the core mission of the ULDA to help make housing more affordable and to deliver a range of housing options for the changing needs of the community.

In an effort to alleviate the current affordability and housing option problems for Blackwater, it is the ULDA's intention to act in its capacities as both planning authority and developer.

### Planning role

Considering the objectives of the ULDA Act and the preliminary investigations undertaken of the area's features and constraints, declaring Blackwater as a UDA presents significant opportunities for the ULDA to work with CHRC. Consequently it is considered appropriate to declare the majority of the town of Blackwater (north of the Capricorn Highway) so that the ULDA can work with CHRC and the State Agencies to:

- Undertake a comprehensive Development Scheme for the entire UDA. The Development Scheme incorporates a Land Use Plan, Infrastructure Plan and Implementation Plan and in relation to these aspects consideration would be given to the following:

<i>Land Use Plan</i>	<ul style="list-style-type: none"><li>- resolution of zoning constraints that may potentially be hampering expansion, development and redevelopment opportunities,</li><li>- potentially undertaking changes to the existing residential zoning outcomes,</li><li>- reviewing the planning regime for the town centre and location of other commercial/business uses,</li><li>- development of guidelines to address issues associated with locating mining villages within/near town boundaries, including the social and design elements,</li><li>- improving the walkability of the town as well as bikeway planning, and</li><li>- considering the potential highest and best use of state government land within the UDA and reflecting this appropriately within the scheme.</li></ul>
<i>Infrastructure Plan</i>	<ul style="list-style-type: none"><li>- capacity analysis review of existing infrastructure,</li><li>- identification of significant infrastructure items required by the town for the future as well as associated timings.</li></ul>
<i>Implementation Plan</i>	<ul style="list-style-type: none"><li>- development of a master plan to guide the future town amenity enhancements including identification of pocket park elements,</li><li>- prioritising of identified civic enhancements,</li><li>- Consideration of ownership tenure and potential solutions to implement redevelopment opportunities, and</li><li>- consideration of converting oversized street reserves to decrease asset expenditure and increase usable land within the town.</li><li>- timing for the delivery of infrastructure.</li></ul>

*Please note:* Consideration is currently being given to calling up the existing Central Highlands Regional Council Planning Scheme within the ILUP to allow it to continue to apply to the majority of town during the 12 months that the Development Scheme is being prepared. This is being considered given the fractured ownership of the proposed UDA, the unknown nature of future development proposals, and the potential for exacerbating affordability problems should future development be inadvertently stifled during the drafting of the Development Scheme.

## Development role

The ULDA Act 2007 requires UDAs to provide, among other things, for a range of housing options and the provision of affordable housing options for low to moderate income households. Considering the objectives of the ULDA Act and the preliminary investigations undertaken within Blackwater, the declaration of a UDA presents development opportunities, in both the short and long term, for the town which include the following:

- Identification and resolution of constraints on land suitable for future development to enable timely market response upon future demand acceleration when, for instance mining investment decisions are confirmed,
- Facilitation and delivery of multiple residential developments in varying localities throughout Blackwater. The number of dwellings and dwelling mix will be subject to detailed planning and market analysis,
- Delivery of an innovative mix of housing of different sizes, types and price points, and
- Exemplary residential development that demonstrates best practice in urban design, energy and water use efficiency, materials usage and climatic responsiveness.

In the early phases of implementation it is expected that delivery of product to the market will be in the form of completed houses rather than land lots. This will result in a direct contribution to housing supply, rather than risking land banking by private investors and avoiding the difficulties historically experienced by private home builders in accessing construction labour in times of peak mining sector labour demand.

A key task within Blackwater is to continue to identify vacant or underutilised State land for potential housing purposes.

## Staging and possible early development area

The ULDA is eager to contribute to the supply of housing for Blackwater as soon as possible, and have therefore identified a priority site for early development consideration prior to the finalisation of the UDA Development Scheme.

A currently vacant lot fronting Rufus, Arthur and Doon Streets (Lot 11 B33758, 2,838sqm) has been identified as a priority development site for the ULDA. This site is being considered as a potential early development site to be specifically identified within the ILUP.



***Possible early development site Lot 11 B33758 – view from Doon St looking north up Arthur St.***



## Appendix 1: Town Overview

### History

The area has been settled since the late 1850's for grazing and farming purposes. Growth occurred in the late 1800's following the opening of the railway line in 1876, with Blackwater itself being established in 1886.

Significant growth occurred in the town in the 1960's following the discovery of coking coal to the south of the town. A mining lease was granted in 1965 and the first open cut mine began operating in 1967 (Utah Development Company). Since the 1960's Blackwater's economy has been heavily reliant on the coal mining industry.

### Surrounding mining tenures

A number of operational mines surround Blackwater, including:

MINE	OWNER	DISTANCE FROM BLACKWATER
Blackwater	BMA (partnership btw BHP Billiton and Mitsubishi Development Pty Ltd)	Approx 24km south
Curragh	Wesfarmers Curragh	Approx 14km north-west
Jellinbah East	Jellinbah Mining	Approx 25km north
Yarrabee	Felix Resources	Approx 40km north-east
Cook	Caledon Coal	Approx 20km south

In December 2009 Aquila Resources lodged a mining lease application for their Washpool project approximately 22km north-west of Blackwater. Commencement of construction for this project, if it does eventuate, is estimated to be approximately 2 years away.

Several Mineral Development Licenses or MDL Applications are current in the area surrounding Blackwater, mostly surrounding existing mining lease tenures. Of note is Caledon Coal's MDL Application 424 which covers an area including the entire Blackwater town and surrounds. We understand that underground mining is being considered should a mining lease be sought within the area covered by this MDL application.

### Access

The proposed Blackwater UDA area adjoins the northern side of the Capricorn Highway, which runs east west dissecting the town. The highway separates Blackwater's southern industrial area from the northern largely residential and commercial area (albeit some industrial users are also located north of the highway).

There are five existing access points in to the northern side of Blackwater from the Highway: Littlefield St, MacKenzie St, Columba St, Bluff St and Arthur St.

### Environmental Constraints

No State significant vegetation exists within the area.

Under the *Environment Protection and Biodiversity Conservation Act 1999* the area has several threatened species that will need to be investigated prior to development however it is considered unlikely that these species will be found within areas of development.

The town is bracketed by two branches of Blackwater Creek, a tributary of the Mackenzie River which flows north east into the Fitzroy River. The tributaries converge north of the town and are controlled through Curragh mine. There is no evidence of flooding within the town.

## Infrastructure

The town is serviced by CHRC water and sewer infrastructure. Capacity of this infrastructure to accommodate town expansion is currently unknown and will require investigation.

Road infrastructure within the town is considered generous and potentially excessive. Where appropriate, and after relevant traffic studies have been undertaken, consideration as to road closures or narrowing of roads may be considered for the future.

Access to existing infrastructure will be required to be assessed on a site by site basis as appropriate development sites are identified and planning progressed.





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# Potential Urban Development Area

## Moranbah

### Background Report to inform State Agency Review



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## Who are the ULDA and what is a UDA?

The Urban Land Development Authority (ULDA) was established as part of the Queensland Housing Affordability Strategy.

Within declared Urban Development Areas (UDAs) the ULDA will facilitate the availability of land, the provision of infrastructure and a greater range of housing options including affordable housing.

The ULDA's role is to plan, implement and coordinate the development of land and apply world-class sustainability and urban design principles to planning within declared UDAs.

The ULDA will work with local and state government, community, local landholders and the development industry to help deliver commercially viable developments that meet the changing needs of the community.

For further information on the ULDA or the ULDA Planning Process refer to Fact Sheets 1 and 2 included in this information pack as Attachment F or the ULDA website [www.ulda.qld.gov.au](http://www.ulda.qld.gov.au)

## Implications of a UDA declaration for State Agencies

In accordance with the *Urban Land Development Authority Act 2007* the ULDA assumes the planning powers of local government and state agencies within declared UDAs – including assessing and deciding development applications.

As such state agencies do not have concurrence powers within these areas. In addition the development assessment process stated in the Act differs from the current provisions and timeframes specified in the *Sustainable Planning Act 2009*.

The ULDA Act 2007 specifies a 40-business day statutory timeframe in which to determine most development applications and these applications are to be assessed against the ULDA Act 2007 and initially the Interim Land Use Plan until a Development Scheme becomes effective for the area.

In light of the above we are consequently seeking comments from state agencies in order to progress the site's declaration and inform the drafting of an Interim Land Use Plan (to become effective upon declaration) and the subsequent Development Scheme (to be gazetted within 12 months of declaration).

The comments provided will enable the ULDA to understand and accommodate, where possible, the various state agencies intentions for this area and any state government land that the agency may own within the UDA.

State agencies will again be consulted post declaration to inform the detailed planning considerations which will be needed to inform the Land Use Plan, Infrastructure Plan and Implementation Plan to be contained within the Development Scheme.

## Proposed UDA location

Moranbah is located within the Bowen Basin coal belt, approximately 200km south-west of Mackay in Central Queensland. It is situated within the area governed by Isaac Regional Council.

The proposed Urban Development Area as illustrated in Figure A encompasses large areas of vacant land, the town centre, as well as part of the golf club and a small proportion of sites currently improved with privately owned residential dwellings or industrial operations. Comment on the proposed UDA and land to be included is sought from State agencies.

Land ownership within the proposed area is somewhat fractured however BMA (BHP Billiton Mitsubishi Alliance), Isaac Regional Council and two private land owners maintain ownership of a large proportion of land within the proposed boundaries.

A number of parcels of State Land are included within the proposed boundaries and will be considered for future development. Some of this land is constrained from development in the short term by State Reserve tenure and a requirement for investigation of potential native title claims.



**Figure A – ULDA Potential Urban Development Area**

## ULDAs desired outcomes and opportunities within the UDA

The selection of Moranbah as a potential UDA is in line with the core mission of the ULDA to help make housing more affordable and to deliver a range of housing options for the changing needs of the community.

In an effort to alleviate the current affordability problems for Moranbah, it is the ULDA's intention to act in its capacities as both planning authority and developer.

## Planning role

Within the proposed Moranbah UDA the ULDA will deliver planning outcomes to:

- facilitate the availability of land for urban purposes,



- support the development of a range of housing options to address diverse community needs, including best practice design for mining accommodation in partnership with the Council and mining companies,
- foster the development of a sustainable and liveable resource community, and
- work with the local Council and State agencies to deliver infrastructure.

An ILUP will be drafted to provide for the expected early development sites and to ensure that public and private development is not inadvertently stifled during the ILUP period.

Specific planning tasks to be undertaken as part of the preparation of a Development Scheme for the UDA area include:

- review and finalisation of a structure plan for the potential South West town expansion area
- master planning of the Town Centre, and
- infrastructure and civic works planning.

### Development role

The ULDA Act 2007 requires UDAs to provide, among other things, for a range of housing options and the provision of affordable housing options for low to moderate income households. Considering the objectives of the ULDA Act and the preliminary investigations undertaken of the site features and constraints, the UDA presents a significant development opportunity for Moranbah and will include the following:

- identification and resolution of constraints on land suitable for future development to enable timely market response upon future demand acceleration when, for instance mining investment decisions are confirmed,
- facilitation and delivery of multiple developments in varying localities throughout Moranbah. The number of dwellings and dwelling mix will be subject to detailed planning and market analysis,
- delivery of an innovative mix of housing of different sizes, types and price points, and
- exemplary residential development that demonstrates best practice in urban design, energy and water use efficiency, materials usage and climatic responsiveness.

In the early phases of implementation it is expected that delivery of product to the market will be in the form of completed houses rather than land lots. This will result in a direct contribution to housing supply, rather than risking land banking by private investors and avoiding the difficulties historically experienced by private home builders in accessing construction labour in times of peak mining sector labour demand.

A key task within Moranbah is to continue to identify vacant or underutilised State land for housing purposes.

### Staging and possible early development area

The ULDA is eager to contribute to the supply of housing for Moranbah as soon as possible, and have therefore identified possible sites for early development consideration prior to the finalisation of the UDA Development Scheme. Development of these sites may be delivered by the ULDA or private land owners. Refer to Figure B for recommended early development sites under the ILUP.

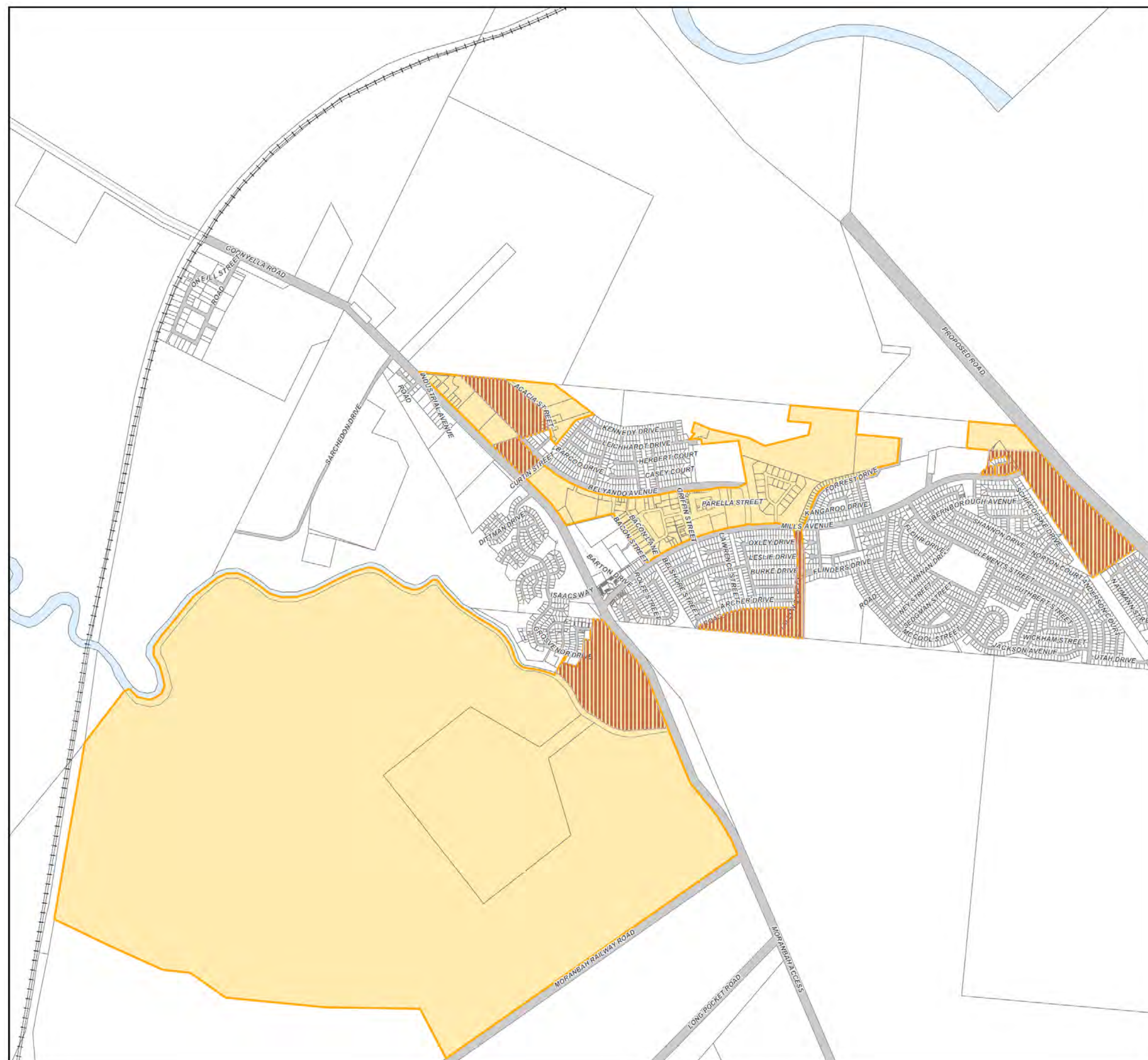
An ILUP will be drafted to provide for the expected early development sites and to ensure that development is not inadvertently stifled during the ILUP period. It is expected that the draft Structure Plan for the expansion area to the South West will be reviewed and a final structure plan included in the ultimate UDA Development Scheme.



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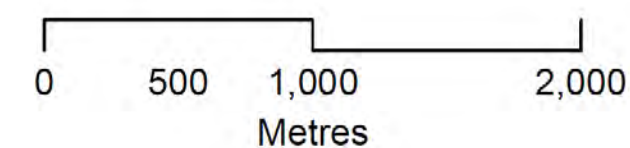
Figure B

## Proposed Moranbah Urban Development Area



### Key

- Proposed Urban Development Area
- Possible early release areas
- Cadastre



Source: Digital Cadastre Database, Department of Environment and Resource Management December 2009

Map generated by Spatial Services Branch of the Department of Infrastructure and Planning.

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Department of Infrastructure and Planning

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## Appendix 1: Town Overview

### History

The area has been settled since the late 1850's for grazing and farming purposes, however Moranbah was established by Utah Development Company in 1971 to accommodate mine workers and their families for the company's Goonyella and Peak Downs coal mines. These mines remain operational today.

### Surrounding mining tenures

A number of operational mines surround Moranbah, including:

MINE	OWNER
Moranbah North	Anglo Coal
Broadmeadow	BMA
Goonyella Riverside	BMA
Peak Downs	BMA
Poitrel	BMA
Burton	Peabody Energy
Millennium	Peabody Energy
North Goonyella , Eaglefield	Peabody Energy
Broadlea	Vale
Carborough Downs	Vale
Isaac Plains	Vale

Moranbah is constrained from expansion to the north and east due to mining leases granted to Anglo Coal, and potentially constrained to the south and south-west by Mineral Development Licenses 273 and 377 also granted to Anglo Coal. It is noted that MDL 273 expired 31/1/10 however is currently under application for renewal.

The town expansion area at the south-west of the proposed UDA is within the Restricted Area 352 proclaimed under the Mineral Resources Regulation 2003, which prohibits the grant of all mining tenements over the area. This restriction was put in place to facilitate the future urban expansion of Moranbah. However MDL 273 (and subsequently granted MDL 377) and exploration permits EPC 552 and EPC900 may still use these tenements that were in place at the time of restriction to apply for future mineral development licenses or mining leases.

### Access

The proposed Moranbah UDA area includes areas adjoining both the eastern and western sides of Goonyella Rd. Goonyella Rd is the main access point in to town, and connects Moranbah to the Peak Downs Highway approximately 10km to the south-east.

Access to Moranbah east of Goonyella Rd is serviced via Curtain St and Mills Ave. Access points into the future town expansion area to the western side of Goonyella Rd will require further consideration and planning and will be dealt with during the preparation of the Development Scheme.

### Environmental Constraints

Grosvenor Creek runs south-east through the proposed UDA area to the south of existing development in Moranbah. The Isaac River flows in a similar direction to the east of Moranbah and adjoins Grosvenor Creek at the Peak Downs Highway, west of Moranbah.



Flood modelling indicates some level of localised flooding adjoining both Grosvenor Creek and Isaac River. The Isaac River flood levels do not appear to impact development within the proposed UDA, however further modelling may be required to confirm development in the vicinity of Grosvenor Creek.

Some level of State significant vegetation exists along watercourses. A small area of remnant “of concern” vegetation may be located along the eastern-most boundary of the proposed UDA.



***View towards Grosvenor Creek from Grosvenor Estate.***



***Retaining wall to Grosvenor Creek from Grosvenor Estate***

Under the *Environment Protection and Biodiversity Conservation Act 1999* the area has several threatened and migratory species that will need to be investigated prior to development however it is considered unlikely that these species will be found within areas of development.

Air quality, particularly to the south-western portion of the proposed UDA, may be of concern due to the proximity of open cut mining operations and will require further investigation. The proposed development of BMA's Caval Ridge mine may further impact on developable land in this area. EIS air quality reports submitted by BMA indicate that a portion of this area will be adversely affected however a large portion of land will maintain air quality better than the desired level under normal operating conditions. Cumulative air quality impacts will require consideration.

It is understood that an Orica explosives store to be located adjoining the north-western extremity of the proposed UDA.

## Infrastructure

The town is serviced by Isaac Regional Council water and sewer infrastructure. Whilst some capacity for infill expansion appears to be available, upgrades and augmentation will be required to facilitate full development capacity within the proposed UDA.

Development within parts of the proposed UDA, particularly the south-west corner, may require significant infrastructure delivery including water, sewer, roads and power.

Access to existing infrastructure will be required to be assessed on a site by site basis as appropriate development sites are identified and planning progressed. Infrastructure planning and charging will be dealt with as part of the preparation of the Development Scheme.

## **Attachment F**

**ULDA Fact Sheets 1 & 2**



# About the Urban Land Development Authority

## What is the Urban Land Development Authority?

The Urban Land Development Authority (ULDA) was established as part of the Queensland Housing Affordability Strategy.

Within declared Urban Development Areas (UDAs) the ULDA will facilitate the availability of land, the provision of infrastructure and a greater range of housing options including affordable housing.

The ULDA's role is to plan, implement and coordinate the development of land and apply world-class sustainability and urban design principles to planning within declared UDAs.

The ULDA will work with local and state government, community, local landholders and the development industry to help deliver commercially viable developments that meet the changing needs of the community.

## How does the Urban Land Development Authority work?

Within areas that have been declared UDAs, the ULDA will assume the planning powers of local government and some state agencies – including assessing and deciding development applications.

As well as planning and development assessment, the ULDA will also develop key sites and selected infrastructure within UDAs.

The ULDA will work collaboratively with local government and developers to provide affordable housing in declared areas. Once development has been completed, UDAs will be handed back to Councils.





## Where are the Urban Development Areas (UDAs) located?

The Minister for Planning nominates UDAs. Selection criteria for UDAs include areas of high growth or high housing stress, areas that contain significant portions of government land, areas that are close to public transport and employment opportunities and other services.

The ULDA will first focus on areas within:

- Bowen Hills
- Northshore Hamilton
- Woolloongabba
- Fitzgibbon
- Mackay.

The Bowen Hills and Northshore Hamilton UDAs were declared on 27 March 2008, Fitzgibbon UDA was declared on 24 July 2008, the remaining areas are not yet declared.

Other strategic areas are expected to be identified and declared UDAs by the State Government over time.

## Who will be consulted when planning the UDAs?

When planning the UDAs, the ULDA will work with local and state government, community, local landholders and the development industry.

## What will the UDAs deliver?

All UDAs will be different, reflecting the surrounding areas' history and circumstances, however most will include a mix of uses such as residential, community, recreational, retail and commercial.

The ULDA will work with stakeholders to deliver well designed urban developments that include a range of housing styles and densities at a variety of price points, incorporating best practice sustainability and where possible demonstrate transit oriented principles.



# Urban Land Development Authority Planning Process



## What is the Urban Land Development Authority?

The Urban Land Development Authority (ULDA) was established as part of the Queensland Housing Affordability Strategy.

Within declared Urban Development Areas (UDAs) the ULDA will facilitate the availability of land, the provision of infrastructure and a greater range of housing options including affordable housing.

The ULDA's role is to plan, implement and coordinate the development of land and apply world-class sustainability and urban design principles to planning within declared UDAs.

Within areas that have been declared UDAs, the ULDA will assume the planning powers of local government and some state agencies – including assessing and deciding development applications.

The ULDA will work with local and state government, community, local landholders and the development industry to help deliver commercially viable developments that meet the changing needs of the community.

## What is an Interim Land Use Plan?

The Interim Land Use Plan for a UDA is used to assess Development Applications within UDAs while the Development Scheme is being prepared.

## What is a Development Scheme?

The Development Scheme reflects the master plan for the UDA. The ULDA will consult with local and state government, the community, landholders and residents when preparing the Development Scheme. The Development Scheme will detail land uses, infrastructure requirements and deliver on government objectives for the UDA.



## What processes will the ULDA use when planning for Urban Development Areas (UDAs)?

### Site Investigation

Potential sites are identified and investigated and an Interim Land Use Plan is developed.



### Site Declaration

Minister for Planning “declares” an Urban Development Area (UDA). This declaration includes:

- Government objectives for the UDA
- Interim Land Use Plan
- UDA boundaries.



### Preparation of Development Scheme

ULDA prepares a Development Scheme for the area to meet the government’s objectives and seek community and stakeholder input.



### Development Scheme Issued

Development Scheme is issued. The Development Scheme includes:

- Land use plan
- Infrastructure plan
- Implementation strategy.



### Development Applications Assessed

ULDA assesses development applications against the Interim Land Use Plan until the Development Scheme becomes effective.

Once the Development Scheme is issued all development is assessed against it.

## What is the role of local government within the UDAs?

Local government planning schemes will not apply within UDAs.

The ULDA will consider the policy framework from the local government planning scheme and state government plans and policies such as:

- Regional plans
- Environmental protection policies
- State planning policies
- Coastal management plans.

## What is an Urban Development Area (UDA)?

The Minister for Planning nominates Urban Development Areas (UDAs). Selection criteria for UDAs include areas of high growth or high housing stress, areas that contain significant portions of government land, areas that are close to public transport and employment opportunities and other services.

The ULDA will first focus on areas within:

- Bowen Hills
- Northshore Hamilton
- Woolloongabba
- Fitzgibbon
- Mackay.

The Bowen Hills and Northshore Hamilton UDAs were declared on 27 March 2008, Fitzgibbon UDA was declared on 24 July 2008, the remaining areas are not yet declared.

Other strategic areas are expected to be identified and declared UDAs by the State Government over time.





## ATTACHMENT 4

State Agency Consultation		
Section (Contact)	Explanation	Response
Department of Communities		
	<b>Sport and Recreation Services</b> <ul style="list-style-type: none"> <li>One objective of Sport and Recreation Services (SRS) within the Department of Communities is to promote active and healthy lifestyles among children and adults. The Urban Land Development Authority (ULDA) will use urban design principles that reduce dependence upon private transport and promote an urban form that encourages active recreation. These principles also include retaining existing vegetation and developing highly landscaped areas where possible (Section 93). These undertakings will help promote active and healthy lifestyles and support access to nature based recreation</li> </ul>	Noted
	<ul style="list-style-type: none"> <li>Should state infrastructure funding be required, this will be sought through normal budgetary processes as part of an approved state agency capital program, through the preparation of an infrastructure plan component of development schemes for each ULDA (Section 99). The infrastructure plan may be used to address another SRS objective: to make better use of community facilities, by planning for the provision of sport and recreation infrastructure for joint use by schools and the community in these proposed Urban Development Areas.</li> </ul>	Noted
	<b>Strategy, Policy and Performance</b> <ul style="list-style-type: none"> <li>Paragraph 60 currently states: <i>The Department of Communities anticipates that should these projects commence there will be a requirement to support a workforce of approximately 13 250 in the construction phase as well as an operational workforce of 2862 thereafter.</i></li> <li>This paragraph suggests the department has provided anticipated workforce numbers for the Gladstone projects – however, the department has not projected workforce figures.</li> <li>In August 2007, the department provided a submission to Department of Infrastructure and Planning in response to the supplementary Environmental Impact Study for Wiggins Island Coal Terminal project and noted a <i>potential cumulated impact of a combined construction workforce of 5200</i></li> </ul>	Amendments made to the Cab Sub

## ATTACHMENT 4

	<p><i>is that they will need to be accommodated.</i></p> <ul style="list-style-type: none"> <li>It is suggested that paragraph 60 be reworded to read: <i>The Department of Communities notes that based on Environmental Impact Statements and employment study reports for the Curtis Island LNG and the Wiggins Island Coal Terminal projects a potential cumulative impact of multiple projects is the need to accommodate significant numbers of construction and operational workers.</i></li> </ul> <p><b>Housing and Homelessness Services</b></p> <ul style="list-style-type: none"> <li>Housing and Homelessness Services supports the discussion paper with no changes required. The department is encouraged by the potential for existing communities to be positively impacted by the introduction of housing choice and diversity in the identified Andergrove, Clinton and Oonoonba areas.</li> </ul>	Noted
	<p><b>Communities' Property Portfolio</b></p> <ul style="list-style-type: none"> <li>Communities Property Portfolio has previously provided comment on these Urban Development Areas via the Evidence Modelling Unit. The department owns a few properties adjoining the Andergrove and Clinton Development areas, and have also requested that the ULDA consider public and social housing undertaken in these areas as exempt development. This request has been noted in the "Register of Issues" included in the discussion paper attachments for each of the development areas.</li> <li>Given this, Planning will not be providing further input into the discussion paper, but will provide comment on the development schemes for these areas when submitted for state review</li> </ul> <p><b>Recommendation:</b> The Department of Communities, Sport and Recreation Services (SRS) requests the opportunity for further input on the contents of the infrastructure plans (including master plans) for each proposed development. This will allow SRS to ensure that the potential for the community use of school based sport and recreation facilities has been addressed, thus achieving the best use of state government resources. It will also allow SRS to ensure that the principles of connectivity among essential services (supporting active transport) and appropriate catchments for community facilities are being met optimally. In each</p>	Noted – ILUPs have been amended to make public housing exempt.

## ATTACHMENT 4

	case, applying these principles contributes to the departmental objective of active and healthy lifestyles for children and adults.	
<b>Department of Community Safety</b>		
	No objections or issues were raised.	Noted
<b>Department of Employment, Economic Development &amp; Innovation</b>		
Rural and Regional Unit	<p>Note that the northern portion of the Andergrove site (paragraph 40) is currently leased for cattle grazing and would request that consideration be given to the economic impact upon the Lessee should the declaration proceed.</p> <p>The contamination issues at the Andergrove and particularly the Oonoonba site is also of concern.</p> <p>Agree with your assessment at paragraphs 87 and 88 regarding potential benefits to the communities involved and have also noted that this response should include an assessment of impact. Consider whether there is likely to be an adverse impact, and if so, what forms of mitigation are possible or whether there will be a positive impact or no impact what so ever.</p>	Noted
	<p>No objections or issues were raised.</p> <p>DEEDI request that the ULDA continue to consult with DEEDI during the preparation of the development schemes for the 3 UDAs.</p>	Noted
<b>Department of Environment and Resource Management</b>		
<p>(Andergrove &amp; Clinton).</p> <p>(Oonoonba),</p> <p>Environment and Natural Resource Regulation Division,</p> <p>Land and Vegetation Division</p>	<p><b>1. Oonoonba, Townsville</b></p> <p>A survey of the area is required to be undertaken and areas within the Ross River estuary and coastal erosion prone area are excluded from the urban development area.</p> <p>Map No: UDA6 Oonoonba Urban Development area and Figure 1, Oonoonba UDA Boundary and Precinct to be amended accordingly.</p> <p><i>Please liaise with Geoffrey Smith on 4799 7032 in the first instance on the above issue.</i></p> <p><b>Issue: Mitigation Measures</b></p> <p><b>2. Management of risks from landfill gas</b></p> <p>(a) To manage potential risks from the migration of landfill gas from the perimeter of any current or former landfill, the following minimum buffer distances must be</p>	<p>Part of the estuary needs to be included within the UDA boundary in order to fund and supervise hydraulic studies on sediment (sand bar) dynamics and flood and erosion problems around the site.</p> <p>In discussions held between ULDA, DIP and DERM on 22 February 2010 DERM agreed to remove the objections to the proposed UDA boundary on the basis that DERM is consulted</p>

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	<p>applied.</p> <p>For putrescible waste landfills</p> <ul style="list-style-type: none"> <li>• 500m to the perimeter of the nearest dwelling or building proposed for residential, educational or childcare uses</li> <li>• 200m to the perimeter of the nearest existing or proposed industrial or commercial building</li> </ul> <p>For commercial, industrial and concrete and demolition waste landfills</p> <ul style="list-style-type: none"> <li>• 200m to the perimeter of any building</li> </ul> <p>(b) A site investigation must be carried out of the landfill and proposed development area within the buffer zone that includes an assessment of landfill gas. Subject to a risk assessment demonstrating that human health and the environment will be protected, a lesser buffer distance may be applied under conditions that include remedial and operational measures as required.</p> <p><b>3. Residential uses on the landfills</b></p> <p>No residential development is to occur on land that has been used as landfills unless the land is remediated to a stage that enables its removal from the Environmental Management Register (EMR).</p> <p><b>4. Land that is subject to Notifiable Activities or listed on the Environmental Management Register (EMR)</b></p> <p>i) Sufficient information provided in accordance with the <i>Environmental Protection Act 1994</i> and the <i>Draft Guidelines for the Assessment and Management of Contaminated Land in Queensland</i> (DEH, 1998) specifying that the land is suitable for any use or enabling a statement of suitability specifying that the land is suitable for the intended use, with a Site Management Plan (SMP).</p> <p>ii) The information requested under clause 1 above must be reviewed and certified by the Third Party Reviewer (TPR) before submitting to DERM.</p> <p>iii) <b>Third Party Reviewer.</b> A Third Party Reviewer (TPR) must be appointed under DERM's <i>Terms of Reference - Use of a Third Party Reviewer for Assessment and Management of Site Contamination dated 15 Feb 2008</i> (TOR).</p>	<p>as investigations progress and during the preparation of the development scheme.</p> <p>Noted – this is a procedural matter.</p>
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	<p>iv) A TPR acceptable to DERM must be engaged at all times until draft Site Management Plans, acceptable to DERM are submitted or the subject land has been removed from the Environmental Management Register.</p> <p>It should be noted that the <i>Draft Guidelines for the Assessment and Management of Contaminated Land in Queensland</i> (Guidelines) provide for a four stage process for the investigation of potentially contaminated land. It is expected that a Stage 1 investigation in accordance with the Guidelines be conducted with sampling to determine any potentially contaminating activities previously conducted on the site and to adequately characterise any imported fill materials on the site. Should, at the completion of this investigation, it be indicated that the site has been affected by a hazardous contaminant or that a notifiable activity (Schedule 2, <i>Environmental Protection Act 1994</i>) has been conducted on site, additional works in accordance with the Guidelines will be required to be conducted to the satisfaction of DERM (CLU) to ensure that the land is suitable for the intended use. This will result in the land being required to be listed on the EMR and a statutory fee [as of the 1 July 2009 \$1048.00 per lot listed on the Environmental Management Register] for the assessment of the site investigation and / or validation reports.</p> <p>The Draft Guidelines for the Assessment and Management of Contaminated Land in Queensland may be obtained from DERM's internet site at <a href="http://www.derm.gov.au">www.derm.gov.au</a>, or by contacting DERM's Contaminated Land Unit.</p> <p><b>5. Industrial use where the proposed use is for residential, recreational, educational or childcare facility.</b></p> <p>Sufficient information provided in accordance with the <i>Environmental Protection Act 1994</i> and the <i>Draft Guidelines for the Assessment and Management of Contaminated Land in Queensland</i> (DEH, 1998) specifying that the land is suitable for the intended use.</p> <p><i>Please liaise with Kim Barry on</i> [REDACTED]</p>	
Department of Education and Training		
Strategic Asset Management [REDACTED]	No objections or issues were raised.  DETA notes the ULDA has requested DET include the	Noted



## ATTACHMENT 4

	Primary School and Special School site into the Clinton UDA to provide the department flexibility, if desired, to reconfigure the Clinton State School boundary from its existing triangular shape into a more conventional rectangular block, without loss of overall land size.	
<b>Department of Mines and Energy</b>		
	No response received	
<b>Department of Primary Industries and Fisheries</b>		
	No response received	
<b>Department of Public Works</b>		
	No objections or issues were raised.	Noted
<b>Department of Health</b>		
Central Regional Services	<p>QLD Health supports the submission with no changes required.</p> <p>QLD Health suggests that detailed environmental assessments be undertaken in Oonoonba and Andergrove investigating:</p> <p><b>Oonoonba</b></p> <ul style="list-style-type: none"> <li>this is adjacent to salt marsh mosquito breeding and any proposed development should not only consider mitigation strategies, but also realise that residents will be subject to seasonal mosquito nuisances;</li> <li>any potential impact from the nearby State Development Area; and</li> <li>the identification and remediation of contaminated areas such as the cattle dip area mentioned.</li> </ul> <p><b>Andergrove</b></p> <ul style="list-style-type: none"> <li>this is adjacent to salt marsh mosquito breeding and any proposed development should not only consider mitigation strategies, but also realise that residents will be subject to seasonal mosquito nuisances; and</li> <li>the identification and remediation of contaminated areas such as the cattle dip area mentioned.</li> </ul>	<p>Noted</p> <p>Noted</p>
<b>Department of Justice and Attorney-General</b>		
	No objections or issues were raised.	Noted
<b>Queensland Police Service</b>		
	No objections or issues were raised.	Noted
<b>Department of Premier and Cabinet</b>		
	To what extent does facilitating the three UDAs impact on the ULDA's overall capacity. For example, does it impact on the UDAs work in the Surat basin.	Noted Meeting held with Treasury on 11

## ATTACHMENT 4

	<p>The percentage of housing units to be affordable for low to moderate income earners or delivered at or below the median house prices is quite high for all three UDAs (and is much higher than previous UDAs).</p> <p>Some additional information is needed to be affordable for low to moderate income earners or delivered at or below the median house prices is quite high (and is much higher than previous UDAs).</p> <p>Some additional information is needed to determine whether this is a good or a bad thing and whether the targets can be achieved. It would be good to identify the critical factors for each of the UDAs, such as:</p> <ul style="list-style-type: none"> <li>• Income of low to moderate income earners and from this, an extrapolation of the price at which housing units will need to be delivered</li> <li>• Median house prices for the region (and a comparison of the two price points).</li> </ul>	<p>February. Further meeting to be held with treasury in 4 Mar. Preliminary business cases have been undertaken and more detailed financial appraisal will be done on each area in consultation with QTC.</p>
	<p>In each of the UDAs, the land is currently held by a third party. Is each of the landholders willing to sell the land? Have valuations been done? What will be the mechanisms for transferring ownership?</p> <p>With Oonoonba, is it assumed that the ULDA will be responsible for site remediation/decontamination? Given this is unquantified, will there be a mechanism to manage this risk? Also, does DEEDI have funding for the relocation of the Topical and Aquatic Animal Health Laboratory?</p>	
Department of Transport and Main Roads		
	No objections or issues were raised.	
Department of Treasury		
	<p>The last paragraph of the cover sheet of the submission states that the ULDA funding model demonstrated that the ULDA could generate sufficient profits from land development activities to meet operating costs. Could this submission briefly identify the contribution expected specifically from the Andergrove, Clinton and Oonoonba projects as identified in ULDA's approved funding model?</p> <p>You may also consider the inclusion of another recommendation for Cabinet to note that: should the ULDA require borrowing approvals to operate as developer of the sites ( as opposed to a planning authority), then CBRC approval for the required borrowing will be subject to completion of robust</p>	<p>Noted Meeting held with treasury on 11 February. Further meeting to be held with treasury in 4 Mar. Preliminary business cases have been undertaken and more detailed financial appraisal will be done on each area in consultation with QTC.</p>

## ATTACHMENT 4

	business cases.	
<i>Office of Climate Change</i>		
	<p>The sustainability aspects of the submission could be further highlighted. For example, the aim of the program outlined in paragraph 2 of the cover sheet could include delivery of "sustainable, affordable housing outcomes". This would be consistent with the role of the ULDA as outlined in paragraph 4 of the submission and in the Statement of Objectives included at Attachment 7.</p> <p>In addition, the descriptions of the proposed UDAs from paragraph 37-80 should outline the sustainability benefits of increasing density accompanied by connectivity with transport and local amenities. The specific descriptions of each of the three areas should make reference to connectivity as a key issue. This would be consistent with the Land Use Plans in the attachments</p> <p>Furthermore, connectivity, master planning and building design are critical in achieving energy efficiency and greenhouse gas mitigation outcomes from the UDAs. Increasing density does not, by itself, achieve these outcomes. The submission should therefore highlight the importance of master planning and building design along with connectivity in achieving these outcomes. For example, street layout and lot orientation are critical for solar/thermal performance. Onsite waste management and local energy generation must be incorporated at the master planning stage. High quality master planning should be included as a general objective in Attachment 7.</p> <p>At paragraph 92, <i>ClimateQ</i> should be correctly referenced amongst Queensland's climate change strategies.</p>	<p>Noted – no change as the current wording is consistent with the Act.</p> <p>Noted</p> <p>Noted</p> <p>Change made.</p>

**Urban Land Development Authority**

**OONoonBA**

**INTERIM LAND USE PLAN 2010**

**April 2010**

**Version 1**



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# Preliminary

## Introduction

The Oonoonba Interim Land Use Plan (ILUP) had been prepared pursuant to Section 8 of the *Urban Land Development Authority Act 2007* and applies only to land within the declared Oonoonba Urban Development Area (UDA) identified in Figure 1.

This ILUP commences on declaration.

## Background

The *Urban Land Development Authority Act 2007* (the Act) provides for particular parts of the State to be declared as areas called urban development areas.

The main purposes of the Act are to facilitate the following in the urban development areas:

- » the availability of land for urban purposes
- » the provision of a range of housing options to address diverse community needs
- » the provision of infrastructure for urban purposes
- » planning principles that give effect to ecological sustainability and best practice urban design, and
- » the provision of an ongoing availability of affordable housing options for low to moderate income households.

The Urban Land Development Authority (ULDA) is a statutory authority under the *Urban Land Development Authority Act 2007* and is a key element of the Queensland Housing Affordability Strategy.

The ULDA is tasked to plan, carry out, promote or coordinate and control, the development of land in declared urban development areas.

## Urban Development Area

The Oonoonba UDA was declared by a regulation, pursuant to Part 2 Division 1 Section 7 of the *Urban Land Development Authority Act 2007*.

The Oonoonba UDA is located at 180-202 River Boulevard. The site has an area of approximately 83 hectares and lies about 3 kilometres south of the Townsville Central Business District, see figure 2. The site is bounded on the north and west by the Ross River and established residential dwellings to the south. The eastern boundary is framed by a railway line and the Abbott Street state controlled road corridor. The site currently houses a Tropical and Aquatic Animal Health Laboratory.

Townsville has been identified as one of the ten largest growing local government areas in regional Queensland between the period of 2001-2006 and 2007-2008. It has been reported that the median house price has increased 116 percent over the last 5 years.

Detached houses are the dominant dwelling type within Townsville. There is a clear absence of smaller product in the market. Data shows that only 7.8 percent of lot registrations within Townsville are below 450m<sup>2</sup> compared to other parts of Queensland which are as high as 20 percent.

Development under the Oonoonba ILUP will ensure efficient residential development, encourage a wider choice in housing style and create affordable product.

## **Purpose of the ILUP**

The purpose of this ILUP is to regulate orderly development and provide direction as to the preferred form of development within the nominated precincts in the UDA.

The ILUP remains in force until such time as the development scheme takes effect.

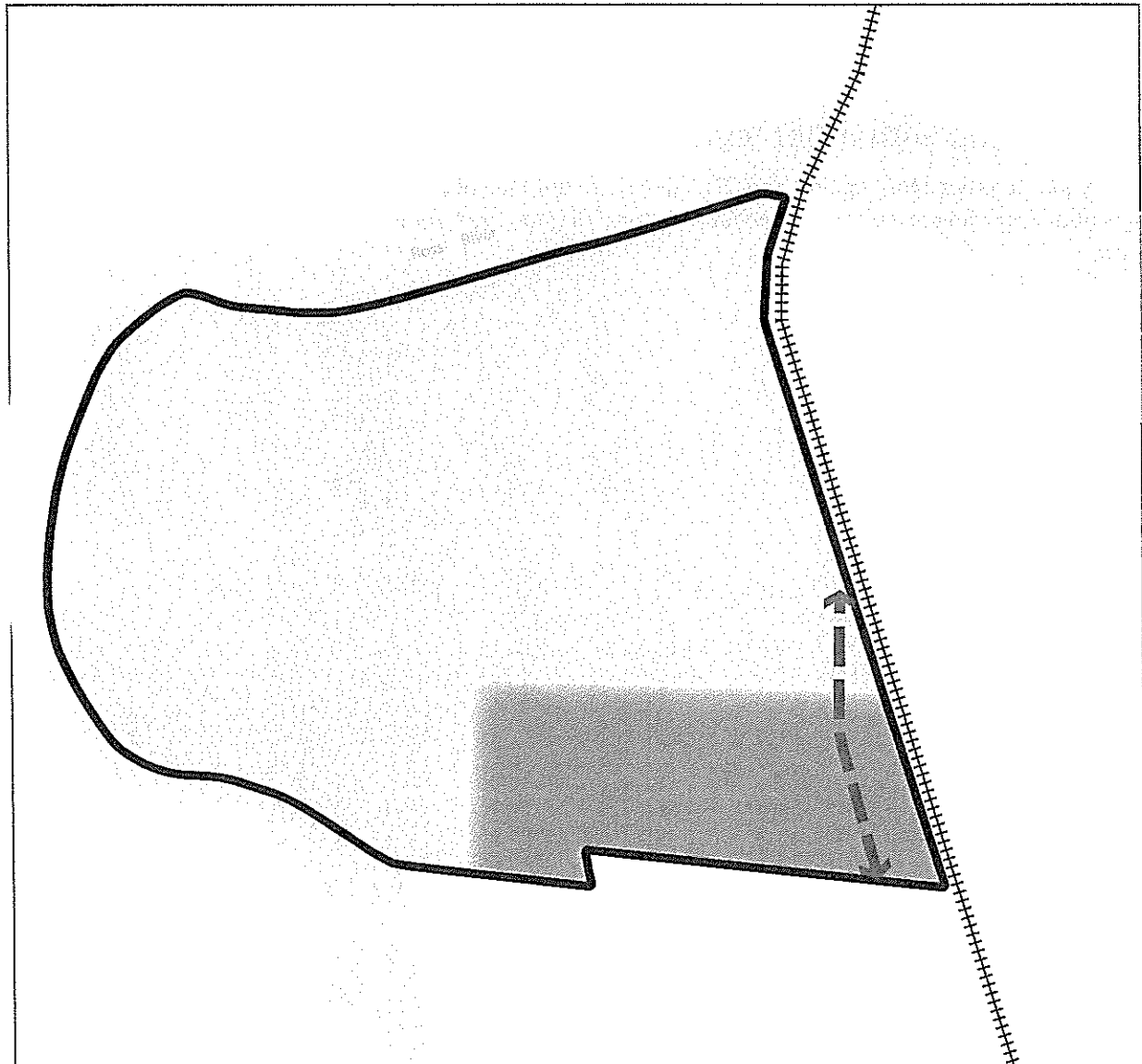
## **Relationship with local government planning scheme**

From the date of declaration of the UDA, the ILUP replaces the local planning scheme.

## **Relationship with other legislation**

In addition to assessment against the ILUP, development may require assessment against other legislation including for example the *Plumbing and Drainage Act 2002* and *Sustainable Planning Act 2009*.

# Figure 1: Oonoonba UDA boundary and precincts








Source: Digital Cadastre Database, Department of Environment and Resource Management December 2009

Map generated by Spatial Services branch of the Department of Infrastructure and Planning and Urban Land Development Authority.

While every care is taken to ensure the accuracy of this product the Department of Infrastructure and Planning and the Department of Environment and Resource Management make no representations or warranties about the accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs you may incur as a result of the product being inaccurate or incomplete in any way or for any reason.

## Key

-  UDA Boundary
-  Precinct 1
-  Balance Area
-  Future State Controlled Road Requirement
-  Railway



Queensland  
Government

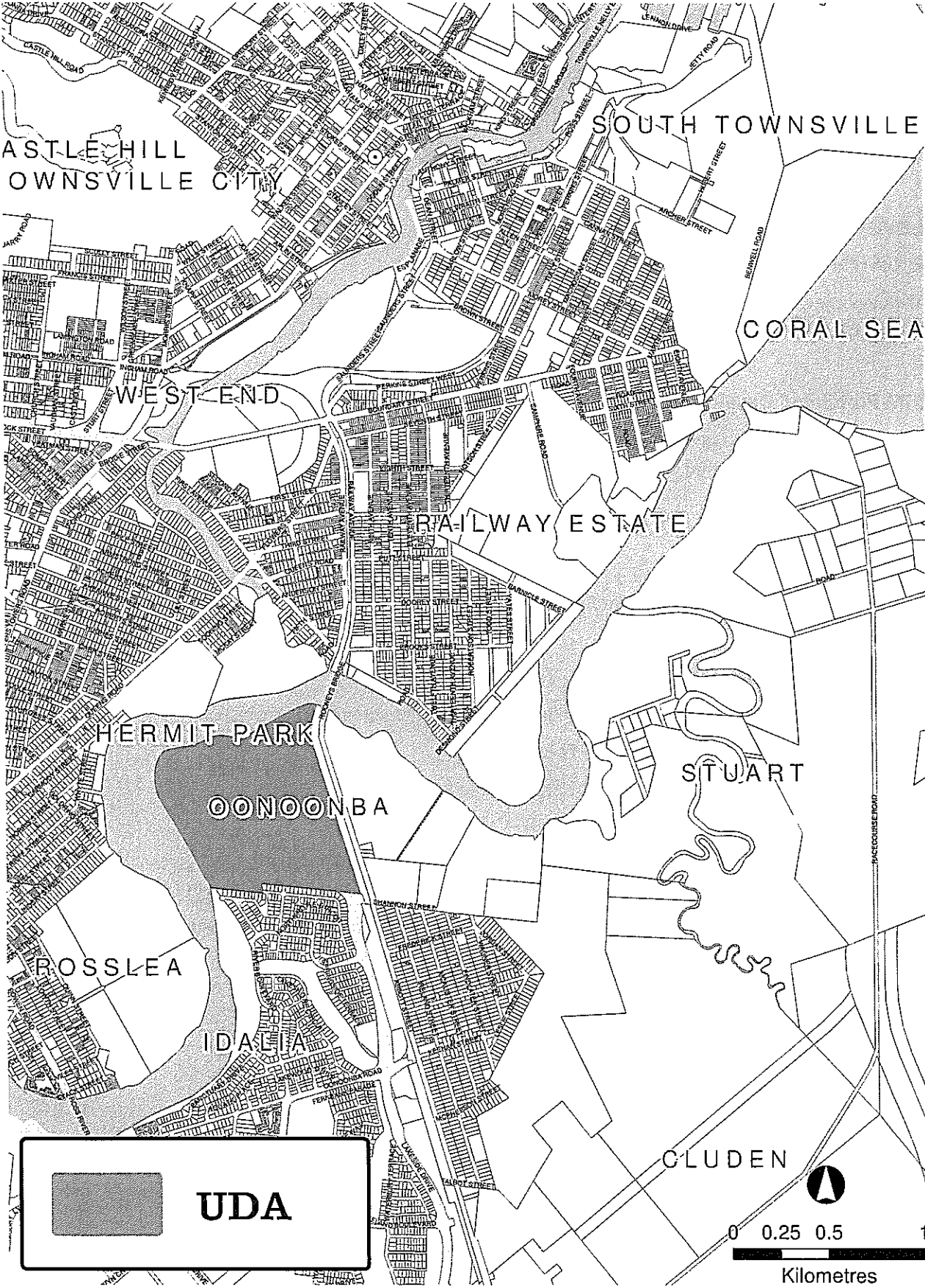


urban  
land  
development  
authority



Not to Scale

Figure 2: Locality Map



# Development Assessment Procedures

## Development Precincts

This ILUP nominates precincts within which particular development may be approved prior to commencement of the Oonoonba development scheme.

The development precincts for the declared UDA covered by this ILUP are shown in Figure 1.

Land within the declared UDA and not included in a precinct in Figure 1 falls within the balance area.

## Levels of assessment

### Within the Balance Area

All development within the balance area (except for development identified in Schedule 1 as Exempt development) is UDA Assessable Development (Prohibited).

### UDA Prohibited Development

UDA Assessable Development (Prohibited) is UDA Assessable Development that is inconsistent with the ILUP and may not be carried out in the urban development area.

### UDA Exempt Development

Development included in Schedule 1 is UDA Exempt Development meaning that a UDA Development Approval is not necessary prior to carrying out the use or works.

### UDA Assessable Development

Table 1 of this ILUP identifies whether development within the nominated precinct is:-

- i. UDA Self-Assessable Development - Column 2
- ii. UDA Assessable Development (Permissible) - Column 3A
- iii. UDA Assessable Development (Prohibited) - Column 3B

Development not mentioned in this ILUP as UDA Self-Assessable Development, UDA Assessable Development (Permissible) and Exempt Development is UDA Assessable Development (Prohibited).

A UDA development application is not necessary for UDA Self-Assessable Development complying with the requirements of this ILUP.

## **Development consistent with the ILUP**

A UDA development approval can not be granted if the development would be inconsistent with this ILUP.

Permissible development is consistent with the ILUP where the development complies with the UDA principles detailed in this ILUP about the carrying out of development.

Otherwise, the permissible development is inconsistent with the ILUP and must be refused.

Identification of development as permissible development does not mean that a UDA development approval (with or without conditions) will be granted.

Permissible development requires a UDA development application to be lodged with the Urban Land Development Authority (ULDA) for assessment and decision. Approval is required for permissible development to be undertaken.

Prohibited development is inconsistent with the ILUP and may not be carried out in the UDA.

## **Notice of application**

Public notice is required for all UDA development applications lodged under this ILUP.

## **Purpose of the principles**

The vision for the UDA specifies planning outcomes which:

- i. reflect the Government objectives for the UDA
- ii. seek to achieve for the UDA, the purposes of the Act and
- iii. form the basis for the development requirements about the carrying out of development within the UDA.

## **Purpose of the development requirements**

The development requirements apply to all UDA assessable and self-assessable development in the Oonoonba UDA. To the extent a requirement is relevant, it is to be taken into account in the preparation of a UDA development application and the assessment of the application.

For a development proposal, all development requirements must be achieved to the greatest extent practical, having regard to the extent of the other requirements.



# Principles and development requirements

As indicated, the following principles and development requirements apply to the whole of the UDA, a particular precinct or the balance area.

## UDA wide

The UDA principles and development requirements in this ILUP relate to:

- i. Housing and community
- ii. Urban design and placemaking
- iii. Transport, access and parking
- iv. Environment and sustainable development

For more detail regarding how to comply with the requirements listed below refer to guidelines issued by the ULDA<sup>1</sup>.

## Housing and community

### Principle

**Development delivers housing affordability, accessibility and choice and sustainable communities**

### Requirements

Residential neighbourhoods:

- » deliver a minimum of 50 percent of all dwellings across the UDA available for purchase at or below the median house price for Townsville
- » deliver a minimum of 40 percent of dwellings available to purchase or rent to low to moderate income households for Townsville
- » contribute to housing choice to meet a diversity of needs with a range of housing products
- » deliver affordable housing which is designed and located so that it is well integrated into the community
- » deliver 10 percent as accessible housing to meet the changing needs of people and households over time<sup>2</sup>
- » deliver sustainable communities with a strong community identity and access to community facilities and services.

Planning and development processes provide opportunities for community engagement.

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<sup>1</sup> Including the Residential 30, Accessible Housing and Sustainability guidelines.

<sup>2</sup> Refer to the ULDA Accessible Housing Guidelines for further direction on how this target can be met.

# Urban Design and Placemaking

## Principle

### Development delivers:

- » **maximum connectivity**
- » **a design that is responsive to the local climate & environment**
- » **walkable streets and neighbourhoods**
- » **safety and security**
- » **enhanced character & amenity and**
- » **efficient use of infrastructure.**

## Requirements

### Neighbourhood planning and design:

- » gives the neighbourhood a strong and positive identity by responding to site characteristics, setting, landmarks and views, and through clearly legible street networks, open space networks and use of streetscape elements
- » delivers appropriate scale
- » incorporates principles for crime prevention through environmental design (CPTED)
- » identifies appropriate areas for multiple residential uses
- » ensures visual and noise privacy
- » provides for 'age in place' through universal design principles
- » promotes healthy and active lifestyles
- » facilitates the siting and design of dwellings to conserve energy and support design for climate through the street and lot orientation and dimensions
- » protects and enhances significant vegetation and habitat areas and incorporates natural and cultural features
- » delivers development that is integrated with the surrounding environment and provide for shared use of public facilities by adjoining communities
- » provides appropriate public open spaces for a range of uses and activities and
- » locates services and utilities to maximise efficiency and ease of maintenance.

# Transport, access and parking

## Principle

### Development delivers:

- » efficient land use and transit integration
- » efficient street networks and
- » adequate car parking.

## Requirements

### Street network planning and design:

- » connects to existing networks while ensuring acceptable levels of amenity and minimising negative impacts of through traffic
- » provides acceptable levels of safety, adjoining uses and amenity
- » provides movement networks that have a clear structure and provide a high level of internal accessibility and good external connections with the surrounding area for vehicle, pedestrian and cycle movements and maximum public transport effectiveness
- » provides for pedestrian and cycle connections within the site which connect to existing facilities and support movement to key local and district destinations such as shops, schools, parks and community facilities
- » optimises transport/land use planning outcomes to reduce noise nuisance
- » supports public transport routes and facilities and provides safe, legible and attractive connections from residential areas to public transport nodes or stops and
- » does not unreasonably constrain future provision of public transport infrastructure and does not adversely impact on the function or operation of existing or future public transport corridors.

### In relation to vehicular access and car parking:

- » vehicle access and parking is safe and convenient for residents, visitors and service providers and adequate for the use and
- » adequate car parking is provided.

# Environment and sustainable development

## Principle

### Development delivers:

- » **acoustic amenity**
- » **minimal emissions to land, water and atmosphere**
- » **protection from flood and bushfire risk**
- » **efficient use of land and resources and**
- » **protection of environmental & resource values.**

## Requirements

The design, siting and layout of development:

- » achieves acceptable noise levels within 100 metres of the adjoining Queensland Rail line<sup>3</sup>
- » maintains the safety of people and property from bushfire risk<sup>4</sup> where in or adjoining bushland
- » ensures that all land and groundwater will be fit for purpose<sup>5</sup>
- » minimises adverse impact to the environmental values of the receiving waters and wetlands
- » appropriately manages floodwater and stormwater
- » minimises air quality impacts arising from construction including dust, noise and traffic impacts
- » minimises adverse impacts on natural landforms and the visual amenity of the site
- » minimises adverse impacts on significant vegetation
- » retains vegetation where possible along streets and within parks
- » promotes the efficient use of resources, maximises recycling opportunities and reduces waste generation<sup>6</sup>
- » adopts leading energy efficiency standards and distributed energy systems within the built environment and encourages the generation of renewable energy<sup>7</sup>

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3 Applicable noise standards are contained within the Sustainability Guideline

4 through compliance with State Planning Policy 1/03 and associated guideline for possible acceptable solutions to mitigate bushfire risk

5 consistent with current best practice contamination requirements in Queensland

6 efficient use of resources and waste minimisation in accordance with section 3.4 of the *Smart and Sustainable Homes Design Objectives*, Department of Public Works, June 2008.

7 Class 1 and Class 2 buildings (as defined in the Building Code of Australia 2009) must comply with the Queensland Development Code MP4.1 Sustainable buildings, which outlines minimum requirement in terms of energy efficiency and energy efficient fixtures for water conservation.

## Precinct 1

Precinct 1 identifies the part of the UDA in which a UDA development application may be lodged, assessed and decided prior to the finalisation and commencement of the Development Scheme.

The precinct is not contaminated or otherwise constrained by the environmental values of the site.

Precinct 1 will contain both houses and small scale mutli-unit dwellings (Multiple residential)<sup>8</sup> on traditional and smaller lots.

Development will need to protect the land requirements necessary to facilitate the future Abbott Street Deviation and demonstrate appropriate treatment to the intersections at Abbott Street/River Boulevard and Primary Industries access/River Boulevard.

A Plan of Development will demonstrate how the UDA principles and development requirements will be met. The community will have an opportunity to comment on the Plan of Development when it is publicly notified.

## Balance Area

The balance area comprises the part of the UDA which requires the further investigation of a number of issues including, for example the land requirements for future Abbott Street Deviation. These investigations will be undertaken as part of the preparation of the development scheme. In the interim, all development in the balance area (unless identified in Schedule 1) is prohibited.

The existing Primary Industries activities will continue to operate within the Balance area.

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8 Buildings and structures not exceeding 9.5 metres in height.



## Level of assessment for development

Table 1

Column 1	Column 2	Column 3 UDA Assessable Development	
Precincts	UDA Self Assessable Development	Column 3A	Column 3B
		Permissible Development	Prohibited Development
Balance Area	Nil	Nil	All development including development (not defined) except development mentioned in Schedule 1.
Precinct 1	<p><b>Making a material change of use for a House on a lot greater than 450m<sup>2</sup></b></p> <p><b>Where consistent with an approved Plan of Development:</b></p> <p><b>1. Making a material change of use for:</b></p> <ul style="list-style-type: none"> <li>a. Home based business</li> <li>b. House on a lot less than 450m<sup>2</sup></li> <li>c. Multiple residential</li> <li>d. Sales office and display home</li> </ul> <p><b>2. Carrying out operational work for:</b></p> <ul style="list-style-type: none"> <li>a. Filling or excavation</li> <li>b. Reconfiguring a lot</li> </ul> <p><b>Environmentally relevant activities for which a code of environmental compliance has been made under the Environmental Protection Regulation 1998.</b></p>	<p><b>Carrying out operational work for:</b></p> <ul style="list-style-type: none"> <li>a. Filling or excavation</li> <li>b. Reconfiguring a lot</li> </ul> <p><b>Reconfiguring a lot:</b></p> <ul style="list-style-type: none"> <li>a. resulting in lots greater than 450m<sup>2</sup>, or</li> <li>b. resulting in lots less than 450m<sup>2</sup> where accompanied by a Plan of Development</li> </ul> <p><b>Where not accompanied by a Plan of Development or where not consistent with an approved Plan of Development making a material change of use for:</b></p> <ul style="list-style-type: none"> <li>a. Home based business</li> <li>b. House on a lot less than 450m<sup>2</sup></li> <li>c. Multiple residential</li> <li>d. Sales office and display home</li> </ul> <p><b>Where consistent with an approved Plan of Development, all aspects of development for:</b></p> <ul style="list-style-type: none"> <li>a. Child care centre</li> <li>b. Community facility</li> <li>c. Emergency facility</li> <li>d. Environmentally relevant activities (except for those listed in Column 2)</li> <li>e. Other residential</li> <li>f. Place of assembly</li> <li>g. Utility installation</li> </ul>	All other development including other development (not defined) except development mentioned in Column 2, Column 3A and Schedule 1.

# Infrastructure Contributions

Under Section 58 of the *Urban Land Development Authority Act 2007*, the ULDA may impose conditions relating to infrastructure, and the payment of contributions or the surrender of land for infrastructure for any development area.

Infrastructure delivered as part of development may be credited against the applicable monetary contribution that would otherwise apply.

State infrastructure funding will be sought through normal budgetary processes and will be part of an approved State agency capital program.

# Schedules

## Schedule 1: Exempt Development

Development exempt from assessment against this ILUP

### Building work

- i. Minor building and demolition work

### Reconfiguring a lot

- i. Subdividing lots to create a lot of a size and in a location generally in accordance with the area shown as Precinct 1.
- ii. Subdivision involving road widening and truncations required as a condition of development approval.
- iii. Amalgamating two or more lots.
- iv. Reconfiguration for a building format plan of subdivision that does not subdivide land on or below the surface of the land.
- v. Reconfiguring a lot for the incorporation, under the Body Corporate and Community Management Act 1997, section 41, of a lot with common property for a community titles scheme.
- vi. Reconfiguring a lot for the conversion, under the Body Corporate and Community Management Act 1997, section 43, of lease common property within the meaning of that Act to a lot in a community titles scheme.
- vii. Reconfiguring a lot in relation to the acquisition, including by agreement, under the Acquisition of Land Act 1967 or otherwise, of land by
  - a constructing authority, as defined under that Act, for a purpose set out in 1-13 (other than part 10, second dot point) of the schedule to that Act
  - an authorised electricity entity.
- viii. Reconfiguring a lot for land held by the State, or a statutory body representing the State, and the land is being subdivided for a purpose set out in the Acquisition of Land Act 1967, schedule, parts 1 to 13 (other than part 10, second dot point) whether or not the land relates to an acquisition.
- ix. Reconfiguring a lot for the Transport Infrastructure Act 1994, section 240.
- x. Reconfiguring a lot in relation to the acquisition of land for a water infrastructure facility.

## **Operational work**

- i. Clearing vegetation other than Significant vegetation and Significant vegetation where the clearing is consistent with an approved Plan of Development
- ii. Operational work, including filling and excavation, for stormwater management
- iii. Operational work, or plumbing or drainage work (including maintenance and repair work) if the work is carried out by or on behalf of a public sector entity authorised under a State law to carry out the work
- iv. Erecting no more than one (1) satellite dish on premises, where the satellite dish has no dimension greater than one metre
- v. Filling or excavation where:
  - a. to a depth of one vertical metre or less from ground level on land subject to an approved Plan of Development or
  - b. top dressing to a depth of less than 100 vertical millimetres from ground level on land subject to an approved Plan of Development.

## **All aspects of development**

- i. directed to be carried out under a notice, order or direction made under a State law
- ii. associated with the decontamination of land
- iii. associated with the establishment or maintenance of a park
- iv. associated with the establishment of a Sales office and Display home
- v. undertaken by the State, or a statutory body representing the State, for the purposes of public housing.

## **Schedule 2: Definitions**

### **Use Definitions**

#### **Commercial Uses**

##### **Business**

Premises used for administration, clerical, technical, professional, medical or veterinarian services or other business activities where no goods or materials are made, sold or hired on the premises.

##### **Home based business**

House or multiple residential unit used for an occupation or business activity as a secondary use where:

- a. the floor area used specifically for the home business does not exceed 50m<sup>2</sup>
- b. any visitor accommodation does not exceed 4 visitors
- c. there is no hiring out of materials, goods, appliances or vehicles
- d. there is no repairing, servicing, cleaning or loading of vehicles not normally associated with a house
- e. the maximum height of a new building, structure or object does not exceed the height of the house and the setback is the same as, or greater than, buildings on adjoining properties.

##### **Sales office and display home**

Premises, including a caravan or relocatable home structure, used for the promotion and/or sale of land and/or buildings within an estate, where such premises are located within the estate which is proposed to be promoted or sold.

#### **Industrial Uses**

##### **Extractive industry**

Premises used for extraction of sand, gravel, soil, rock, stone or similar substance from land. The use includes ancillary storage, loading or cartage and any crushing, screening, washing, blending or other treatment processes of material extracted from the site.

##### **General industry**

Premises used for making, assembling, dismantling, breaking up, servicing, storing, repairing goods, or treating waste where potential impacts exist.

##### **Warehouse**

Premises used for the storage of goods whether or not in a building, including self storage facilities or storage yards.

#### **Residential Uses/Residential**

##### **House**

Premises used for residential purposes where on its own lot, used as one self contained dwelling and not subject to community title.

### **Multiple residential**

Premises used for residential purposes if there are two or more dwelling units on any one lot, on its own lot and subject to a community titles scheme. Multiple Residential does not include a house, as defined herein.

### **Other residential**

Premises used for the accommodation and care of aged and retired people, small groups of disadvantaged persons or persons who are being nursed, require ongoing supervision/support, or are convalescing. This use may include but is not limited to ancillary dining and recreation facilities, administration offices, laundries, kitchens, ancillary medical facilities and residential accommodation for management and staff.

### **Relocatable home and caravan park**

Premises used for the parking or location of relocatable homes, caravans, self contained cabins, tents and similar structures for the purpose of providing residential accommodation.

The use includes ancillary facilities such as amenities, laundries, kitchens, a kiosk and recreation facility and residential accommodation for persons associated with the development. It also includes a manager's office and residence.

### **Retail Uses/Retail**

#### **Fast food premises**

Premises used for the preparation and sale of food to the public generally for immediate consumption on or off the premises. The use may include drive through facilities and ancillary facilities for the consumption of food on the premises.

#### **Market**

Premises used for the display and sale of goods to the public on a regular but infrequent basis, where goods are primarily sold from temporary structures such as stalls, booths or trestle tables. The use includes ancillary food and beverage sales and ancillary entertainment provided for the enjoyment of customers.

#### **Service station**

Premises used for the retail sale of fuel including petrol, liquid petroleum and automotive distillate to refuel motor vehicles.

#### **Shop**

Premises used for the display, sale or hire of goods to the public. The use includes the incidental storage of goods on the premises and the ancillary or incidental preparation of food. It also includes hairdressing, minor appliance repairs, alterations, retail dry cleaning, liquor store, department store, discount department store, discount variety stores and betting agencies.



**Shopping centre**

Premises used for display, sale or hire of goods comprising two or more individual tenancies, comprising primarily shops and which function as an integrated complex.

**Rural Uses****Agriculture**

Premises used for commercial purposes for the:

- » growing and harvesting of trees, crops, pastures, flowers, fruit, turf, vegetables and the like for commercial or business purposes. The use includes the storage and packing of produce grown on the subject site and the repair and servicing of machinery and other ancillary activities, or
- » breeding, keeping, rearing, training, boarding or stabling of animals.

**Service, community and other uses****Caretaker's accommodation**

The residential use of part of a premises where in connection with a non residential use on the same premises.

**Car park**

Premises used for the parking of motor vehicles where such parking is not ancillary to some other development on the same site.

**Child care centre**

Premises used for the minding or care, but not residence of children generally under school age. The use includes but is not limited to a kindergarten, creche or early childhood centre.

**Community facility**

Premises used for social or community purposes, such as a community centre, library, public building or the like.

**Educational establishment**

Premises used for systematic training and instruction, including any other ancillary facility. This definition includes prep facilities, primary school, secondary school, college, university, technical institute, academy or other educational centre.

The use may include residential accommodation and other ancillary uses provided for the employees and the students of such premises.

**Emergency service**

Premises used for services which respond to community need in an emergency.

## **Environmentally relevant activities**

As defined in the *Environmental Protection Act 1994*.

## **Place of assembly**

Premises used for worship and activities of a religious organisation, community or association.

## **Utility installation**

Premises used for the purpose of providing utility or telecommunication services, which does not fall within the Schedule of Facilities and Areas under the *Telecommunications Act 1997*. The use may include but is not limited to:

- » A telecommunications tower more than 5m in height
- » An equipment shelter of more than 7.5m<sup>2</sup> in area and 3m in height.

## **Sport, recreation and entertainment uses**

### **Club**

Premises used by persons associated (whether incorporated or not) for social, literary, political, sporting, athletic or other similar purposes to which the general public may also resort and which is, or intends to be, subject to a club licence under the *Liquor Act 1992*. The premises may also include the provision of food and beverages, limited live or recorded entertainment and gaming machines.

### **Indoor sport, entertainment and recreation**

Premises used for leisure, sport or recreation conducted wholly or mainly indoors such as indoor sports and fitness centres, gyms, bowling alleys, squash courts and the like.

### **Outdoor sport and recreation**

Premises used for any sporting or recreational activity, or other leisure pastime, which is conducted wholly or mainly outside of a building.

The use includes such typical premises as outdoor public swimming pools, golf courses and driving ranges, outdoor courts and sportsground, and the like. The term also includes the provision of a clubhouse and other ancillary facilities.

### **Park**

Premises used by the public for free recreation and enjoyment, but used infrequently for events.

Facilities for park users may include children's playground equipment, informal sports fields, vehicle parking and other public conveniences.

### **Other**

#### **Filling or excavation**

Operational work for filling or excavating that materially affects premises or their use.

### **Minor building or demolition work**

Means:

- » Internal building or demolition work
- » External building work up to 25m<sup>2</sup> for roofs over existing decks or paved areas, sun hoods, carports and the like
- » Building work up to 10% of approved GFA or lawfully existing GFA at the time of commencement of this ILUP
- » Raising a house where the resultant height does not exceed 9.5m, or

### **Reconfiguring a lot**

As defined in the *Sustainable Planning Act 2009*.

### **Administrative definitions**

#### **Affordable housing**

Affordable housing is housing which can be reasonably afforded by low to moderate income households. Housing can reasonably be afforded by low income households, if the household spends no more than 30% of its combined annual gross household income on rent or 35% of its combined annual gross household income on home ownership.

Affordable housing encompasses:

- » Private rental housing and home purchase options (including housing aimed at the first home owners market)
- » Social housing (including public and community housing).

#### **Basement**

A storey below ground level or where the underside of the ceiling projects no more than one metre above ground level.

#### **Building height**

The maximum vertical distance between the natural ground level and the roof or parapet at any point but not including an antenna, aerial, chimney, flagpole or the like.

#### **Development scheme**

As defined in the *Urban Land Development Authority Act 2007*.

### **Dwelling unit**

Means a building or part of a building used or capable of being used as a self contained residence which must include:

- » Food preparation facilities
- » A bath or shower
- » A toilet and wash basin.

The term includes works ancillary to a dwelling.

### **Ground level**

The level on a site which precedes development excluding any site works that are subject to a related development approval, unless approved by the ULDA or established as part of a reconfiguration of the land preceding development.

### **Gross floor area**

The total floor area of all storeys of a building, including mezzanines, measured from the external walls or the centre of a common wall, excluding area used for:

- » building services
- » ground floor public lobby
- » a public mall in a shopping complex
- » the parking, loading and manoeuvring of motor vehicles
- » private balconies whether roofed or not.

### **High water mark**

Refers to the ordinary high water mark at spring tides.

### **Mezzanine**

An intermediate floor within a room.

### **Noise sensitive use**

Means any of the following:

- » House, Multiple residential, Other residential
- » Childcare centre, Community facility, Hospital or Place of assembly
- » Park.

### **Plan of development**

A detailed plan, including graphics, text and tables that collectively accompanies a development application. A plan of development details lot layout, the form and density of development, landscape intent and building control requirements.

### **Plot ratio**

The ratio between the gross floor area of a building and the total area of the site.

### **Private open space**

An outdoor area for the exclusive use of occupants.

### **Public benefit**

Refers to an outcome that benefits the wider community rather than local, site specific or land ownership desires.

### **Public housing**

As defined in the *Sustainable Planning Act 2009*.

### **Public realm**

Refers to spaces that are used by the general public, including streets, squares, parks and environmental areas.

### **Setback**

The shortest distance measured horizontally from the outermost projection of the building or structure to the vertical projection of the boundary lot.

### **Significant vegetation**

Vegetation, whether living or dead, including their root zone<sup>9</sup> that:

- » maintains biodiversity
- » preserves natural landforms
- » contributes to the character of the landscape
- » has cultural or historical value
- » has amenity value.

Significant vegetation in the UDA includes:

- » all marine plants
- » all trees with a diameter of equal to or greater than 60cm when measured at 1metre above ground level

Note: does not include species listed as pest vegetation by the State or local government.

### **Site cover**

The proportion of the site covered by buildings, including roof overhangs. The term does not include areas of covered private open space.

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<sup>9</sup> The root zone is described by the vertical projection of the foliage to a depth of 1 metre below the surface and including buttress roots on and above the soil surface.

## **Storey**

Means a space within a building which is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above. This does not mean:

(i) a space that contains only:

- a lift shaft, stairway or meter room
- a bathroom, shower room, laundry, toilet or other sanitary compartment
- accommodation intended for not more than 3 vehicles
- a combination of the above, or

(ii) a mezzanine

## **Urban Design**

Refers to the holistic design of urban environments, including the overall townscape, individual buildings, street networks, streetscapes, parks and other public spaces.



## Schedule 3: Information to support development

The following information may be required in support of development. If the relevant information does not accompany the UDA development application it may be sought through an information request or a condition of approval.

### Plan of Development

As identified in Table 1: Level of assessment for development, certain UDA development applications are required to be accompanied by a Plan of Development (PoD).

A PoD may contain site plans, graphics and text and once approved becomes the primary document for the ongoing regulation of certain subsequent UDA self assessable and assessable development (permissible).

For further details on how to prepare a PoD refer to Residential 30 ULDA Guideline 01.

A PoD must detail:

- i. the street pattern, including street pavement widths, the location of footpaths and any provision for car parking
- ii. the public open space areas
- iii. the subdivision pattern including lot areas and dimensions
- iv. building setbacks on each lot, including built-to-boundary wall locations, setbacks and building heights
- v. lots on which more than one dwelling may be built, including the maximum number of dwellings on the site
- vi. staging of development
- vii. typical house plans (for lots between 250m<sup>2</sup> and 450m<sup>2</sup> in area) and
- viii. detailed concept house plans (for lots less than 250m<sup>2</sup> in area).

*Note -*

*On lots between 250m<sup>2</sup> and 450m<sup>2</sup> in area, the subsequent House or Multiple residential will be conditioned to comply with both the PoD and the Building design provisions of the Design Checklist contained in Residential 30, ULDA guideline no. 01*

Depending on the development density and complexity of the design, a PoD may also need to detail:

- i. street cross-sections, planting and landscaping areas
- ii. service infrastructure connection points to each lot
- iii. any access restriction arrangements
- iv. private open space areas
- v. pavement and verge widths
- vi. kerb types
- vii. tree retention requirements
- viii. neighbourhood signage
- ix. slope controls (e.g. elevated construction, slab on ground requirements) and
- x. driveway locations
- xi. primary and secondary frontages.

To ensure an appropriate level of integration, the PoD should be prepared having due regard to the 'first cut' design of civil works and detail how:

- i. gully pits, water meters, power pillars and communications pits do not interfere with driveways of narrow frontage lots
- ii. sewers and stormwater do not clash with walls that are built to the boundary (sometimes referred to as the zero lot line)
- iii. overland stormwater flows are not concentrated through narrow lots
- iv. slopes of small lots are not excessive
- v. infrastructure items do not detract from the urban amenity and
- vi. any filling does not adversely impact on tree protection and driveway slope.

### **Acid sulfate soils (ASS)**

An ASS investigation will be required on soil and sediment at or below 5m Australian Height Datum (AHD) where the natural ground level is less than 20m AHD where development involves any of the following activities at or below 5m AHD:

- i. excavating or otherwise removing 100m<sup>3</sup> of soil or sediment; or
- ii. filling of land involving 500m<sup>3</sup> or more of material with an average depth of 0.5m or greater.

Where an ASS investigation is required, it must be in compliance with State Planning Policy 2/02, the Guidelines for Sampling and Analysis of Lowland Acid Sulfate Soils (ASS) in Queensland 1998 and General Information Required to Assist Assessment of Development Proposals Involving Acid Sulfate Soils (V 4, June 2004). Different levels of investigation may be appropriate for different proposals or types of disturbance.

An ASS management plan must be prepared if the ASS investigation report concludes that ASS are present and could be disturbed by the proposed development. This management plan is required to be submitted with any relevant application.

### **Acoustic amenity**

An acoustic amenity report may be required to evaluate and address potential noise impacts and recommend appropriate noise mitigation measures.

The report will address how adverse impacts on surrounding uses are to be minimized during the construction phase and ongoing use phase.

### **Contaminated land**

Land recorded on either the Environmental Management Register, the Contaminated Land Register or with a potential for Unexploded Ordnance will be required to be investigated and assessed when an application is made for a material change of use, reconfiguration of a lot or operational works.

Site remediation or an approved site management plan must meet the Department of Environment and Resource Management processes and guidelines for the assessment and management of contaminated land in Queensland.

## **Erosion and sediment control**

To minimize the risk of environmental harm to environmental values of receiving waters the preparation of an erosion and sediment control plan will be required prior to the commencement of works. The plan is to be in accordance with current best practice and implemented during the construction phase of development. The construction phase of development includes:

- i. civil works such as cutting and filling, vegetation clearing, road construction, stormwater works etc and
- ii. built form phase works involving construction of buildings on specific lots

## **Water quality**

Details should be provided to demonstrate how the development protects the environmental values of receiving waters by:

- i. implementing best practice environmental management for urban stormwater by incorporating current best practice water sensitive urban design (WSUD) strategies and mechanisms into the development
- ii. demonstrating, to the greatest extent possible, Integrated Water Cycle Management (IWCM) principles for Australia including water harvesting and reuse.

Details should also demonstrate that existing waterways can continue as a stormwater corridor. It may be necessary to have a 7 metre setback from the high bank of existing waterways; this can contribute to the open space network.

## **Filling and excavation**

Information should be provided to demonstrate:

- i. the level of consistency with the requirements of Townsville City Plan 2005
- ii. the visual character and amenity of the site and surrounding area is not adversely affected
- iii. the extent of filling and excavation is minimized and
- iv. filling does not adversely affect the flooding upstream, downstream and on adjoining land.

## **Landscaping**

A plan may be required demonstrating that:

- i. the development will retain existing trees within the development to the extent practicable
- ii. waterway corridor, drainage lines and associated ecological values will be maintained
- iii. planted areas will include at least 50% locally occurring native plants or species. These species should provide habitat and food resources for local fauna and be drought tolerant where possible
- iv. any plants that are non locally occurring are non invasive and non dispersive and
- v. plantings and associated treatments provide an attractive and safe quality streetscape that provides on-site recreation opportunities. For non-residential development, plantings and associated treatments should provide a positive visual and amenity contribution to the public realm.

## **Flooding and stormwater**

A report may be required to demonstrate that:

- i. there is no worsening and where possible, improvement to flooding and stormwater problems on surrounding land
- ii. building pads, essential services and at least one access road on the development site will be 300mm above all floods up to and including the 100 year Average Recurrence Interval (100y ARI) and
- iii. habitable floor levels will be 500mm above 100y ARI.

**Urban Land Development Authority**

**CLINTON**  
**INTERIM LAND USE PLAN 2010**

**April 2010**

**Version 1**



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# Preliminary

## Introduction

The Clinton Interim Land Use Plan (ILUP) had been prepared pursuant to Section 8 of the *Urban Land Development Authority Act 2007* and applies only to land within the declared Clinton Urban Development Area (UDA) identified in Figure 1.

This ILUP commences on declaration.

## Background

The *Urban Land Development Authority Act 2007* (the Act) provides for particular parts of the State to be declared as areas called urban development areas.

The main purposes of the Act are to facilitate the following in the urban development areas:

- the availability of land for urban purposes
- the provision of a range of housing options to address diverse community needs
- the provision of infrastructure for urban purposes
- planning principles that give effect to ecological sustainability and best practice urban design, and
- the provision of an ongoing availability of affordable housing options for low to moderate income households.

The Urban Land Development Authority (ULDA) is a statutory authority under the *Urban Land Development Authority Act 2007* and is a key element of the Queensland Housing Affordability Strategy.

The ULDA is tasked to plan, carry out, promote or coordinate and control, the development of land in declared urban development areas.

## Urban Development Area

The Clinton UDA was declared by a regulation, pursuant to Part 2 Division 1 Section 7 of the *Urban Land Development Authority Act 2007*.

The Clinton Urban Development Area (UDA) has an area of approximately 26 hectares and is strategically located in a growth corridor approximately 6 kilometres south west of the Gladstone Central Business District, see figure 2. The site is bounded by Dawson Highway to the north and west, established residential dwellings to the south and Harvey Road to the east. The UDA is well serviced by local amenities including active and passive recreation facilities to the east of Harvey Road.

The Clinton State School is included within the boundary of the UDA. Inclusion of the school land in the UDA has no impact on the school's activities or future requirements. Rather it offers significant opportunities to ensure there is an appropriate interface between the school and new residential development within the UDA.

Housing affordability within the Gladstone LGA has declined between March 2004 and March 2009 . Detached houses are the dominant dwelling type within Gladstone. There is a clear absence of smaller product in the market. Data shows that only 1.5% of lot registrations within Gladstone are below 450m<sup>2</sup> compared to other parts of Queensland which are as high as 20% .

In the process of updating their planning scheme, Gladstone Regional Council has identified issues to be addressed such as the need to contain urban sprawl by discouraging inefficient residential development and the need to encourage a wider choice in housing style. Council has identified possible strategies such as requiring a range of lot sizes to be provided in a neighbourhood with the aim of increasing densities and the preparation of assessment criteria for small lot housing.

Development under the Clinton ILUP will demonstrate efficient residential development, encourage a wider choice in housing style and create affordable product.

## **Purpose of the ILUP**

The purpose of this ILUP is to regulate orderly development and provide direction as to the preferred form of development within the nominated precincts in the UDA.

The ILUP remains in force until such time as the development scheme takes effect.

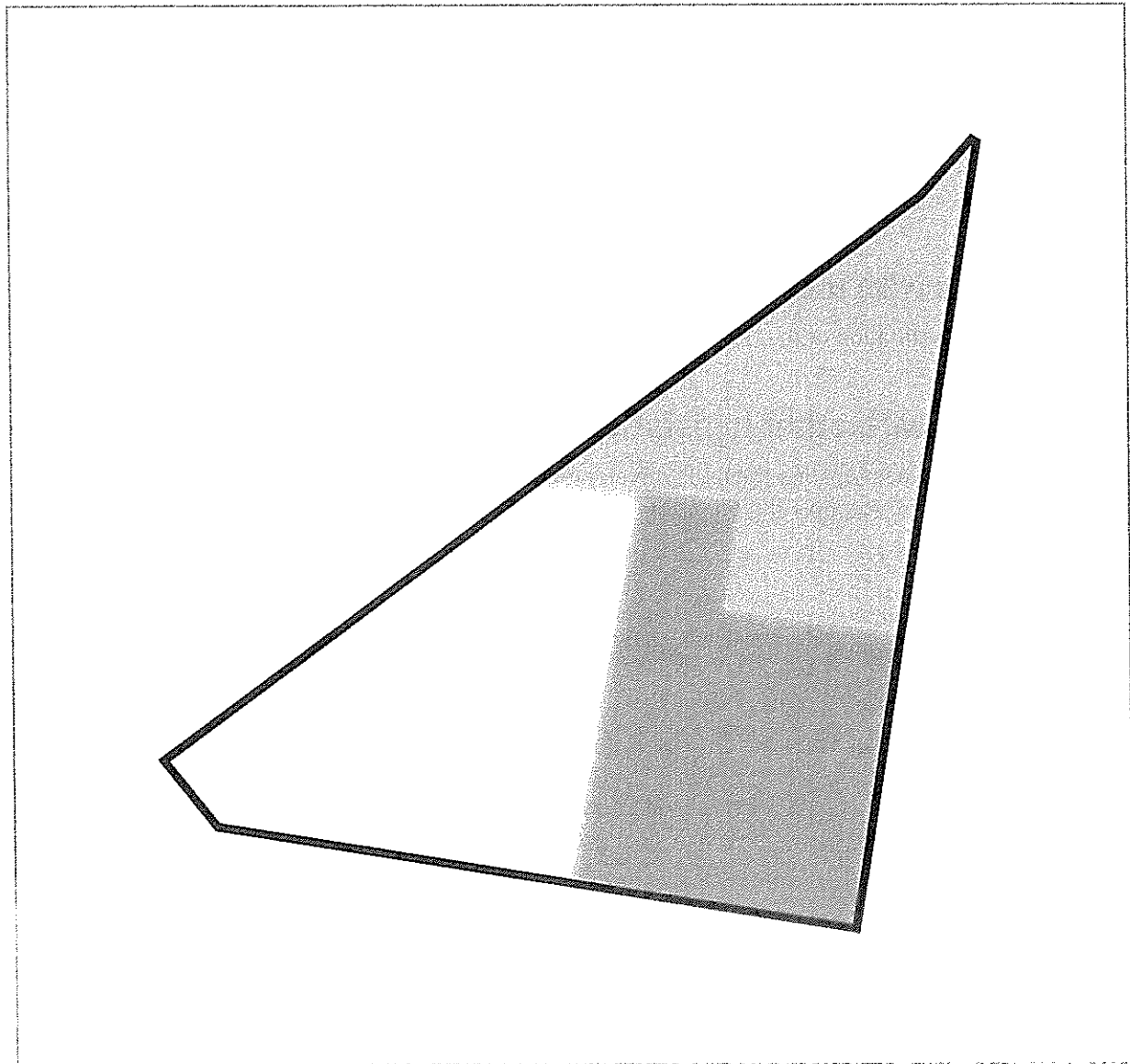
## **Relationship with local government planning scheme**

From the date of declaration of the UDA, the ILUP replaces the local planning scheme.

## **Relationship with other legislation**

In addition to assessment against the ILUP, development may require assessment against other legislation including for example the *Plumbing and Drainage Act 2002* and *Sustainable Planning Act 2009*.

# Figure 1: Clinton UDA boundary and precincts







Source: Digital Cadastre Database, Department of Environment and Resource Management December 2000

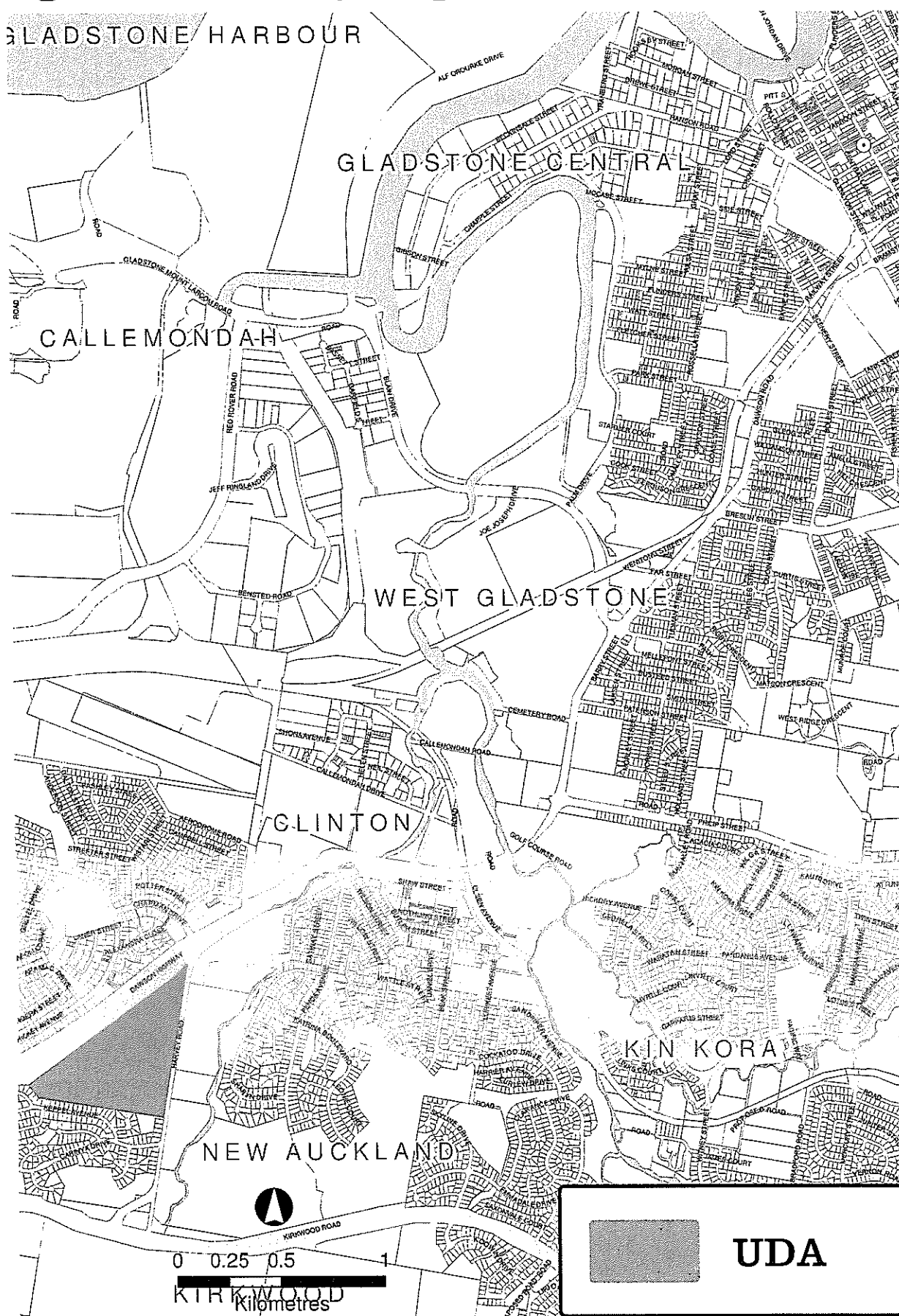
Map generated by Spatial Services branch of the Department of Infrastructure and Planning and Urban Land Development Authority.

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## Key

-  UDA Boundary
-  Precinct 1
-  Precinct 2
-  Balance Area

# Figure 2: Locality Map



# Development Assessment Procedures

## Development Precincts

This ILUP nominates precincts within which particular development may be approved prior to commencement of the Clinton development scheme.

The development precincts for the declared UDA covered by this ILUP are shown in Figure 1.

Land within the declared UDA and not included in a precinct in Figure 1 falls within the balance area.

## Levels of assessment

### Within the Balance Area

All development within the balance area (except for development identified in Schedule 1 as Exempt development) is UDA Assessable Development (Prohibited).

### UDA Prohibited Development

UDA Assessable Development (Prohibited) is UDA Assessable Development that is inconsistent with the ILUP and may not be carried out in the urban development area.

### UDA Exempt Development

Development included in Schedule 1 is UDA Exempt Development meaning that a UDA Development Approval is not necessary prior to carrying out the use or works.

### UDA Assessable Development

Table 1 of this ILUP identifies whether development within the nominated precincts is:-

- i. UDA Self-Assessable Development - Column 2
- ii. UDA Assessable Development (Permissible) - Column 3A
- iii. UDA Assessable Development (Prohibited) - Column 3B

Development not mentioned in this ILUP as UDA Self-Assessable Development, UDA Assessable Development (Permissible) and Exempt Development is UDA Assessable Development (Prohibited).

A UDA development application is not necessary for UDA Self-Assessable Development complying with the requirements of this ILUP.

## **Development consistent with the ILUP**

A UDA development approval can not be granted if the development would be inconsistent with this ILUP.

Permissible development is consistent with the ILUP where the development complies with the UDA principles detailed in this ILUP about the carrying out of development.

Otherwise, the permissible development is inconsistent with the ILUP and must be refused.

Identification of development as permissible development does not mean that a UDA development approval (with or without conditions) will be granted.

Permissible development requires a UDA development application to be lodged with the Urban Land Development Authority (ULDA) for assessment and decision. Approval is required for permissible development to be undertaken.

Prohibited development is inconsistent with the ILUP and may not be carried out in the UDA.

## **Notice of application**

Public notice is required for all UDA development applications lodged under this ILUP.

## **Purpose of the principles**

The vision for the UDA specifies planning outcomes which:

- i. reflect the Government objectives for the UDA
- ii. seek to achieve for the UDA, the purposes of the Act and
- iii. form the basis for the development requirements about the carrying out of development within the UDA.

## **Purpose of the development requirements**

The development requirements apply to all UDA assessable and self-assessable development in the Clinton UDA. To the extent a requirement is relevant, it is to be taken into account in the preparation of a UDA development application and the assessment of the application.

For a development proposal, all development requirements must be achieved to the greatest extent practical, having regard to the extent of the other requirements.

# Principles and development requirements

As indicated, the following principles and development requirements apply to the whole of the UDA, a particular precinct or the balance area.

## UDA wide

The UDA principles and development requirements relate to:

- i. Housing and community
- ii. Urban design and placemaking
- iii. Transport, access and parking
- iv. Environment and sustainable development

For more detail regarding how to comply with the requirements listed below refer to guidelines issued by the ULDA<sup>1</sup>.

## Housing and community

### Principle

**Development delivers housing affordability, accessibility and choice and sustainable communities**

### Requirements

Residential neighbourhoods:

- » deliver a minimum of 60 percent of all dwellings across the UDA available for purchase at or below the median house price for Gladstone
- » deliver a minimum of 50 percent of dwellings available to purchase or rent to low to moderate income households for Gladstone
- » contribute to housing choice to meet a diversity of needs with a range of housing products
- » deliver affordable housing which is designed and located so that it is well integrated into the community

deliver 10 percent as accessible housing to meet the changing needs of people and households over time<sup>2</sup>

deliver sustainable communities with a strong community identity and access to community facilities and services.

Planning and development processes provide opportunities for community engagement.

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1 Including the Residential 30, Accessible Housing and Sustainability guidelines.

2 Refer to the ULDA Accessible Housing Guidelines for further direction on how this target can be met.



# Urban Design and Placemaking

## Principle

### Development delivers:

- » **maximum connectivity**
- » **a design that is responsive to the local climate & environment**
- » **walkable streets and neighbourhoods**
- » **safety and security**
- » **enhanced character & amenity and**
- » **efficient use of infrastructure.**

## Requirements

### Neighbourhood planning and design:

- » gives the neighbourhood a strong and positive identity by responding to site characteristics, setting, landmarks and views, and through clearly legible street networks, open space networks and use of streetscape elements
- » delivers appropriate scale
- » incorporates principles for crime prevention through environmental design (CPTED)
- » identifies appropriate areas for multiple residential uses
- » ensures visual and noise privacy
- » provides for 'age in place' through universal design principles
- » promotes healthy and active lifestyles
- » facilitates the siting and design of dwellings to conserve energy and support design for climate through the street and lot orientation and dimensions
- » protects and enhances significant vegetation and habitat areas and incorporates natural and cultural features
- » delivers development that is integrated with the surrounding environment and provide for shared use of public facilities by adjoining communities
- » provides appropriate public open spaces for a range of uses and activities and
- » locates services and utilities to maximise efficiency and ease of maintenance.

# Transport, access and parking

## Principle

### Development delivers:

- efficient land use and transit integration
- efficient street networks and
- adequate car parking.

## Requirements

### Street network planning and design:

- connects to existing networks while ensuring acceptable levels of amenity and minimising negative impacts of through traffic
- provides acceptable levels of safety, adjoining uses and amenity
- provides movement networks that have a clear structure and provide a high level of internal accessibility and good external connections with the surrounding area for vehicle, pedestrian and cycle movements and maximum public transport effectiveness
- provides for pedestrian and cycle connections within the site which connect to existing facilities and support movement to key local and district destinations such as shops, schools, parks and community facilities
- optimises transport/land use planning outcomes to reduce noise nuisance
- supports public transport routes and facilities and provides safe, legible and attractive connections from residential areas to public transport nodes or stops and
- does not unreasonably constrain future provision of public transport infrastructure and does not adversely impact on the function or operation of existing or future public transport corridors.

### In relation to vehicular access and car parking:

- vehicle access and parking is safe and convenient for residents, visitors and service providers and adequate for the use and
- adequate car parking is provided.

# Environment and sustainable development

## Principle

### Development delivers:

- » minimal emissions to land, water and atmosphere
- » protection from flood and bushfire risk
- » efficient use of land and resources and
- » protection of environmental & resource values.

## Requirements

The design, siting and layout of development:

- » maintains the safety of people and property from bushfire risk<sup>3</sup> where in or adjoining bushland
- » ensures that all land and groundwater will be fit for purpose<sup>4</sup>
- » minimises adverse impact to the environmental values of the receiving waters and wetlands
- » appropriately manages floodwater and stormwater
- » minimises air quality impacts arising from construction including dust, noise and traffic impacts
- » minimises adverse impacts on natural landforms and the visual amenity of the site
- » minimises adverse impacts on significant vegetation
- » retains vegetation where possible along streets and within parks
- » promotes the efficient use of resources, maximises recycling opportunities and reduces waste generation<sup>5</sup>
- » adopts leading energy efficiency standards and distributed energy systems within the built environment and encourages the generation of renewable energy<sup>6</sup>

- 
- 3 through compliance with State Planning Policy 1/03 and associated guideline for possible acceptable solutions to mitigate bushfire risk
  - 4 consistent with current best practice contamination requirements in Queensland
  - 5 efficient use of resources and waste minimisation in accordance with section 3.4 of the *Smart and Sustainable Homes Design Objectives*, Department of Public Works, June 2008.
  - 6 Class 1 and Class 2 buildings (as defined in the Building Code of Australia 2009) must comply with the Queensland Development Code MP 4.1 Sustainable buildings, which outlines minimum requirements in terms of energy efficiency and efficient fixtures for water conservation.

## **Precinct 1**

Precinct 1 identifies the part of the UDA in which a UDA development application may be lodged assessed and decided prior to the finalisation and commencement of the Development Scheme.

Precinct 1 will contain a mix of houses and small scale multi-unit dwellings (Multiple residential)<sup>7</sup> on traditional and smaller lots.

Precinct 1 will also contain open space areas for recreation and stormwater mitigation.

A Plan of Development will demonstrate how the UDA principles and development requirements will be met. The community will have an opportunity to comment on the Plan of Development when it is publicly notified.

## **Precinct 2**

Precinct 2 comprises land owned by the Department of Education and Training including the Clinton State School. The school's current uses and activities will continue and future requirements will be accommodated. It is intended that there is an appropriate interface between the school and new residential development within the UDA.

## **Balance Area**

The balance area comprises the part of the UDA which requires further investigation. These investigations will be undertaken as part of the preparation of the development scheme. In the interim, all development in the balance area (unless identified in Schedule 1) is prohibited.

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<sup>7</sup> Buildings and structures not exceeding 9.5 metres in height.

## Level of assessment for development

Table 1

Column 1	Column 2	Column 3 UDA Assessable Development	
Precincts	UDA Self Assessable Development	Column 3A	Column 3B
		Permissible Development	Prohibited Development
Precinct 1	<p><b>Making a material change of use for a House on a lot greater than 450m<sup>2</sup></b></p> <p><b>Where consistent with an approved Plan of Development:</b></p> <p><b>1. Making a material change of use for:</b></p> <ul style="list-style-type: none"> <li>a. Home based business</li> <li>b. House on a lot less than 450m<sup>2</sup></li> <li>c. Multiple residential</li> <li>d. Sales office and display home</li> </ul> <p><b>2. Carrying out operational work for:</b></p> <ul style="list-style-type: none"> <li>a. Filling or excavation</li> <li>b. Reconfiguring a lot</li> </ul> <p><b>Environmentally relevant activities for which a code of environmental compliance has been made under the Environmental Protection Regulation 1998.</b></p>	<p><b>Carrying out operational work for:</b></p> <ul style="list-style-type: none"> <li>a. Filling or excavation</li> <li>b. Reconfiguring a lot</li> </ul> <p><b>Reconfiguring a lot:</b></p> <ul style="list-style-type: none"> <li>a. resulting in lots greater than 450m<sup>2</sup>, or</li> <li>b. resulting in lots less than 450m<sup>2</sup> where accompanied by a Plan of Development</li> </ul> <p><b>Where not accompanied by a Plan of Development or where not consistent with an approved Plan of Development making a material change of use for:</b></p> <ul style="list-style-type: none"> <li>a. Home based business</li> <li>b. House on a lot less than 450m<sup>2</sup></li> <li>c. Multiple residential</li> <li>d. Sales office and display home</li> </ul> <p><b>Where consistent with an approved Plan of Development, all aspects of development for:</b></p> <ul style="list-style-type: none"> <li>a. Child care centre</li> <li>b. Community facility</li> <li>c. Emergency facility</li> <li>d. Environmentally relevant activities (except for those listed in Column 2)</li> <li>e. Other residential</li> <li>f. Place of assembly</li> <li>g. Utility Installation</li> </ul>	<p><b>All other development including other development (not defined) except development mentioned in Column 2, Column 3A and Schedule 1.</b></p>
Precinct 2 and Balance Area	Nil	Nil	<p><b>All development including development (not defined) except development mentioned in Schedule 1.</b></p> <p><i>Note: Schedule 1 makes Educational Facilities exempt in Precinct 2</i></p>

# Infrastructure Contributions

Under Section 58 of the *Urban Land Development Authority Act 2007*, the ULDA may impose conditions relating to infrastructure, and the payment of contributions or the surrender of land for infrastructure for any development area.

Infrastructure delivered as part of development may be credited against the applicable monetary contribution that would otherwise apply.

State infrastructure funding will be sought through normal budgetary processes and will be part of an approved State agency capital program.

# Schedules

## Schedule 1: Exempt Development

Development exempt from assessment against this ILUP

### Building work

- i. Minor building and demolition work

### Reconfiguring a lot

- i. Subdividing lots to create a lot of a size and in a location generally in accordance with the area shown as Precinct 1.
- ii. Subdivision involving road widening and truncations required as a condition of development approval.
- iii. Amalgamating two or more lots.
- iv. Reconfiguration for a building format plan of subdivision that does not subdivide land on or below the surface of the land.
- v. Reconfiguring a lot for the incorporation, under the Body Corporate and Community Management Act 1997, section 41, of a lot with common property for a community titles scheme.
- vi. Reconfiguring a lot for the conversion, under the Body Corporate and Community Management Act 1997, section 43, of lease common property within the meaning of that Act to a lot in a community titles scheme.
- vii. Reconfiguring a lot in relation to the acquisition, including by agreement, under the Acquisition of Land Act 1967 or otherwise, of land by
  - a constructing authority, as defined under that Act, for a purpose set out in 1-13 (other than part 10, second dot point) of the schedule to that Act
  - an authorised electricity entity.
- viii. Reconfiguring a lot for land held by the State, or a statutory body representing the State, and the land is being subdivided for a purpose set out in the Acquisition of Land Act 1967, schedule, parts 1 to 13 (other than part 10, second dot point) whether or not the land relates to an acquisition.
- ix. Reconfiguring a lot for the Transport Infrastructure Act 1994, section 240.
- x. Reconfiguring a lot in relation to the acquisition of land for a water infrastructure facility.



## **Operational work**

- i. Clearing vegetation other than Significant vegetation and Significant vegetation where the clearing is consistent with an approved Plan of Development
- ii. Operational work, including filling and excavation, for stormwater management
- iii. Operational work, or plumbing or drainage work (including maintenance and repair work) if the work is carried out by or on behalf of a public sector entity authorised under a State law to carry out the work
- iv. Erecting no more than one (1) satellite dish on premises, where the satellite dish has no dimension greater than one metre
- v. Filling or excavation where:
  - a. to a depth of one vertical metre or less from ground level on land subject to an approved Plan of Development or
  - b. top dressing to a depth of less than 100 vertical millimetres from ground level on land subject to an approved Plan of Development.

## **All aspects of development**

- i. directed to be carried out under a notice, order or direction made under a State law
- ii. associated with the decontamination of land
- iii. associated with the establishment or maintenance of a park
- iv. associated with the establishment of a Sales office and Display home
- v. for an educational establishment in Precinct 2
- vi. undertaken by the State, or a statutory body representing the State, for the purposes of public housing.

## **Schedule 2: Definitions**

### **Use Definitions**

#### **Commercial Uses**

##### **Business**

Premises used for administration, clerical, technical, professional, medical or veterinarian services or other business activities where no goods or materials are made, sold or hired on the premises.

##### **Home based business**

House or multiple residential unit used for an occupation or business activity as a secondary use where:

- a. the floor area used specifically for the home business does not exceed 50m<sup>2</sup>
- b. any visitor accommodation does not exceed 4 visitors
- c. there is no hiring out of materials, goods, appliances or vehicles
- d. there is no repairing, servicing, cleaning or loading of vehicles not normally associated with a house
- e. the maximum height of a new building, structure or object does not exceed the height of the house and the setback is the same as, or greater than, buildings on adjoining properties.

##### **Sales office and display home**

Premises, including a caravan or relocatable home structure, used for the promotion and/or sale of land and/or buildings within an estate, where such premises are located within the estate which is proposed to be promoted or sold.

#### **Industrial Uses**

##### **Extractive industry**

Premises used for extraction of sand, gravel, soil, rock, stone or similar substance from land. The use includes ancillary storage, loading or cartage and any crushing, screening, washing, blending or other treatment processes of material extracted from the site.

##### **General industry**

Premises used for making, assembling, dismantling, breaking up, servicing, storing, repairing goods, or treating waste where potential impacts exist.

##### **Warehouse**

Premises used for the storage of goods whether or not in a building, including self storage facilities or storage yards.

## **Residential Uses/Residential**

### **House**

Premises used for residential purposes where on its own lot, used as one self contained dwelling and not subject to community title.

### **Multiple residential**

Premises used for residential purposes if there are two or more dwelling units on any one lot or on its own lot and subject to a community titles scheme. Multiple Residential does not include a house, as defined herein.

### **Other residential**

Premises used for the accommodation and care of aged and retired people, small groups of disadvantaged persons or persons who are being nursed, require ongoing supervision/support, or are convalescing. This use may include but is not limited to ancillary dining and recreation facilities, administration offices, laundries, kitchens, ancillary medical facilities and residential accommodation for management and staff.

### **Relocatable home and caravan park**

Premises used for the parking or location of relocatable homes, caravans, self contained cabins, tents and similar structures for the purpose of providing residential accommodation.

The use includes ancillary facilities such as amenities, laundries, kitchens, a kiosk and recreation facility and residential accommodation for persons associated with the development. It also includes a manager's office and residence.

## **Retail Uses/Retail**

### **Fast food premises**

Premises used for the preparation and sale of food to the public generally for immediate consumption on or off the premises. The use may include drive through facilities and ancillary facilities for the consumption of food on the premises.

### **Market**

Premises used for the display and sale of goods to the public on a regular but infrequent basis, where goods are primarily sold from temporary structures such as stalls, booths or trestle tables. The use includes ancillary food and beverage sales and ancillary entertainment provided for the enjoyment of customers.

### **Service station**

Premises used for the retail sale of fuel including petrol, liquid petroleum and automotive distillate to refuel motor vehicles.

## **Shop**

Premises used for the display, sale or hire of goods to the public. The use includes the incidental storage of goods on the premises and the ancillary or incidental preparation of food. It also includes hairdressing, minor appliance repairs, alterations, retail dry cleaning, liquor store, department store, discount department store, discount variety stores and betting agencies.

## **Shopping centre**

Premises used for display, sale or hire of goods comprising two or more individual tenancies, comprising primarily shops and which function as an integrated complex.

## **Rural Uses**

### **Agriculture**

Premises used for commercial purposes for the:

- » growing and harvesting of trees, crops, pastures, flowers, fruit, turf, vegetables and the like for commercial or business purposes. The use includes the storage and packing of produce grown on the subject site and the repair and servicing of machinery and other ancillary activities, or
- » breeding, keeping, rearing, training, boarding or stabling of animals.

## **Service, community and other uses**

### **Caretaker's accommodation**

The residential use of part of a premises where in connection with a non residential use on the same premises.

### **Car park**

Premises used for the parking of motor vehicles where such parking is not ancillary to some other development on the same site.

### **Child care centre**

Premises used for the minding or care, but not residence of children generally under school age. The use includes but is not limited to a kindergarten, creche or early childhood centre.

### **Community facility**

Premises used for social or community purposes, such as a community centre, library, public building or the like.

### **Educational establishment**

Premises used for systematic training and instruction, including any other ancillary facility. This definition includes prep facilities, primary school, secondary school, college, university, technical institute, academy or other educational centre.

The use may include residential accommodation and other ancillary uses provided for the employees and the students of such premises.

### **Emergency service**

Premises used for services which respond to community need in an emergency.

### **Environmentally relevant activities**

As defined in the *Environmental Protection Act 1994*.

### **Place of assembly**

Premises used for worship and activities of a religious organisation, community or association.

### **Utility installation**

Premises used for the purpose of providing utility or telecommunication services, which does not fall within the Schedule of Facilities and Areas under the *Telecommunications Act 1997*. The use may include but is not limited to:

- A telecommunications tower more than 5m in height
- An equipment shelter of more than 7.5m<sup>2</sup> in area and 3m in height.

### **Sport, recreation and entertainment uses**

#### **Club**

Premises used by persons associated (whether incorporated or not) for social, literary, political, sporting, athletic or other similar purposes to which the general public may also resort and which is, or intends to be, subject to a club licence under the *Liquor Act 1992*. The premises may also include the provision of food and beverages, limited live or recorded entertainment and gaming machines.

#### **Indoor sport, entertainment and recreation**

Premises used for leisure, sport or recreation conducted wholly or mainly indoors such as indoor sports and fitness centres, gyms, bowling alleys, squash courts and the like.

#### **Outdoor sport and recreation**

Premises used for any sporting or recreational activity, or other leisure pastime, which is conducted wholly or mainly outside of a building.

The use includes such typical premises as outdoor public swimming pools, golf courses and driving ranges, outdoor courts and sportsground, and the like. The term also includes the provision of a clubhouse and other ancillary facilities.

#### **Park**

Premises used by the public for free recreation and enjoyment, but used infrequently for events.

Facilities for park users may include children's playground equipment, informal sports fields, vehicle parking and other public conveniences.

## **Other**

### **Filling or excavation**

Operational work for filling or excavating that materially affects premises or their use.

### **Minor building or demolition work**

Means:

- » Internal building or demolition work
- » External building work up to 25m<sup>2</sup> for roofs over existing decks or paved areas, sun hoods, carports and the like
- » Building work up to 10% of approved GFA or lawfully existing GFA at the time of commencement of this ILUP
- » Raising a house where the resultant height does not exceed 9.5m, or

### **Reconfiguring a lot**

As defined in the *Sustainable Planning Act 2009*.

## **Administrative definitions**

### **Affordable housing**

Affordable housing is housing which can be reasonably afforded by low to moderate income households. Housing can reasonably be afforded by low income households, if the household spends no more than 30% of its combined annual gross household income on rent or 35% of its combined annual gross household income on home ownership.

Affordable housing encompasses:

- » Private rental housing and home purchase options (including housing aimed at the first home owners market)
- » Social housing (including public and community housing).

### **Basement**

A storey below ground level or where the underside of the ceiling projects no more than one metre above ground level.

### **Building height**

The maximum vertical distance between the natural ground level and the roof or parapet at any point but not including an antenna, aerial, chimney, flagpole or the like.

### **Development scheme**

As defined in the *Urban Land Development Authority Act 2007*.

### **Dwelling unit**

Means a building or part of a building used or capable of being used as a self contained residence which must include:

- » Food preparation facilities
- » A bath or shower
- » A toilet and wash basin.

The term includes works ancillary to a dwelling.

### **Ground level**

The level on a site which precedes development excluding any site works that are subject to a related development approval, unless approved by the ULDA or established as part of a reconfiguration of the land preceding development.

### **Gross floor area**

The total floor area of all storeys of a building, including mezzanines, measured from the external walls or the centre of a common wall, excluding area used for:

- » building services
- » ground floor public lobby
- » a public mall in a shopping complex
- » the parking, loading and manoeuvring of motor vehicles
- » private balconies whether roofed or not.

### **High water mark**

Refers to the ordinary high water mark at spring tides.

### **Mezzanine**

An intermediate floor within a room.

### **Noise sensitive use**

Means any of the following:

- » House, Multiple residential, Other residential
- » Childcare centre, Community facility, Hospital or Place of assembly
- » Park.

### **Plan of Development**

A detailed plan, including graphics, text and tables that collectively accompanies a development application. A Plan of Development details lot layout, the form and density of development, landscape intent and building control requirements.



### **Plot ratio**

The ratio between the gross floor area of a building and the total area of the site.

### **Private open space**

An outdoor area for the exclusive use of occupants.

### **Public benefit**

Refers to an outcome that benefits the wider community rather than local, site specific or land ownership desires.

### **Public housing**

As defined in the *Sustainable Planning Act 2009*.

### **Public realm**

Refers to spaces that are used by the general public, including streets, squares, parks and environmental areas.

### **Setback**

The shortest distance measured horizontally from the outermost projection of the building or structure to the vertical projection of the boundary lot.

### **Significant vegetation**

Vegetation, whether living or dead, including their root zone<sup>8</sup> that:

- » maintains biodiversity
- » preserves natural landforms
- » contributes to the character of the landscape
- » has cultural or historical value
- has amenity value.

Significant vegetation in the UDA includes:

- » all trees with a diameter of equal to or greater than 60cm when measured at 1metre above ground level

Note: does not include species listed as pest vegetation by the State or local government.

### **Site cover**

The proportion of the site covered by buildings, including roof overhangs. The term does not include areas of covered private open space.

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<sup>8</sup> The root zone is described by the vertical projection of the foliage to a depth of 1 metre below the surface and including buttress roots on and above the soil surface.

## **Storey**

Means a space within a building which is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above. This does not mean:

(i) a space that contains only:

- a lift shaft, stairway or meter room
- a bathroom, shower room, laundry, toilet or other sanitary compartment
- accommodation intended for not more than 3 vehicles
- a combination of the above, or

(ii) a mezzanine

## **Urban Design**

Refers to the holistic design of urban environments, including the overall townscape, individual buildings, street networks, streetscapes, parks and other public spaces.

## Schedule 3: Information to support development

The following information may be required in support of development. If the relevant information does not accompany the UDA development application it may be sought through an information request or a condition of approval.

### Plan of Development

As identified in Table 1: Level of assessment for development, certain UDA development applications are required to be accompanied by a Plan of Development (PoD).

A PoD may contain site plans, graphics and text and once approved becomes the primary document for the ongoing regulation of certain subsequent UDA self assessable and assessable development (permissible).

For further details on how to prepare a PoD refer to Residential 30 ULDA Guideline 01.

A PoD must detail:

- i. the street pattern, including street pavement widths, the location of footpaths and any provision for car parking
- ii. the public open space areas
- iii. the subdivision pattern including lot areas and dimensions
- iv. building setbacks on each lot, including built-to-boundary wall locations, setbacks and building heights
- v. lots on which more than one dwelling may be built, including the maximum number of dwellings on the site
- vi. staging of development
- vii. typical house plans (for lots between 250m<sup>2</sup> and 450m<sup>2</sup> in area) and
- viii. detailed concept house plans (for lots less than 250m<sup>2</sup> in area).

*Note -*

*On lots between 250m<sup>2</sup> and 450 m<sup>2</sup> in area, the subsequent House or Multiple residential will be conditioned to comply with both the PoD and the Building design provisions of the Design Checklist contained in Residential 30, ULDA guideline no. 01.*

Depending on the development density and complexity of the design, a PoD may also need to detail:

- i. street cross-sections, planting and landscaping areas
- ii. service infrastructure connection points to each lot
- iii. any access restriction arrangements
- iv. private open space areas
- v. pavement and verge widths
- vi. kerb types
- vii. tree retention requirements
- viii. neighbourhood signage
- ix. slope controls (e.g. elevated construction, slab on ground requirements)
- x. driveway locations and
- xi. primary and secondary frontages.

To ensure an appropriate level of integration, the PoD should be prepared having due regard to the 'first cut' design of civil works and detail how:

- i. gully pits, water meters, power pillars and communications pits do not interfere with driveways of narrow frontage lots
- ii. sewers and stormwater do not clash with walls that are built to the boundary (sometimes referred to as the zero lot line)
- iii. overland stormwater flows are not concentrated through narrow lots
- iv. slopes of small lots are not excessive
- v. infrastructure items do not detract from the urban amenity and
- vi. any filling does not adversely impact on tree protection and driveway slope.

### **Erosion and sediment control**

To minimise the risk of environmental harm to environmental values of receiving waters the preparation of an erosion and sediment control plan will be required prior to the commencement of works. The plan is to be in accordance with current best practice and implemented during the construction phase of development. The construction phase of development includes:

- i. civil works such as cutting and filling, vegetation clearing, road construction, stormwater works etc and
- ii. built form phase works involving construction of buildings on specific lots

### **Water quality**

Details should be provided to demonstrate how the development protects the environmental values of receiving waters by:

- i. implementing best practice environmental management for urban stormwater by incorporating current best practice water sensitive urban design (WSUD) strategies and mechanisms into the development
- ii. demonstrating, to the greatest extent possible, Integrated Water Cycle Management (IWCM) principles for Australia including water harvesting and reuse.

Details should also demonstrate that existing waterways can continue as a stormwater corridor. It may be necessary to have a 7 metre setback from the high bank of existing waterways; this can contribute to the open space network.

### **Filling and excavation**

Information should be provided to demonstrate:

- i. the level of consistency with the requirements of the Gladstone Plan 2006
- ii. the visual character and amenity of the site and surrounding area is not adversely affected
- iii. the extent of filling and excavation is minimised and
- iv. filling does not adversely affect the flooding upstream, downstream and on adjoining land.

## **Landscaping**

A plan may be required demonstrating that:

- i. the development will retain existing trees within the development to the extent practicable
- ii. waterway corridor, drainage lines and associated ecological values will be maintained
- iii. planted areas will include at least 50% locally occurring native plants or species. These species should provide habitat and food resources for local fauna and be drought tolerant where possible
- iv. any plants that are non locally occurring are non invasive and non dispersive and
- v. planting and associated treatments will provide an attractive and safe quality streetscape that provides on-site recreation opportunities. For non-residential development, planting and associated treatments should provide a positive visual and amenity contribution to the public realm.

## **Flooding and stormwater**

A report may be required to demonstrate that:

- i. there is no worsening and where possible, improvement to flooding and stormwater problems on surrounding land
- ii. building pads, essential services and at least one access road on the development site will be 300mm above all floods up to and including the 100 year Average Recurrence Interval (100y ARI) and
- iii. habitable floor levels will be 500mm above 100y ARI.

**Urban Land Development Authority**

**ANDERGROVE  
INTERIM LAND USE PLAN 2010**

**April 2010  
Version 1**



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# Preliminary

## Introduction

The Andergrove Interim Land Use Plan (ILUP) had been prepared pursuant to Section 8 of the *Urban Land Development Authority Act 2007* and applies only to land within the declared Andergrove Urban Development Area (UDA) identified in Figure 1.

This ILUP commences on declaration.

## Background

The *Urban Land Development Authority Act 2007* (the Act) provides for particular parts of the State to be declared as areas called urban development areas.

The main purposes of the Act are to facilitate the following in the urban development areas:

- » the availability of land for urban purposes
- » the provision of a range of housing options to address diverse community needs
- » the provision of infrastructure for urban purposes
- » planning principles that give effect to ecological sustainability and best practice urban design, and
- » the provision of an ongoing availability of affordable housing options for low to moderate income households.

The Urban Land Development Authority (ULDA) is a statutory authority under the *Urban Land Development Authority Act 2007* and is a key element of the Queensland Housing Affordability Strategy.

The ULDA is tasked to plan, carry out, promote or coordinate and control, the development of land in declared urban development areas.

## Urban Development Area

The Andergrove UDA was declared by a regulation, pursuant to Part 2 Division 1 Section 7 of the *Urban Land Development Authority Act 2007*.

The Andergrove Urban Development Area (UDA) is located approximately 5 kilometres north of the Mackay Central Business District, see figure 2. The site has an area of approximately 22 hectares and is bounded by Bedford Road to the east, established residential dwellings to the north and south and established residential dwellings and Broomdykes Park to the West. The site is relatively well serviced by local amenities.

The south-east corner of the site, approximately 6 hectares, is currently occupied by a Mackay Regional Council depot. The western area of the site contains some significant ecological values.

Mackay has been identified as one of the ten largest growing local government areas in regional Queensland. It is predicted that the population of the region will increase from approximately 110,000 in 2007 to up to 190,000 in 2031.

Household projections to 2031 for the Mackay region indicate that there will be an increase in one and two person households and a decrease in households with couples with children, reinforcing the need for increased compact living, including smaller lots, attached dwellings and multiple dwelling units.

Detached houses are the dominant dwelling type within Mackay City. There is a clear absence of smaller product in the market. Data shows that only 4.5 percent of lot registrations within Mackay are below 450m<sup>2</sup> compared to other parts of Queensland which are as high as 20 percent.

Mackay Regional Council is currently undertaking a residential densities strategy to investigate opportunities to increase residential densities in certain precincts, corridors and sites throughout the Mackay region and to formulate design guidelines for new high and medium density development.

Development under the Andergrove ILUP will demonstrate efficient residential development, encourage a wider choice in housing style and create affordable product.

## **Purpose of the ILUP**

The purpose of this ILUP is to regulate orderly development and provide direction as to the preferred form of development within the nominated precincts in the UDA.

The ILUP remains in force until such time as the development scheme takes effect.

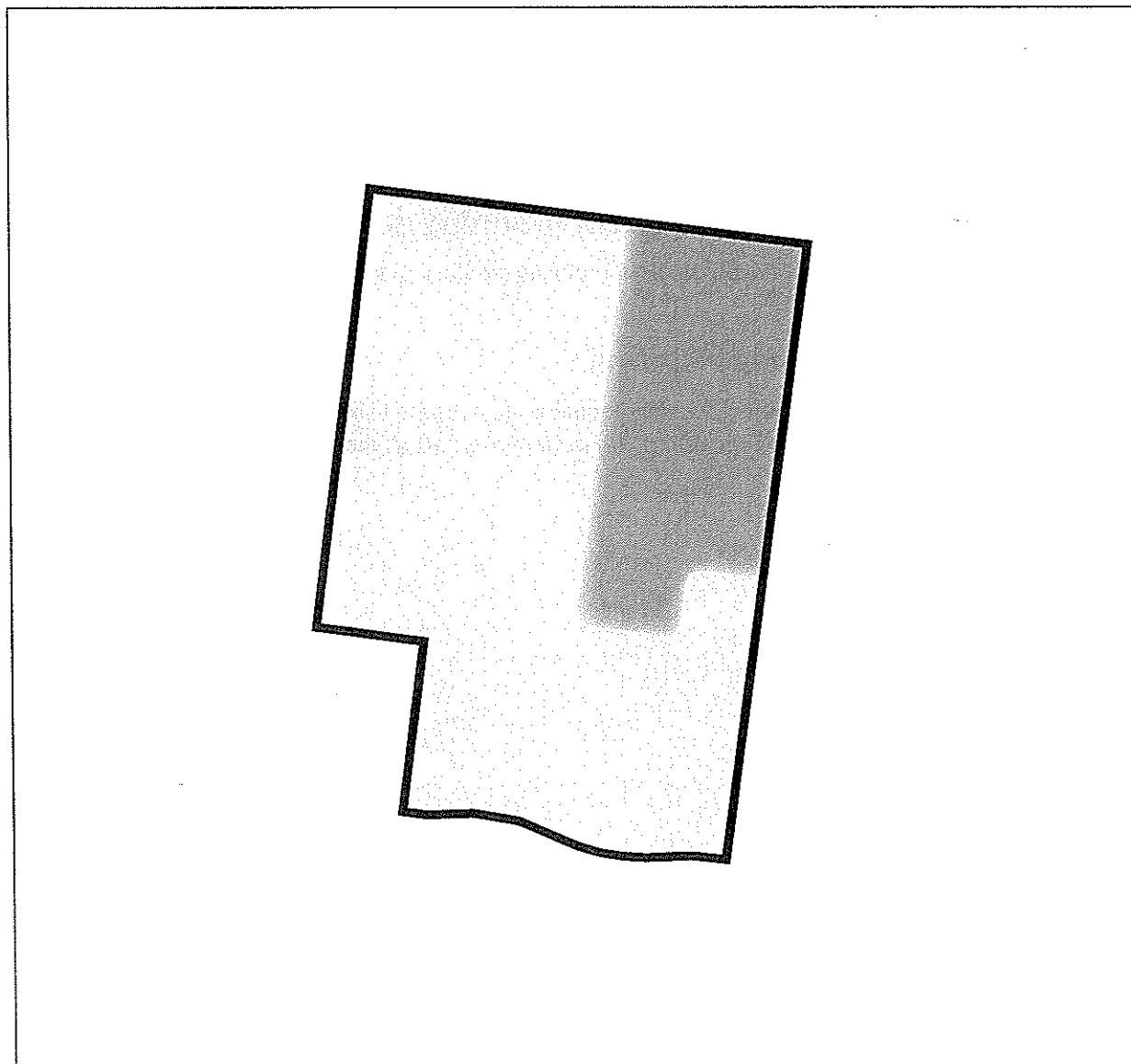
## **Relationship with local government planning scheme**

From the date of declaration of the UDA, the ILUP replaces the local planning scheme.

## **Relationship with other legislation**

In addition to assessment against the ILUP, development may require assessment against other legislation including for example the *Plumbing and Drainage Act 2002* and *Sustainable Planning Act 2009*.

# Figure 1: Andergrove UDA boundary and precincts






Source: Digital Cadastre Database, Department of Environment and Resource Management December 2009

Map generated by Spatial Services branch of the Department of Infrastructure and Planning and Urban Land Development Authority

While every care is taken to ensure the accuracy of this product the Department of Infrastructure and Planning and the Department of Environment and Resource Management make no representations or warranties about the accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs you may incur as a result of the product being inaccurate or incomplete in any way or for any reason.

## Key

-  UDA Boundary
-  Precinct 1
-  Balance Area

**Figure 2:  
Locality Map**



# Development Assessment Procedures

## Development Precincts

This ILUP nominates precincts within which particular development may be approved prior to commencement of the Andergrove development scheme.

The development precincts for the declared UDA covered by this ILUP are shown in Figure 1.

Land within the declared UDA and not included in a precinct in Figure 1 falls within the balance area.

## Levels of assessment

### Within the Balance Area

All development within the balance area (except for development identified in Schedule 1 as Exempt development) is UDA Assessable Development (Prohibited).

### UDA Prohibited Development

UDA Assessable Development (Prohibited) is UDA Assessable Development that is inconsistent with the ILUP and may not be carried out in the urban development area.

### UDA Exempt Development

Development included in Schedule 1 is UDA Exempt Development meaning that a UDA Development Approval is not necessary prior to carrying out the use or works.

### UDA Assessable Development

Table 1 of this ILUP identifies whether development within the nominated precinct is:-

- i. UDA Self-Assessable Development - Column 2
- ii. UDA Assessable Development (Permissible) - Column 3A
- iii. UDA Assessable Development (Prohibited) - Column 3B

Development not mentioned in this ILUP as UDA Self-Assessable Development, UDA Assessable Development (Permissible) and Exempt Development is UDA Assessable Development (Prohibited).

A UDA development application is not necessary for UDA Self-Assessable Development complying with the requirements of this ILUP.

## **Development consistent with the ILUP**

A UDA development approval can not be granted if the development would be inconsistent with this ILUP.

Permissible development is consistent with the ILUP where the development complies with the UDA principles detailed in this ILUP about the carrying out of development.

Otherwise, the permissible development is inconsistent with the ILUP and must be refused.

Identification of development as permissible development does not mean that a UDA development approval (with or without conditions) will be granted.

Permissible development requires a UDA development application to be lodged with the Urban Land Development Authority (ULDA) for assessment and decision. Approval is required for permissible development to be undertaken.

Prohibited development is inconsistent with the ILUP and may not be carried out in the UDA.

## **Notice of application**

Public notice is required for all UDA development applications lodged under this ILUP.

## **Purpose of the principles**

The vision for the UDA specifies planning outcomes which:

- i. reflect the Government objectives for the UDA
- ii. seek to achieve for the UDA, the purposes of the Act and
- iii. form the basis for the development requirements about the carrying out of development within the UDA.

## **Purpose of the development requirements**

The development requirements apply to all UDA assessable and self-assessable development in the Andergrove UDA. To the extent a requirement is relevant, it is to be taken into account in the preparation of a UDA development application and the assessment of the application.

For a development proposal, all development requirements must be achieved to the greatest extent practical, having regard to the extent of the other requirements.

# Principles and development requirements

As indicated, the following principles and development requirements apply to the whole of the UDA, a particular precinct or the balance area.

## UDA wide

The UDA wide principles and development requirements relate to:

- i. Housing and community
- ii. Urban design and placemaking
- iii. Transport, access and parking
- iv. Environment and sustainable development

For more detail regarding how to comply with the requirements listed below refer to guidelines issued by the ULDA<sup>1</sup>.

## Housing and community

### Principle

**Development delivers housing affordability, accessibility and choice and sustainable communities**

### Requirements

Residential neighbourhoods:

- » deliver a minimum of 66 percent of all dwellings across the UDA available for purchase at or below the median house price in Mackay
- » deliver a minimum of 50 percent of all dwellings available to purchase or rent to low to moderate income households in Mackay
- » contribute to housing choice to meet a diversity of needs with a range of housing products
- » deliver affordable housing which is designed and located so that it is well integrated into the community
- » deliver 10 percent as accessible housing to meet the changing needs of people and households over time<sup>2</sup>
- » deliver sustainable communities with a strong community identity and access to community facilities and services

Planning and development processes provide opportunities for community engagement.

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1 Including the Residential 30, Accessible Housing and Sustainability guidelines.

2 Refer to the ULDA Accessible Housing Guidelines for further direction on how this target can be met.

# Urban Design and Placemaking

## Principle

### Development delivers:

- » **maximum connectivity**
- » **a design that is responsive to the local climate & environment**
- » **walkable streets and neighbourhoods**
- » **safety and security**
- » **enhanced character & amenity and**
- » **efficient use of infrastructure.**

## Requirements

### Neighbourhood planning and design:

- » gives the neighbourhood a strong and positive identity by responding to site characteristics, setting, landmarks and views, and through clearly legible street networks, open space networks and use of streetscape elements
- » delivers appropriate scale
- » incorporates principles for crime prevention through environmental design (CPTED)
- » identifies appropriate areas for multiple residential uses
- » ensures visual and noise privacy
- » provides for 'age in place' through universal design principles
- » promotes healthy and active lifestyles
- » facilitates the siting and design of dwellings to conserve energy and support design for climate through the street and lot orientation and dimensions
- » protects and enhances significant vegetation and habitat areas and incorporates natural and cultural features
- » delivers development that is integrated with the surrounding environment and provide for shared use of public facilities by adjoining communities
- » provides appropriate public open spaces for a range of uses and activities and
- » locates services and utilities to maximise efficiency and ease of maintenance.



# Transport, access and parking

## Principle

### Development delivers:

- » **efficient land use and transit integration**
- » **efficient street networks and**
- » **adequate car parking.**

## Requirements

### Street network planning and design:

- » connects to existing networks while ensuring acceptable levels of amenity and minimising negative impacts of through traffic
- » provides acceptable levels of safety, adjoining uses and amenity
- » provides movement networks that have a clear structure and provide a high level of internal accessibility and good external connections with the surrounding area for vehicle, pedestrian and cycle movements and maximum public transport effectiveness
- » provides for pedestrian and cycle connections within the site which connect to existing facilities and support movement to key local and district destinations such as shops, schools, parks and community facilities
- » optimises transport/land use planning outcomes to reduce noise nuisance
- » supports public transport routes and facilities and provides safe, legible and attractive connections from residential areas to public transport nodes or stops and
- » does not unreasonably constrain future provision of public transport infrastructure and does not adversely impact on the function or operation of existing or future public transport corridors.

### In relation to vehicular access and car parking:

- » vehicle access and parking is safe and convenient for residents, visitors and service providers and adequate for the use and
- » adequate car parking is provided.

# Environment and sustainable development

## Principle

### Development delivers:

- » **minimal emissions to land, water and atmosphere**
- » **protection from flood and bushfire risk**
- » **efficient use of land and resources and**
- » **protection of environmental & resource values.**

## Requirements

The design, siting and layout of development:

- » maintains the safety of people and property from bushfire risk<sup>3</sup> where in or adjoining bushland
- » ensures that all land and groundwater will be fit for purpose<sup>4</sup>
- » minimises adverse impact to the environmental values of the receiving waters and wetlands
- » appropriately manages floodwater and stormwater
- » minimises air quality impacts arising from construction including dust, noise and traffic impacts
- » minimises adverse impacts on natural landforms and the visual amenity of the site
- » minimises adverse impacts on significant vegetation
- » retains vegetation where possible along streets and within parks
- » promotes the efficient use of resources, maximises recycling opportunities and reduces waste generation<sup>5</sup>
- » adopts leading energy efficiency standards and distributed energy systems within the built environment and encourages the generation of renewable energy<sup>6</sup>

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3 through compliance with State Planning Policy 1/03 and associated guideline for possible acceptable solutions to mitigate bushfire risk

4 consistent with current best practice contamination requirements in Queensland

5 efficient use of resources and waste minimisation in accordance with section 3.4 of the *Smart and Sustainable Homes Design Objectives*, Department of Public Works, June 2008.

6 Class 1 and Class 2 buildings (as defined in the Building Code of Australia 2009) must comply with the Queensland Development Code MP4.1 Sustainable buildings, which outlines minimum requirement in terms of energy efficiency and energy efficient fixtures for water conservation.

## Precinct 1

Precinct 1 identifies the part of the UDA in which a UDA development application may be lodged, assessed and decided prior to the finalisation and commencement of the Development Scheme.

The precinct is not constrained by the environmental values of the site.

Precinct 1 will contain a mix of houses and small scale multi-unit dwellings (Multiple residential)<sup>7</sup> on traditional and smaller lots.

A Plan of Development will demonstrate how the UDA principles and development requirements will be met. The community will have an opportunity to comment on the Plan of Development when it is publicly notified.

## Balance Area

The balance area comprises the part of the UDA which requires the further investigation of a number of issues including, for example vegetation, contamination, stormwater. These investigations will be undertaken as part of the preparation of the development scheme. In the interim, all development in the balance area (unless identified in Schedule 1) is prohibited.

The existing Mackay Regional Council depot will continue to operate within the Balance area. It is planned to be relocated to a new site by early 2012.

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<sup>7</sup> Buildings and structures not exceeding 9.5 metres in height.

## Level of assessment for development

Table 1

Column 1	Column 2	Column 3 UDA Assessable Development	
Precincts	UDA Self Assessable Development	Column 3A	Column 3B
		Permissible Development	Prohibited Development
Balance Area	Nil	Nil	All development including development (not defined) except development mentioned in Schedule 1.
Precinct 1	<p><b>Making a material change of use</b> for a House on a lot greater than 450m<sup>2</sup></p> <p><b>Where consistent with an approved Plan of Development:</b></p> <p><b>1. Making a material change of use for:</b></p> <ul style="list-style-type: none"> <li>a. Home based business</li> <li>b. House on a lot less than 450m<sup>2</sup></li> <li>c. Multiple residential</li> <li>d. Sales office and display home</li> </ul> <p><b>2. Carrying out operational work for:</b></p> <ul style="list-style-type: none"> <li>a. Filling or excavation</li> <li>b. Reconfiguring a lot</li> </ul> <p><b>Environmentally relevant activities</b> for which a code of environmental compliance has been made under the Environmental Protection Regulation 1998.</p>	<p><b>Carrying out operational work for:</b></p> <ul style="list-style-type: none"> <li>a. Filling or excavation</li> <li>b. Reconfiguring a lot</li> </ul> <p><b>Reconfiguring a lot:</b></p> <ul style="list-style-type: none"> <li>a. resulting in lots greater than 450m<sup>2</sup>, or</li> <li>b. resulting in lots less than 450m<sup>2</sup> where accompanied by a Plan of Development</li> </ul> <p><b>Where not accompanied by a Plan of Development or where not consistent with an approved Plan of Development making a material change of use for:</b></p> <ul style="list-style-type: none"> <li>a. Home based business</li> <li>b. House on a lot less than 450m<sup>2</sup></li> <li>c. Multiple residential</li> <li>d. Sales office and display home</li> </ul> <p><b>Where consistent with an approved Plan of Development, all aspects of development for:</b></p> <ul style="list-style-type: none"> <li>a. Child care centre</li> <li>b. Community facility</li> <li>c. Emergency facility</li> <li>d. Environmentally relevant activities (except for those listed in Column 2)</li> <li>e. Other residential</li> <li>f. Place of assembly</li> <li>g. Utility Installation</li> </ul>	All other development including other development (not defined) except development mentioned in Column 2, Column 3A and Schedule 1.

# Infrastructure Contributions

Under Section 58 of the *Urban Land Development Authority Act 2007*, the ULDA may impose conditions relating to infrastructure, and the payment of contributions or the surrender of land for infrastructure for any development area.

Infrastructure delivered as part of development may be credited against the applicable monetary contribution that would otherwise apply.

State infrastructure funding will be sought through normal budgetary processes and will be part of an approved State agency capital program.

# Schedules

## Schedule 1: Exempt Development

Development exempt from assessment against this ILUP

### Building work

- i. Minor building and demolition work.

### Reconfiguring a lot

- i. Subdividing lots to create a lot of a size and in a location generally in accordance with the area shown as Precinct 1.
- ii. Subdivision involving road widening and truncations required as a condition of development approval.
- iii. Amalgamating two or more lots.
- iv. Reconfiguration for a building format plan of subdivision that does not subdivide land on or below the surface of the land.
- v. Reconfiguring a lot for the incorporation, under the Body Corporate and Community Management Act 1997, section 41, of a lot with common property for a community titles scheme.
- vi. Reconfiguring a lot for the conversion, under the Body Corporate and Community Management Act 1997, section 43, of leasehold common property within the meaning of that Act to a lot in a community titles scheme.
- vii. Reconfiguring a lot in relation to the acquisition, including by agreement, under the Acquisition of Land Act 1967 or otherwise, of land by
  - a constructing authority, as defined under that Act, for a purpose set out in 1-13 (other than part 10, second dot point) of the schedule to that Act
  - an authorised electricity entity.
- viii. Reconfiguring a lot for land held by the State, or a statutory body representing the State, and the land is being subdivided for a purpose set out in the Acquisition of Land Act 1967, schedule, parts 1 to 13 (other than part 10, second dot point) whether or not the land relates to an acquisition.
- ix. Reconfiguring a lot for the Transport Infrastructure Act 1994, section 240.
- x. Reconfiguring a lot in relation to the acquisition of land for a water infrastructure facility.

## **Operational work**

- i. Clearing vegetation other than Significant vegetation and Significant vegetation where the clearing is consistent with an approved Plan of Development.
- ii. Operational work, including filling and excavation, for stormwater management.
- iii. Operational work, or plumbing or drainage work (including maintenance and repair work) if the work is carried out by or on behalf of a public sector entity authorised under a State law to carry out the work.
- iv. Erecting no more than one (1) satellite dish on premises, where the satellite dish has no dimension greater than one metre.
- v. Filling or excavation where:
  - a. to a depth of one vertical metre or less from ground level on land subject to an approved Plan of Development or
  - b. top dressing to a depth of less than 100 vertical millimetres from ground level on land subject to an approved Plan of Development.

## **All aspects of development**

- i. directed to be carried out under a notice, order or direction made under a State law
- ii. associated with the decontamination of land
- iii. associated with the establishment or maintenance of a park
- iv. associated with the establishment of a Sales office and Display home
- v. undertaken by the State, or a statutory body representing the State, for the purposes of public housing.

## **Schedule 2: Definitions**

### **Use Definitions**

#### **Commercial Uses**

##### **Business**

Premises used for administration, clerical, technical, professional, medical or veterinarian services or other business activities where no goods or materials are made, sold or hired on the premises.

##### **Home based business**

House or multiple residential unit used for an occupation or business activity as a secondary use where:

- a. the floor area used specifically for the home business does not exceed 50m<sup>2</sup>
- b. any visitor accommodation does not exceed 4 visitors
- c. there is no hiring out of materials, goods, appliances or vehicles
- d. there is no repairing, servicing, cleaning or loading of vehicles not normally associated with a house
- e. the maximum height of a new building, structure or object does not exceed the height of the house and the setback is the same as, or greater than, buildings on adjoining properties.

##### **Sales office and display home**

Premises, including a caravan or relocatable home structure, used for the promotion and/or sale of land and/or buildings within an estate, where such premises are located within the estate which is proposed to be promoted or sold.

#### **Industrial Uses**

##### **Extractive industry**

Premises used for extraction of sand, gravel, soil, rock, stone or similar substance from land. The use includes ancillary storage, loading or cartage and any crushing, screening, washing, blending or other treatment processes of material extracted from the site.

##### **General industry**

Premises used for making, assembling, dismantling, breaking up, servicing, storing, repairing goods, or treating waste where potential impacts exist.

##### **Warehouse**

Premises used for the storage of goods whether or not in a building, including self storage facilities or storage yards.



## **Residential Uses/Residential**

### **House**

Premises used for residential purposes where on its own lot, used as one self contained dwelling and not subject to community title.

### **Multiple residential**

Premises used for residential purposes if there are two or more dwelling units on any one lot or on its own lot and subject to a community titles scheme. Multiple Residential does not include a house, as defined herein.

### **Other residential**

Premises used for the accommodation and care of aged and retired people, small groups of disadvantaged persons or persons who are being nursed, require ongoing supervision/support, or are convalescing. This use may include but is not limited to ancillary dining and recreation facilities, administration offices, laundries, kitchens, ancillary medical facilities and residential accommodation for management and staff.

### **Relocatable home and caravan park**

Premises used for the parking or location of relocatable homes, caravans, self contained cabins, tents and similar structures for the purpose of providing residential accommodation.

The use includes ancillary facilities such as amenities, laundries, kitchens, a kiosk and recreation facility and residential accommodation for persons associated with the development. It also includes a manager's office and residence.

## **Retail Uses/Retail**

### **Fast food premises**

Premises used for the preparation and sale of food to the public generally for immediate consumption on or off the premises. The use may include drive through facilities and ancillary facilities for the consumption of food on the premises.

### **Market**

Premises used for the display and sale of goods to the public on a regular but infrequent basis, where goods are primarily sold from temporary structures such as stalls, booths or trestle tables. The use includes ancillary food and beverage sales and ancillary entertainment provided for the enjoyment of customers.

### **Service station**

Premises used for the retail sale of fuel including petrol, liquid petroleum and automotive distillate to refuel motor vehicles.

## **Shop**

Premises used for the display, sale or hire of goods to the public. The use includes the incidental storage of goods on the premises and the ancillary or incidental preparation of food. It also includes hairdressing, minor appliance repairs, alterations, retail dry cleaning, liquor store, department store, discount department store, discount variety stores and betting agencies.

## **Shopping centre**

Premises used for display, sale or hire of goods comprising two or more individual tenancies, comprising primarily shops and which function as an integrated complex.

## **Rural Uses**

### **Agriculture**

Premises used for commercial purposes for the:

- » growing and harvesting of trees, crops, pastures, flowers, fruit, turf, vegetables and the like for commercial or business purposes. The use includes the storage and packing of produce grown on the subject site and the repair and servicing of machinery and other ancillary activities, or
- » breeding, keeping, rearing, training, boarding or stabling of animals.

## **Service, community and other uses**

### **Caretaker's accommodation**

The residential use of part of a premises where in connection with a non residential use on the same premises.

### **Car park**

Premises used for the parking of motor vehicles where such parking is not ancillary to some other development on the same site.

### **Child care centre**

Premises used for the minding or care, but not residence of children generally under school age. The use includes but is not limited to a kindergarten, creche or early childhood centre.

### **Community facility**

Premises used for social or community purposes, such as a community centre, library, public building or the like.

### **Educational establishment**

Premises used for systematic training and instruction, including any other ancillary facility. This definition includes prep facilities, primary school, secondary school, college, university, technical institute, academy or other educational centre.

The use may include residential accommodation and other ancillary uses provided for the employees and the students of such premises.

**Emergency service**

Premises used for services which respond to community need in an emergency.

**Environmentally relevant activities**

As defined in the *Environmental Protection Act 1994*.

**Place of assembly**

Premises used for worship and activities of a religious organisation, community or association.

**Utility installation**

Premises used for the purpose of providing utility or telecommunication services, which does not fall within the Schedule of Facilities and Areas under the *Telecommunications Act 1997*. The use may include but is not limited to:

- » A telecommunications tower more than 5m in height
- » An equipment shelter of more than 7.5m<sup>2</sup> in area and 3m in height.

**Sport, recreation and entertainment uses****Club**

Premises used by persons associated (whether incorporated or not) for social, literary, political, sporting, athletic or other similar purposes to which the general public may also resort and which is, or intends to be, subject to a club licence under the *Liquor Act 1992*. The premises may also include the provision of food and beverages, limited live or recorded entertainment and gaming machines.

**Indoor sport, entertainment and recreation**

Premises used for leisure, sport or recreation conducted wholly or mainly indoors such as indoor sports and fitness centres, gyms, bowling alleys, squash courts and the like.

**Outdoor sport and recreation**

Premises used for any sporting or recreational activity, or other leisure pastime, which is conducted wholly or mainly outside of a building.

The use includes such typical premises as outdoor public swimming pools, golf courses and driving ranges, outdoor courts and sportsground, and the like. The term also includes the provision of a clubhouse and other ancillary facilities.

**Park**

Premises used by the public for free recreation and enjoyment, but used infrequently for events.

Facilities for park users may include children's playground equipment, informal sports fields, vehicle parking and other public conveniences.

## **Other**

### **Filling or excavation**

Operational work for filling or excavating that materially affects premises or their use.

### **Minor building or demolition work**

Means:

- » Internal building or demolition work
- » External building work up to 25m<sup>2</sup> for roofs over existing decks or paved areas, sun hoods, carports and the like
- » Building work up to 10percent of approved GFA or lawfully existing GFA at the time of commencement of this ILUP
- » Raising a house where the resultant height does not exceed 9.5m, or

### **Reconfiguring a lot**

As defined in the *Sustainable Planning Act 2009*.

## **Administrative definitions**

### **Affordable housing**

Affordable housing is housing which can be reasonably afforded by low to moderate income households. Housing can reasonably be afforded by low income households, if the household spends no more than 30percent of its combined annual gross household income on rent or 35percent of its combined annual gross household income on home ownership.

Affordable housing encompasses:

- » Private rental housing and home purchase options (including housing aimed at the first home owners market)
- » Social housing (including public and community housing).

### **Basement**

A storey below ground level or where the underside of the ceiling projects no more than one metre above ground level.

### **Building height**

The maximum vertical distance between the natural ground level and the roof or parapet at any point but not including an antenna, aerial, chimney, flagpole or the like.

### **Development scheme**

As defined in the *Urban Land Development Authority Act 2007*.

### **Dwelling unit**

Means a building or part of a building used or capable of being used as a self contained residence which must include:

- » Food preparation facilities
- » A bath or shower
- » A toilet and wash basin.

The term includes works ancillary to a dwelling.

### **Ground level**

The level on a site which precedes development excluding any site works that are subject to a related development approval, unless approved by the ULDA or established as part of a reconfiguration of the land preceding development.

### **Gross floor area**

The total floor area of all storeys of a building, including mezzanines, measured from the external walls or the centre of a common wall, excluding area used for:

- » building services
- » ground floor public lobby
- » a public mall in a shopping complex
- » the parking, loading and manoeuvring of motor vehicles
- » private balconies whether roofed or not.

### **High water mark**

Refers to the ordinary high water mark at spring tides.

### **Mezzanine**

An intermediate floor within a room.

### **Noise sensitive use**

Means any of the following:

- » House, Multiple residential, Other residential
- » Childcare centre, Community facility, Hospital or Place of assembly
- » Park.

### **Plan of development**

A detailed plan, including graphics, text and tables that collectively accompanies a development application. A plan of development details lot layout, the form and density of development, landscape intent and building control requirements.

**Plot ratio**

The ratio between the gross floor area of a building and the total area of the site.

**Private open space**

An outdoor area for the exclusive use of occupants.

**Public benefit**

Refers to an outcome that benefits the wider community rather than local, site specific or land ownership desires.

**Public housing**

As defined in the *Sustainable Planning Act 2009*.

**Public realm**

Refers to spaces that are used by the general public, including streets, squares, parks and environmental areas.

**Setback**

The shortest distance measured horizontally from the outermost projection of the building or structure to the vertical projection of the boundary lot.

**Significant vegetation**

Vegetation, whether living or dead, including their root zone<sup>8</sup> that:

- » maintains biodiversity
- » preserves natural landforms
- » contributes to the character of the landscape
- » has cultural or historical value
- » has amenity value.

Significant vegetation in the UDA includes:

- » vegetation included in the regional ecosystems 8.2.13a and 8.2.7<sup>9</sup> (Mackay)
- » all trees with a diameter of equal to or greater than 60cm when measured at 1metre above ground level

Note: does not include species listed as pest vegetation by the State or local government.

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8 The root zone is described by the vertical projection of the foliage to a depth of 1 metre below the surface and including buttress roots on and above the soil surface.

9 The extent of vegetation considered significant is shown in the report Mackay Council Depot, Bedford Road, Andergrove, Ecological Landuses Constraints and Opportunities Report, Cardno, October 2009.

### **Site cover**

The proportion of the site covered by buildings, including roof overhangs. The term does not include areas of covered private open space.

### **Storey**

Means a space within a building which is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above. This does not mean:

(i) a space that contains only:

- a lift shaft, stairway or meter room
- ◊ a bathroom, shower room, laundry, toilet or other sanitary compartment
- ◊ accommodation intended for not more than 3 vehicles
- a combination of the above, or

(ii) a mezzanine

### **Urban Design**

Refers to the holistic design of urban environments, including the overall townscape, individual buildings, street networks, streetscapes, parks and other public spaces.

## Schedule 3: Information to support development

The following information may be required in support of development. If the relevant information does not accompany the UDA development application it may be sought through an information request or a condition of approval.

### Plan of Development

As identified in Table 1: Level of assessment for development, certain UDA development applications are required to be accompanied by a Plan of Development (PoD).

A PoD may contain site plans, graphics and text and once approved becomes the primary document for the ongoing regulation of certain subsequent UDA self assessable and assessable development (permissible).

For further details on how to prepare a PoD refer to Residential 30 ULDA Guideline 01.

A PoD must detail:

- i. the street pattern, including street pavement widths, the location of footpaths and any provision for car parking
- ii. the public open space areas
- iii. the subdivision pattern including lot areas and dimensions
- iv. building setbacks on each lot, including built-to-boundary wall locations, setbacks and building heights
- v. lots on which more than one dwelling may be built, including the maximum number of dwellings on the site
- vi. staging of development
- vii. typical house plans (for lots between 250m<sup>2</sup> and 450m<sup>2</sup> in area) and
- viii. detailed concept house plans (for lots less than 250m<sup>2</sup> in area).

Note -

On lots between 250m<sup>2</sup> and 450m<sup>2</sup> in area, the subsequent House or Multiple residential will be conditioned to comply with both the PoD and the Building design provisions of the Design Checklist contained in Residential 30, ULDA guideline no. 01.

Depending on the development density and complexity of the design, a PoD may also need to detail:

- i. street cross-sections, planting and landscaping areas
- ii. service infrastructure connection points to each lot
- iii. any access restriction arrangements
- iv. private open space areas
- v. pavement and verge widths
- vi. kerb types
- vii. tree retention requirements
- viii. neighbourhood signage
- ix. slope controls (e.g. elevated construction, slab on ground requirements) and
- x. driveway locations
- xi. primary and secondary frontages.



To ensure an appropriate level of integration, the PoD should be prepared having due regard to the 'first cut' design of civil works and detail how:

- i. gully pits, water meters, power pillars and communications pits do not interfere with driveways of narrow frontage lots
- ii. sewers and stormwater do not clash with walls that are built to the boundary (sometimes referred to as the zero lot line)
- iii. overland stormwater flows are not concentrated through narrow lots
- iv. slopes of small lots are not excessive
- v. infrastructure items do not detract from the urban amenity and
- vi. any filling does not adversely impact on tree protection and driveway slope.

### **Acid sulfate soils (ASS)**

An ASS investigation will be required on soil and sediment at or below 5m Australian Height Datum (AHD) where the natural ground level is less than 20m AHD where development involves any of the following activities at or below 5m AHD:

- i. excavating or otherwise removing 100m<sup>3</sup> of soil or sediment; or
- ii. filling of land involving 500m<sup>3</sup> or more of material with an average depth of 0.5m or greater.

Where an ASS investigation is required, it must be in compliance with State Planning Policy 2/02, the Guidelines for Sampling and Analysis of Lowland Acid Sulfate Soils (ASS) in Queensland 1998 and General Information Required to Assist Assessment of Development Proposals Involving Acid Sulfate Soils (V 4, June 2004). Different levels of investigation may be appropriate for different proposals or types of disturbance.

An ASS management plan must be prepared if the ASS investigation report concludes that ASS are present and could be disturbed by the proposed development. This management plan is required to be submitted with any relevant application.

### **Contaminated land**

Land recorded on either the Environmental Management Register, the Contaminated Land Register or with a potential for Unexploded Ordnance will be required to be investigated and assessed when an application is made for a material change of use, reconfiguration of a lot or operational works.

Site remediation or an approved site management plan must meet the Department of Environment and Resource Management processes and guidelines for the assessment and management of contaminated land in Queensland.

## **Erosion and sediment control**

To minimize the risk of environmental harm to environmental values of receiving waters the preparation of an erosion and sediment control plan will be required prior to the commencement of works. The plan is to be in accordance with current best practice and implemented during the construction phase of development. The construction phase of development includes:

- i. civil works such as cutting and filling, vegetation clearing, road construction, stormwater works etc and
- ii. built form phase works involving construction of buildings on specific lots

## **Water quality**

Details should be provided to demonstrate how the development protects the environmental values of receiving waters by:

- i. implementing best practice environmental management for urban stormwater by incorporating current best practice water sensitive urban design (WSUD) strategies and mechanisms into the development
- ii. demonstrating, to the greatest extent possible, Integrated Water Cycle Management (IWCN) principles for Australia including water harvesting and reuse.

Development is to demonstrate that existing waterways can continue as a stormwater corridor. A set back of 7 metres from the high bank of existing waterways may be appropriate. The setback area is to contribute to the open space network.

## **Filling and excavation**

Information should be provided to demonstrate:

- i. the level of consistency with the requirements of the Mackay City Planning Scheme 2009
- ii. the visual character and amenity of the site and surrounding area is not adversely affected
- iii. the extent of filling and excavation is minimized and
- iv. filling does not adversely affect the flooding upstream, downstream and on adjoining land.

## **Landscaping**

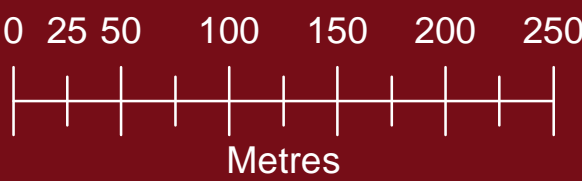
A plan may be required demonstrating that:

- i. the development will retain existing trees within the development to the extent practicable
- ii. waterway corridor, drainage lines and associated ecological values will be maintained
- iii. planted areas will include at least 50 percent locally occurring native plants or species. These species should provide habitat and food resources for local fauna and be drought tolerant where possible
- iv. any plants that are non locally occurring are non invasive and non dispersive and
- v. plantings and associated treatments will provide an attractive and safe quality streetscape that provides on-site recreation opportunities. For non-residential development, plantings and associated treatments should provide a positive visual and amenity contribution to the public realm.

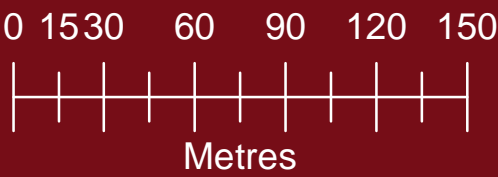
A report may be required to demonstrate that:

- i. there is no worsening and where possible, improvement to flooding and stormwater problems on surrounding land
- ii. building pads, essential services and at least one access road on the development site will be 300mm above all floods up to and including the 100 year Average Recurrence Interval (100y ARI) and
- iii. habitable floor levels will be 500mm above 100y ARI.

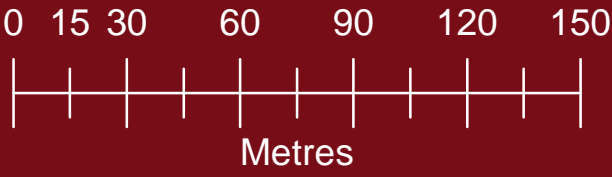




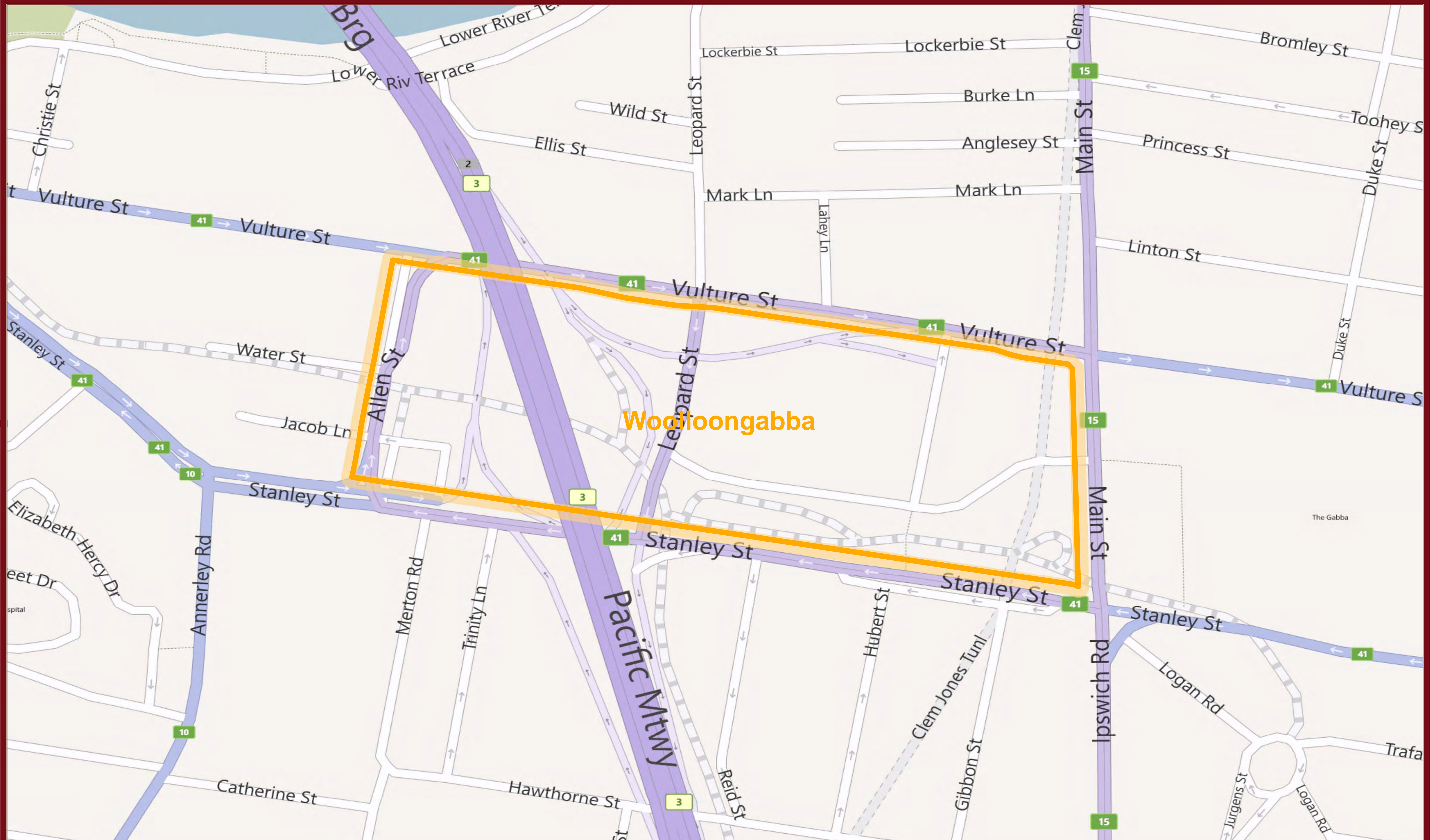














## Attachment 5



## BLACKWATER URBAN DEVELOPMENT AREA

### REGISTER OF ISSUES – RESULTS OF STATE AGENCY CONSULTATION

No.	ISSUE	EXPLANATION	RESPONSE
<b>Communities</b>			
1.	DOC land holdings	<p>The Department of Communities owns 186 properties in Blackwater. The sites are predominantly developed with detached houses (182 properties) and to a lesser extent duplexes (4 properties) that was built in the late 1960's and 1970's.</p> <p>The department owns three vacant residential sites in the proposed UDA area, but does not plan to develop these properties in the next 2 years as there are currently a very low number of people seeking "public housing" in Blackwater.</p> <p>Under current legislation, the department would use the provisions of Chapter 9 Part 5 of the <i>Sustainable Planning Act 2009</i> to develop sites in this area.</p> <p>In addition the above information on property interests:</p> <ul style="list-style-type: none"> <li>• The department owns 16 vacant blocks, all of which are unable to be developed at this stage due to native title.</li> <li>• Of the 186/187 developed sites, 133 are allocated to social housing provision, 51 sites are leased to mining companies for employee accommodation and 3 houses are managed within the private market. The Kanalo Housing Cooperative manages four properties although only three are currently tenanted. The fourth is deemed by the Regional Manager for the Department to be inhabitable.</li> </ul> <p>Departmental funded services include:</p> <ul style="list-style-type: none"> <li>• Blackwater Tiny Tots Limited Hours Care</li> <li>• QPCYWA – Blackwater</li> <li>• Blackwater Youth Development Service (Co-funded with CHRC and BMA)</li> <li>• Anglicare Rural and Isolated Accommodation Service (RIAS)</li> </ul>	Noted
2.	Sport Facilities	<p>Specific matters of interest –</p> <ul style="list-style-type: none"> <li>• Central Highlands Regional Council received \$1.5m under the Sustainable Resources Communities Fund (Round 1) in 2009 to redevelop the Hunter Street sports precinct. Any future walkways/bike paths development that provides residents with linkages to this precinct should be considered.</li> <li>• As above for the Blackwater Aquatic Centre in view of the considerable upgrades planned for the facility.</li> </ul>	<p>Noted</p> <p>This issue will be given further consideration during the preparation of the Development Scheme.</p>

No.	ISSUE	EXPLANATION	RESPONSE
3.	Suitability of UDA for Development	<p>The region has no concerns regarding the development other than the fact that the concentration of existing social housing stock in some streets is too high. This will need to be factored into the UDA plan; see map below indicating government owned property.</p> <p>Some areas of government owned land within the proposed UDA are low lying with inadequate drainage systems and therefore prone to flash flooding during heavy rain events. Such blocks will need to be built up if they are to be developed.</p>	<p>Noted</p> <p>This issue will be given further consideration during the preparation of the Development Scheme.</p>
4.	Preparation of Development Scheme	<p>The department recognises that this UDA scheme is in its preliminary planning stages; however it would like to request that public and social housing are treated with similar provisions as those included in the existing UDA Development Schemes in Brisbane area. This includes an exemption for ‘all aspects of development undertaken by the State, or a statutory body representing the State, for the purposes of public and social housing’. This exemption should also include payments for infrastructure provision in the way of infrastructure charges or contributions to headworks, etc.</p>	<p>Noted.</p> <p>This issue was taken into account during the preparation of the ILUP and will be given further consideration during the preparation of the Development Scheme.</p>

No.	ISSUE	EXPLANATION	RESPONSE
5.	General	<p>Additional data from the Region</p> <ul style="list-style-type: none"> <li>• At 3 months the average wait time for a three bedroom social housing dwelling in Blackwater is short compared with other areas in the region and state.</li> <li>• There is a shortage of 1 and 2 bedroom units</li> <li>• There is no seniors' accommodation or aged care facility in Blackwater.</li> <li>• There is a commonly recognised social divide (cleavage plane) between community members who work in the mines and others particularly those accessing social housing in the town.</li> <li>• The boom and bust cycle of the coal industry has made it difficult over the years to attract investment into housing and land development in Blackwater.</li> </ul> <p>The location, access to and number of activity spaces for residents should be taken into consideration in any redevelopment of the Blackwater community.</p> <p>With reference to the consideration of changes to the generous road structure in Blackwater, any outcome should include sufficient space for a walkway/bike path network, providing linkages to recreation spaces and facilities.</p> <p>Strategies to improve the walk ability of the town should be inclusive of the needs of people with a disability. Any projects related to these strategies should be designed in accordance with the Design for access and mobility suite of Australian Standards.</p> <p>To foster housing options, the ULDA may also wish to consider planning provisions that facilitate the more flexible use of existing dwellings and their allotments. Historically, planning schemes in rural townships have adopted conservative approaches to secondary dwellings for sites containing existing dwellings and for any sites accommodating modular dwellings. These restrictive approaches are not conducive to supporting quick responses to housing need or to cost effective responses that might be more readily actioned and financed at a local level.</p> <p>The Department of Communities Regional Planner can provide a social profile for Blackwater. The department forwarded a February 2010 Central Queensland Area Office Private Rental Market Snapshot to the ULDA.</p> <p>A housing market profile for Blackwater is also attached.</p>	<p>Noted</p> <p>These issues will be given further consideration during the preparation of the Development Scheme.</p>
6.	UDA Boundary	<p>DCS has no comment regarding the proposed boundary of the UDA at this stage.</p>	<p>Noted</p>

No.	ISSUE	EXPLANATION	RESPONSE
7.	Statement of Gov Obj	<p>DCS requires consideration of the following interests to inform the Statement of Government Objectives for the UDA, which will accompany the declaration through Cabinet:</p> <ul style="list-style-type: none"> <li>• Minimising the adverse impacts of flood, bushfire and landslide through reflection of State Planning Policy 1/03 Outcomes;</li> <li>• Addressing disaster resilience and recovery in development planning;</li> <li>• Facilitating effective emergency services operational responses; and</li> <li>• Recognising Queensland Fire and Rescue Service and Queensland Ambulance Service facilities as social infrastructure.</li> </ul>	Noted
8.	Suitability of the site for development	The ULDA should give adequate consideration to the outcomes of State Planning Policy 1/03 in determining the suitability of the site for development.	<p>Noted.</p> <p>This issue was taken into account during the preparation of the ILUP and will be given further consideration during the preparation of the Development Scheme.</p>
9.	General	During the preparation of the UDA Development Schemes, DCS will provide ongoing input and feedback as requested. The issues to be addressed are likely to be similar in scope to those raised by DCS as part of the planning process for the Fitzgibbon and Bowen Hills UDAs, although contextual differences will apply. The statement of objectives and evaluation criteria identify the areas of interest to DCS that will need to be addressed in the development scheme.	Noted
<b>Education and Training</b>			
10.	Educational Facilities	There are three existing schools in the current township including two state schools and a secondary school. The department is satisfied these facilities provide sufficient capacity and flexibility to service any growth arising from infill residential development and growth in the proposed UDA.	<p>Noted</p> <p>This issue will be given further consideration during the preparation of the Development Scheme.</p>
11.	Travel	The planning for development in this area should ensure the provision of travel routes (pedestrian/cycling), to safely connect and provide continuation of existing travel routes too and from schools in the area.	This issue will be given further consideration during the preparation of the Development Scheme.

No.	ISSUE	EXPLANATION	RESPONSE
12.	Land use	Ensure compatible land uses on land adjoining and in proximity to new school sites. Ensure the provision of a safe and healthy environment at existing and new school campuses.	This issue will be given further consideration during the preparation of the Development Scheme.
<b>Employment, Economic Development and Innovation</b>			
13.	General	The consideration of Blackwater for declaration as urban development areas could facilitate solutions to community issues identified by the Sustainable Resource Community Initiative and is viewed as generally positive by the Department of Employment, Economic Development and Innovation.	Noted
14.	Planning Scheme	The planning scheme should reflect the need for both towns to operate as independent liveable communities that provide for both the agricultural sector and broader community and allow for the location of a full suite of urban services and industrial uses.	Noted
15.	Centres of Enterprise regional development centres	Blackwater is located within areas identified under the Queensland Government's Centres of Enterprise regional development initiative. The initiative focuses on industries identified as having potential to attract new investment, expand business and drive the regional economy. In the case of Blackwater the initiative focuses on the supply chains for mining, minerals processing and the agribusiness sector. Land use planning that allows for the growth of these identified sectors would be viewed favourably by the Department.	Noted
16.	Potential land use conflicts	The Department has identified a number of potential land use conflicts at both Blackwater and Moranbah. Specifically, due to the extensive mining opportunities in the proposed areas, there is potential for conflict between resource areas and residential development.	Noted
17.		The manufacture of blasting emulsion is scheduled to commence at the LDE Corporation plant near Blackwater. The plant lies outside the proposed urban development area, however, up to 195 tonnes of Class 5.1 Dangerous Goods may be stored at the site which is located approximately 1 km south east of the Capricorn Highway (site location 23°35' 32" N; 148° 53' 37").	Noted
18.		There are a number of potential or approved mining and coal seam gas projects surrounding the proposed boundaries of the urban development area at Blackwater. Details of these potential developments are provided below. The Department of Employment, Economic Development and Innovation would appreciate if these are considered in finalising the boundaries of the Urban Development Area.	Noted.  This issue was taken into account during the preparation of the ILUP, however the existing boundary is considered to be the most appropriate in delivering outcomes under the <i>ULDA Act</i> .

No.	ISSUE	EXPLANATION	RESPONSE
19.		<p>Bow Energy Ltd has identified “3 P” (proved, probable and possible) coal seam gas resources of 1340 petajoules around the Blackwater township (see map at <b>Attachment A</b>). The company is currently drilling appraisal wells (BWP 1 to 14) to delineate “proved and probable” coal seam gas resources extending to the northeast and south of the power station “feedstock” area (indicated in red in map at <b>Attachment A</b>).</p> <p>It is likely that new residential areas proposed to the north and west of the current town footprint could restrict development of these coal seam gas resources. Comment should be sought from Bow Energy Ltd on the likely impacts developing residential areas adjacent to (within 100 m) future operating gas fields near Blackwater. Bow Energy Ltd plan to commission a \$50 million 30MW gas power station northeast of Blackwater in 2011.</p>	<p>Noted</p> <p>This issue will be given further consideration during the preparation of the Development Scheme.</p>
<b>Mines and Energy</b>			
20.	Ergon	<p>In general, network augmentation will need to be catered for if the towns are to be extended as proposed, including new Zone Substation sites and easements.</p> <p>Ergon Energy needs to be consulted and informed as early as possible at each stage of development by the ULDA/LGA and/or developer. Sites and easements for electrical infrastructure should be obtained as early as possible in the development process. An allocation to Ergon Energy of these sites and easements by the developer or LGA would be ideal.</p>	Noted.
21.	Ergon	<p>Ergon Energy owns a zone substation site within the development area - to the North West. Ergon Energy is already looking to de-load the existing zone substation servicing the town with a new zone substation at Dingo because of load growth in the area.</p> <p>This strategy would have to be revised with extra urban growth in Blackwater, and may bring forward development of the Ergon Energy Zone Substation site or an alternative site in the development area. Hence Ergon Energy will want to retain the existing site and obtain easements for 66kV sub transmission feeders to provide power to this site.</p>	Noted.
<b>Environment and Resource Management</b>			

No.	ISSUE	EXPLANATION	RESPONSE
22.	Contaminated Land	<p>A landfill site has been identified within the Blackwater proposed urban development area. To manage potential risks from the migration of landfill as from the perimeter of any current or former waste landfill, minimum buffer distances must be applied.</p> <p>A site investigation must be carried out on the land fill and proposed development area within the buffer zone. The investigation must include an assessment of landfill gas. Subject to a risk assessment demonstrating that human health and the environment will be protected, a lesser buffer distance may be applied under conditions that include remedial and operational measures as required.</p> <p>No residential development is to occur on land that has been used for waste landfill unless land is remediated to a stage that enables its removal from the Environmental Management Register.</p> <p>For land that is subject to notifiable activities or listed on the Environmental Management Register (EMR) sufficient information must be provided to the department in accordance with the <i>Environmental Protection Act 1994</i> and the <i>Draft Guidelines for the Assessment and Management of Contaminated Land in Queensland</i> (DEH, 1998) specifying that the land is suitable for the intended use or enabling a statement of suitability with a Site Management Plan (SMP). This includes the use of a Third Party Reviewer.</p>	<p>Noted.</p> <p>These issues will be taken into account during the preparation of the ILUP and will be given further consideration during the preparation of the Development Scheme.</p>
23.	Vegetation Management	No specific State vegetation management issues have been identified.	Noted
24.	State Land management	<p>Proposed UDA will encompass parcels of State land (unallocated State land, leasehold land and reserves). Section 16 of the <i>Land Act 1994</i> requires that an evaluation of the most appropriate use of State land is undertaken before a decision is made on allocation of land/ While DERM is usually responsible for Section 16 evaluations, in circumstances where an UDA is declared, the department administering the <i>Urban Land Development Authority Act 2007</i> assumes responsibility.</p> <p>Native Title may continue to exist over parcels of State land within the boundaries of the proposed UDA. If it is determined that Native Title exists over the land, the requirements of the Commonwealth Native Title Act 1993 (NTA) may have to be addressed before the State can deal with the land. The NTA sets out how certain dealings can proceed over lands and waters where native title may continue to exist. The ULDA may wish to seek advice from DERM's Indigenous Services unit regarding Native Title requirements.</p> <p>There are numerous parcels of land dedicated as reserve in Blackwater. Reserve land may be revoked where it is identified that the land is no longer required for its dedicated purpose. A community consultation process must be undertaken before a community purpose reserve can be revoked.</p>	<p>Noted.</p> <p>These issues will be taken into account during the preparation of the ILUP and will be given further consideration during the preparation of the Development Scheme.</p>

No.	ISSUE	EXPLANATION	RESPONSE
<b>Health</b>			
25.		No comments received.	
<b>Infrastructure and Planning</b>			
26.	Boundary	<ul style="list-style-type: none"> <li>The resolution of land use planning issues associated with short-term accommodation in Blackwater is likely to be a community priority.</li> <li>It should be noted that there is significant community concern regarding the location of worker's camps in the town. Damian Pearson, Director of Central Region DIP is meeting with the Blackwater Progress Association in Blackwater on 12 March 2010 to further discuss this issue.</li> <li>DIP suggests it would therefore be appropriate to include all areas in Blackwater that are being used for worker's accommodation within the UDA boundary. This would require the boundaries of the UDA to be altered to include that part of Blackwater south of the Capricorn Highway.</li> </ul>	<p>Noted.</p> <p>This issue was taken into account during the preparation of the ILUP, however the existing boundary is considered to be the most appropriate in delivering outcomes under the <i>ULDA Act</i>.</p>
27.	Early development sites	DIP supports Lot 11 on plan B33758 as a priority development site by the ULDA.	Noted
28.	Issues to be considered during the preparation of the ILUP and development scheme	<ul style="list-style-type: none"> <li>The current Central Highlands Regional Council Planning Scheme does not appropriately address land use planning issues associated with short-term housing. Consideration should be given to the inclusion of a short-term housing code in the Interim Land Use Plan (ILUP). An appropriate short-term accommodation code could be based on the draft currently being managed by Building Codes Queensland.</li> <li>In early March 2010 DIP attended a meeting between Central Highlands Regional Council and the Blackwater Progress Group. The main aim of the Progress Group is to stop the establishment of temporary worker accommodation camps within existing towns due to effects such as poor amenity and aesthetics, insufficient parking and landscaping, loss of social cohesion and an increase in anti-social behaviour. The Progress Group supports the development of towns with a variety of housing choices to encourage permanent residents to the town.</li> </ul>	<p>Noted.</p> <p>These issues were taken into account during the preparation of the ILUP and will be given further consideration during the preparation of the Development Scheme.</p>
29.	Preferred points of contact within DIP for Blackwater	<ul style="list-style-type: none"> <li>The ULDA should continue to liaise with the Urban Planning and Projects Unit within DIP as the first point of contact prior to liaising with DIP's regional contact in regard to Blackwater</li> <li>The DIP regional contact for Blackwater is Damian Pearson (ph: 4938 4801)</li> </ul>	Noted
<b>Justice and Attorney General</b>			
30.		No comments received.	
<b>Police</b>			



No.	ISSUE	EXPLANATION	RESPONSE
31.	Urban Development Area Boundary	<p>Blackwater is located approximately 200km west of Rockhampton and housing ownership is primarily held by two mining companies operating in the area. An increase of 1800 dwellings will have a considerable impact on policing delivery and subject to analysis of population projects in line with development timeframes, it can reasonably be expected that an increase in police numbers will be required. This will require a commensurate increase in resources such as vehicles and equipment.</p> <p>If the Blackwater UDA is approved, it will be necessary for housing land to be allocated to the Queensland Police Service (QPS) and other key government agencies to establishing housing for employees transferred to the area.</p>	<p>Noted.</p> <p>These issues were taken into account during the preparation of the ILUP and will be given further consideration during the preparation of the Development Scheme.</p>
32.	General	I note the UDA advice from the Minister identifies Dysart as a potential UDA but the attached proposal only considers Moranbah and Blackwater. Both Moranbah and Blackwater exist on coal tenements however the Dysart Township does not exist on an actual coal tenement and therefore may present less difficulty in establishing an Urban Development Area. It could be possible to access water and energy requirements in Dysart, in particular due to the growing mining activity in the area and proposed construction of the Connors River Dam to the north east of the township.	Noted.
33.	General	Despite the proposed UDAs, housing affordability may be further impacted by BMA's plan to increase its workforce by 4300 employees in the Moranbah and Dysart BMA mine divisions over the next 5 years. This equates to 25 new employees each week over the next 5 years. This may also result in expansions to workers accommodation centres as well as the need to explore further UDA's to relieve housing affordability and available pressures for key workers.	Noted.
34.	General	The development of any UDAs in any of the remote and isolated mining towns in the Central Police Regional will have an impact on police resourcing. Funding would be required to establish new capital infrastructure, additional police positions and vehicles and equipment. Further information is required in relation to dwelling numbers, population projects and infrastructure development proposed as part of the UDAs to determine the level of resourcing and organizational impacts.	Noted.
<b>Premier and Cabinet</b>			
35.		No comments received.	
<b>Public Works</b>			
36.	General	<p>The proposed sites are not in areas where the Queensland Government Accommodation Office has any direct interest.</p> <p>For this reason we have no objections or comments in relation to your proposal.</p>	Noted
<b>Transport and Main Roads</b>			
37.	Boundary		

No.	ISSUE	EXPLANATION	RESPONSE
38.	General	The Department of Transport and Main Roads (TMR) supports the initiative of a new urban development area at Blackwater.	Noted.
39.	Government Objectives	<ul style="list-style-type: none"> <li>a. Development within the UDA should not impact on the safety and efficiency of the state-controlled Capricorn Highway and its intersections with Littlefield, Mackenzie, Columbia, Bluff and Arthur Streets, as well as with Ardurad Road.</li> <li>b. The UDA should maintain the safety and operational efficiency of the railway network and consider any ameliorative treatments as part of the UDA. TMR is happy to assist with the development of these treatments.</li> <li>c. A high level of transport and land use integration should be achieved through the master planning of the UDA. <ul style="list-style-type: none"> <li>i. The UDA should ensure that future development is equipped to promote and encourage active and future public transport usage.</li> <li>ii. The UDA should be well-connected to external attractors such as schools, shops, recreational facilities and employment nodes.</li> </ul> </li> <li>d. Minimise or mitigate adverse impact on transport infrastructure from the standpoint of cost, safety, and efficiency with well thought out design of the development.</li> <li>e. Cooperation between ULDA and TMR to maximise use of state resources.</li> </ul>	Noted
40.	Potential early development site	<p>As soon as feasibly possible ULDA to advise TMR of the details of the proposed development, that is, number of units or houses or residential lots, and associated impacts of such development on the state-controlled road (Capricorn Highway) and its intersections with Arthur Street.</p> <p>A portion of the UDA is within 100m of the rail corridor. The impacts of amenity (rail noise and coal dust) must be considered and ameliorated as part of any development.</p> <p>Consideration should be given to the internal layout to ensure the site has the potential to be serviced by public transport in the future.</p> <p>The scheme should develop a functional hierarchy of internal roads to achieve best connectivity for transport efficiency and access for potential public transport services. A network of functional (not just recreational) internal cycle and pedestrian pathways should be developed.</p>	Noted.

No.	ISSUE	EXPLANATION	RESPONSE
41.	Issues for the UDA Development Scheme	Through the declaration of the Blackwater UDA and the preparation of the Interim Land Use Plan and development scheme, TMR would like to work with the ULDA in preparing a traffic study which considers future traffic impacts on the state-controlled road reserves including the Capricorn Highway, Ardurad Road and Blackwater Cooroorah Road and their intersections with all local roads. The study should determine and plan for any necessary additional treatments to ensure the continued safe operation of these intersections.	Noted.  This issues will be taken into account during the preparation of the Development Scheme.
42.		TMR plans to upgrade the Capricorn Highway and Ardurad Road intersection by constructing a grade separated ramp and bridge over the railway and highway. Based on initial concept designs, part of Lot 8 on CP10332, located adjacent to the state-controlled road (Capricorn Highway), is needed to accommodate the proposed future realignment and ramp (as shown in Attachment 2). It is therefore requested that the future road alignment requirements be considered and adequately reflected in the Interim Land Use Plan and Development Scheme for Blackwater.	Noted.  This issue will be taken into account during the preparation of the Development Scheme.
43.		The impacts of stormwater run off from the development and any flood mitigation works must be considered and ameliorated to ensure that there are no adverse impacts on the state-controlled roads downstream from the development sites.	Noted.  This issues will be taken into account during the preparation of the Development Scheme.
44.		Areas of development are to be connected internally within the existing developed urban area and should access the state-controlled road network only from existing road accesses.	Noted.  This issues will be taken into account during the preparation of the Development Scheme.
45.		Any information the ULDA can supply relating to traffic generation rates, expected lot uptake, and trip distribution demographics from the development would be useful to the department in its ongoing traffic and planning studies. There is no quantum given as to the capacity of residential development and intensification that is proposed.	Noted.  This issue will be given further consideration during the preparation of the Development Scheme
46.		Rail and road noise must be considered and ameliorated as noise sensitive developments are proposed within 100m of a coal freight railway line and within 100m of the state-controlled roads including Capricorn Highway, Ardurad Road and Blackwater Cooroorah Road.	Noted.  This issues will be taken into account during the preparation of the Development Scheme.

No.	ISSUE	EXPLANATION	RESPONSE
47.		In addition to noise amelioration, reverse amenity matters should be considered including visual amenity impacts to and from the railway and dust pollution from railway activity.	Noted.  This issue will be given further consideration during the preparation of the Development Scheme
48.		Active and higher density land uses should be located where there is the potential to be supported by future public transport. A road hierarchy should be established which minimises the walking distances to a collector or similar road that is capable of running scheduled bus services.	Noted.  This issues will be taken into account during the preparation of the Development Scheme.
49.		Road and intersection design should include an efficient network of pathways to encourage walking and cycling to local facilities (and potential bus routes) as an alternative to private motor vehicles.	Noted.  This issues will be taken into account during the preparation of the Development Scheme.
50.	Traffic Study	<p>Lots 2 on B33716 and 1 on B337123 and 8 on CP 910332, which are bordering the state-controlled road (Capricorn Highway) may be required for future road widening. Further investigations will be undertaken jointly by TMR with ULDA to determine these requirements.</p> <p>Details of future state-controlled road requirements are outlined in TMR's <i>Ardurad Road Open Road Level Crossing, Capricorn Highway and Blackwater – Rolleston Road Intersection, Road Infrastructure Projects, Short Form Business Case Type 2 (R1004)</i> report, dated July 2009 (Version 4), which will be provided by the Emerald office on request.</p>	Noted.  This issues will be taken into account during the preparation of the Development Scheme.
<b>Treasury</b>			
51.	General	Treasury has no issues with the proposed sites.	Noted.

## MORANBAH URBAN DEVELOPMENT AREA

### REGISTER OF ISSUES – RESULTS OF STATE AGENCY CONSULTATION

No.	ISSUE	EXPLANATION	RESPONSE
<b>Communities</b>			
1.	DOCS land holdings	<p>The Department of Communities owns 178 properties in Moranbah. The majority of these sites are developed with detached houses (163 properties) and to a lesser extent duplexes and dual occupancies (10 properties) built in the 1970's and early 1980's. The department also owns one property that was developed for senior's units in 1993.</p> <p>The department also owns four vacant residential sites in the proposed UDA area, but due to a very low number of people seeking "public housing" in Moranbah only one site is currently being considered for the development of "public housing" (in the form of a house) in the next 2 years.</p> <p>Under current legislation, the department would use the "Public Housing" provisions of <i>Chapter 9 Part 5 of the Sustainable Planning Act 2009</i> to develop housing in this area.</p>	Noted.
2.	Sports Facilities	As noted below, several sport and recreational facilities are located within the proposed UDA site. The Background Report does not state whether these will be retained and the UDA proposal is for infilling, or if something more extensive is planned.	<p>Noted</p> <p>This issue will be given further consideration during the preparation of the Development Scheme.</p>
3.	Community Services Hub	Considerable business planning has been undertaken for a community services hub in Moranbah. If one proceeds, it would be expected to be located within the central town area, which has been incorporated in the northern part of the proposed UDA site	<p>Noted</p> <p>This issue will be given further consideration during the preparation of the Development Scheme.</p>
4.	General	The department recognises that this UDA scheme is in its preliminary planning stages; however it would like to request that public and social housing are treated with similar provisions as those included in the existing UDA Development Schemes in Brisbane area. This includes an exemption for 'all aspects of development undertaken by the State, or a statutory body representing the State, for the purposes of public and social housing'. This exemption should also include payments for infrastructure provision in the way of infrastructure charges or contributions to headworks, etc.	<p>Noted.</p> <p>This issue was taken into account during the preparation of the ILUP and will be given further consideration during the preparation of the Development Scheme.</p>

No.	ISSUE	EXPLANATION	RESPONSE
		<p>The south-west corner of the proposed site is located within 5 kms of the area of the Caval Ridge mine (BMA Bowen Basin Coal Growth Project). The EIA process for the Caval Ridge coal mine is close to completion, and considerable concerns were raised by existing Moranbah residents and the Isaac Regional Council relating to possible dust and noise pollution from the mine. Proposed mine life is 30 years, and the mine area closest to the proposed UDA site is at the latter end of the mine life. The Development Scheme would be required to take note of the proposed Caval Ridge plans, and the likely dust, noise, and loss of amenity which will accompany the mine development.</p>	<p>Noted</p> <p>This issue will be given further consideration during the preparation of the Development Scheme.</p>
		<p>The south-west corner of the proposed UDA site backs onto a busy railway line transporting coal trains. This will add to noise and dust pollution. Although noise can be reduced somewhat using sound barriers and vegetation, coal dust from loaded coal wagons traversing the area is not so easily contained.</p>	<p>Noted</p> <p>This issue will be given further consideration during the preparation of the Development Scheme.</p>
		<p>Incorporated within the northern part of the proposed UDA site are several significant town sites, including the civic centre, Moranbah Fair, and various sports facilities. It is unclear from the Background Report what is intended in these areas i.e. for infill or some other purpose. Possible impacts on existing facilities will require careful consideration.</p>	<p>Noted</p> <p>This issue will be considered during the preparation of the Development Scheme.</p>
		<p>The northern part of the proposed UDA site includes the Coal Country Caravan Village. Moranbah already experiences high housing prices compared with the surrounding region and also with Queensland, and a shortage of low-priced accommodation options including caravan park sites. The potential loss of further caravan park sites will exacerbate current shortages and high prices.</p>	<p>Noted</p>
		<p>Strategies to improve the walk ability of the town should be inclusive of the needs of people with a disability. Any projects related to these strategies should be designed in accordance with the Design for access and mobility suite of Australian Standards.</p>	<p>Noted</p> <p>This issue will be considered during the preparation of the Development Scheme.</p>
		<p>To foster housing options, the ULDA may also wish to consider planning provisions facilitating modular dwellings and more flexible use of existing dwellings and their allotments.</p>	<p>Noted</p>
<b>Community Safety</b>			
5.	UD A Boundary	DCS has no comment regarding the proposed boundary of the UDA at this stage.	Noted

No.	ISSUE	EXPLANATION	RESPONSE
6.	Statement of Government Objectives	<p>DCS requires consideration of the following interests to inform the Statement of Government Objectives for the UDA, which will accompany the declaration through Cabinet:</p> <ul style="list-style-type: none"> <li>• Minimising the adverse impacts of flood, bushfire and landslide through reflection of State Planning Policy 1/03 Outcomes;</li> <li>• Addressing disaster resilience and recovery in development planning;</li> <li>• Facilitating effective emergency services operational responses; and</li> <li>• Recognising Queensland Fire and Rescue Service and Queensland Ambulance Service facilities as social infrastructure.</li> </ul>	Noted
7.	Suitability of the site for development	The ULDA should give adequate consideration to the outcomes of State Planning Policy 1/03 in determining the suitability of the site for development.	<p>Noted.</p> <p>This issue was taken into account during the preparation of the ILUP and will be given further consideration during the preparation of the Development Scheme.</p>
8.	General	During the preparation of the UDA Development Schemes, DCS will provide ongoing input and feedback as requested. The issues to be addressed are likely to be similar in scope to those raised by DCS as part of the planning process for the Fitzgibbon and Bowen Hills UDAs, although contextual differences will apply. The statement of objectives and evaluation criteria identify the areas of interest to DCS that will need to be addressed in the development scheme.	Noted
<b>Education and Training</b>			
9.	Educational Facilities	<p>There are three existing schools in the current township and the department is satisfied these facilities provide sufficient capacity and flexibility to service any growth in the infill area</p> <p>Land Use planning for the SW may require consideration for the reserve and location of land for educational/school purposes. Growth in the population of mining towns does not necessarily translate to subsequent growth in school enrolments.</p>	<p>Noted</p> <p>This issue will be given further consideration during the preparation of the Development Scheme.</p>
10.	Travel	The planning for development in this area should ensure the provision of travel routes (pedestrian/cycling), to safely connect and provide continuation of existing travel routes too and from schools in the area.	This issue will be given further consideration during the preparation of the Development Scheme.
11.	Land use	Ensure compatible land uses on land adjoining and in proximity to new school sites. Ensure the provision of a safe and healthy environment at existing and new school campuses.	This issue will be given further consideration during the preparation of the Development Scheme.

No.	ISSUE	EXPLANATION	RESPONSE
<b>Employment, Economic Development and Innovation</b>			
12.	General	The consideration of Moranbah for declaration as urban development areas could facilitate solutions to community issues identified by the Sustainable Resource Community Initiative and is viewed as generally positive by the Department of Employment, Economic Development and Innovation.	Noted
13.	Planning Scheme	The planning scheme should reflect the need for both towns to operate as independent liveable communities that provide for both the agricultural sector and broader community and allow for the location of a full suite of urban services and industrial uses.	Noted
14.	Centres of Enterprise regional development centres	Moranbah is located within areas identified under the Queensland Government's Centres of Enterprise regional development initiative. The initiative focuses on industries identified as having potential to attract new investment, expand business and drive the regional economy. In the case of Moranbah the focus is mining services and technologies. Land use planning that allows for the growth of these identified sectors would be viewed favourably by the Department.	Noted
15.	Potential land use conflicts	<p>Anglo Coal Australia Ltd has two advanced coal projects (Grosvenor and Moranbah South) near Moranbah. Grosvenor has been granted Mineral Development Licences (MDL 273 and MDL 166) and a Mining Lease Application (ML 79378). This US\$975 million project is currently undergoing a Feasibility Study and lodged Draft Terms of Reference for the Environmental Impact Statement in January 2008.</p> <p>Moranbah South (a joint venture between Anglo Coal Australia Ltd and Exxaro Australia Ltd) has been granted Mineral Development Licences (MDL 377 and MDL 277). This US\$400 million project is currently undergoing a Pre-Feasibility Study. This project mainly involves underground mining of coal but some good quality coal may be amenable for low cost open-cut extraction in the northwest portion of MDL 377.</p> <p>Billiton Mitsubishi Alliance's \$4 billion Caval Ridge open-cut coal project (within ML 1775 and ML application 70403) lies approximately four km to the southwest of the identified Moranbah site boundary.</p> <p>The proposed Moranbah urban development area footprint overlies defined coal resources within MDL 273 (Grosvenor coal project) and MDL 377 (Moranbah South coal project) and within Restricted Area 352.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>



No.	ISSUE	EXPLANATION	RESPONSE
		Comment should be sought from Anglo Coal Australia Ltd, Exxaro Australia Ltd and the Billiton Mitsubishi Alliance on the likely impacts of developing residential areas adjacent to proposed coal mining operations. It is likely that the residential developments in the southern portion of the proposed urban development area will be subject to dust and other adverse impacts if open-cut mining proceeds in the north-western part of MDL 377 and northern section of ML 1775.	Noted.  This issue will be given further consideration during the preparation of the Development Scheme.
<b>Mines and Energy</b>			
16.	Ergon	In general, network augmentation will need to be catered for if the towns are to be extended as proposed, including new Zone Substation sites and easements.	Noted
	Ergon	Ergon Energy needs to be consulted and informed as early as possible at each stage of development by the ULDA/LGA and/or developer. Sites and easements for electrical infrastructure should be obtained as early as possible in the development process. An allocation to Ergon Energy of these sites and easements by the developer or LGA would be ideal.	Noted
	Ergon	Ergon Energy is already anticipating augmenting its network with a new zone substation for the town (ref Goonyella Rd Zone Substation site & line route in the MK SNAP). A site to the west of the existing township and to the north of the South-West UDA is proposed (see marker on the map).	Noted
	Ergon	Given the size of land being allocated for urban development, the extra electrical demand is anticipated to be of the order of 50MVA in its ultimate development. Ergon Energy will therefore definitely need to provide increased capacity, and we will need to change the existing strategy for Moranbah.	Noted
	Ergon	Ergon would like a suitable land parcel to be allocated within the SW UDA area to provide this infrastructure. Without further analysis a site within the centre of the SW UDA would be suitable. Easements for 66kV sub transmission feeders are also needed to provide power to this site, and will need to be allocated as soon as possible.	This issue will be given further consideration during the preparation of the Development Scheme
	Ergon	There are also Powerlink lines over the main development area to the SW, and also the most eastern UDA (Light green lines on the map). In addition there is an existing 66kV private line over the SW development area (Black line). Further development and extra easements to expand the capacity of this private line and new lines should be catered for to supply energy to mining developments to the south of Moranbah through the SW UDA area.	Noted  This issue will be given further consideration during the preparation of the Development Scheme
<b>Environment and Resource Management</b>			

No.	ISSUE	EXPLANATION	RESPONSE
17.	Contaminated Land	<p>A landfill site has been identified within the Moranbah proposed urban development area. To manage potential risks from the migration of landfill as from the perimeter of any current or former waste landfill, minimum buffer distances must be applied.</p> <p>A site investigation must be carried out on the land fill and proposed development area within the buffer zone. The investigation must include an assessment of landfill gas. Subject to a risk assessment demonstrating that human health and the environment will be protected, a lesser buffer distance may be applied under conditions that include remedial and operational measures as required.</p> <p>No residential development is to occur on land that has been used for waste landfill unless land is remediated to a stage that enables its removal from the Environmental Management Register.</p> <p>For land that is subject to notifiable activities or listed on the Environmental Management Register (EMR) sufficient information must be provided to the department in accordance with the <i>Environmental Protection Act 1994</i> and the <i>Draft Guidelines for the Assessment and Management of Contaminated Land in Queensland</i> (DEH, 1998) specifying that the land is suitable for the intended use or enabling a statement of suitability with a Site Management Plan (SMP). This includes the use of a Third Party Reviewer.</p>	<p>Noted.</p> <p>These issues were taken into account during the preparation of the ILUP and will be given further consideration during the preparation of the Development Scheme.</p>
18.	Vegetation Management	<p>No specific State vegetation management issues have been identified.</p> <p>It should be noted that Lot25SP218555 is mapped as containing regrowth that may contain endangered Brigalow vegetation (approximately 5% of heterogeneous areas). Potential requirements under the Commonwealth <i>Environment Protection and Biodiversity Conservation Act 1999</i> may need to be considered when designating this area as part of an Urban Development Area.</p>	Noted
19.	State Land management	<p>Proposed UDA will encompass parcels of State land (unallocated State land, leasehold land and reserves). Section 16 of the <i>Land Act 1994</i> requires that an evaluation of the most appropriate use of State land is undertaken before a decision is made on allocation of land/ While DERM is usually responsible for Section 16 evaluations, in circumstances where an UDA is declared, the department administering the <i>Urban Land Development Authority Act 2007</i> assumes responsibility.</p> <p>Native Title may continue to exist over parcels of State land within the boundaries of the proposed UDA. If it is determined that Native Title exists over the land, the requirements of the Commonwealth Native Title Act 1993 (NTA) may have to be addressed before the State can deal with the land. The NTA sets out how certain dealings can proceed over lands and waters where native title may continue to exist. The ULDA may wish to seek advice from DERM's Indigenous Services unit regarding Native Title requirements.</p> <p>There are numerous parcels of land dedicated as reserve in Moranbah. Reserve land may be revoked where it is identified that the land is no longer required for its dedicated purpose. A community consultation process must be undertaken before a community purpose reserve can be revoked.</p>	<p>Noted.</p> <p>These issues were taken into account during the preparation of the ILUP and will be given further consideration during the preparation of the Development Scheme.</p>

No.	ISSUE	EXPLANATION	RESPONSE
<b>Health</b>			
20.		No comments received.	
<b>Infrastructure and Planning</b>			
21.	Boundary	DIP has no issues with the proposed UDA boundary.	Noted
22.	Early development sites	DIP has no issues with the sites proposed by the ULDA for early development.	Noted
23.	IRC Structure Plan	Isaac Regional Council has recently prepared a structure plan for this site and has identified a number of constraints to development for residential purposes. These constraints are reflected within the structure plan and will require consideration/review when drafting the development scheme for this part of the UDA.	Noted.
24.	Proposed Caval Ridge Mine	<p>BHP Mitsubishi Alliance (BMA) are currently seeking approval from the State and Federal Government for the construction and operation of the Caval Ridge open cut coal mine located directly to the south of Moranbah and the emerging community area.</p> <ol style="list-style-type: none"> <li>1. This emerging community area is critical to the future growth of Moranbah. Air quality monitoring data presented within the supplementary EIS for the Caval Ridge mine indicates potential impacts from PM<sub>10</sub> dust levels over the southern portion of the emerging community area during the mine life.</li> <li>2. These impacts have the potential to sterilise the emerging community area for future development.</li> <li>3. The ULDA should consider implementing an air quality code into the ILUP and future development scheme in addition to imposing development conditions to protect this emerging community area when granting development approvals following the declaration of the UDA.</li> </ol>	<p>Noted</p> <p>This issue will be given further consideration during the preparation of the Development Scheme.</p>
25.	Buffer distances	Areas within the potential UDA are currently not zoned for urban/residential purposes. The ULDA should consider including adequate buffer distances to protect future residential zones are in close proximity to existing or proposed industrial areas, particularly to the west of the township.	<p>Noted</p> <p>This issue will be given further consideration during the preparation of the Development Scheme.</p>
26.	Open Space	Sufficient land should be set aside for use as open space and recreation.	<p>Noted</p> <p>This issue will be given further consideration during the preparation of the Development Scheme.</p>

No.	ISSUE	EXPLANATION	RESPONSE
27.	Temporary Accommodation Camps	DIP has a strategic planning concern about the extent of temporary worker accommodation in mining communities due to the inability to accurately determine occupant numbers within temporary accommodation camps (located on private land or mining leases). The underestimation of occupancy rates at these facilities does not accurately reflect the additional pressure being placed on essential services (this concern has been raised on a number of occasions by police and ambulance officers in Moranbah and Dysart).	Noted
<b>Justice and Attorney General</b>			
28.		No comments received.	
<b>Police</b>			
29.	Housing	Queensland Police Service (QPS) has experienced considerable difficulty attracting staff to the area due to the lack of housing availability and affordability. Should the UDA be approved consideration should be given to allocating land to QPS for the establishment of additional housing for employees.	This issue will be given further consideration during the preparation of the Development Scheme
30.	MDL	The development of land in Moranbah is constrained by mining leases or mineral development licences. This will have an impact on the location of the UDA	Noted. These issues were taken into account during the preparation of the ILUP and will be given further consideration during the preparation of the Development Scheme.
31.	Police resourcing	Firm advice on the number of proposed dwellings, population projections and planned approvals for workers camps will be required to enable an accurate analysis of impact to calls for service and police resourcing.	Noted
<b>Premier and Cabinet</b>			
32.		No comments received.	
<b>Public Works</b>			
33.	General	The proposed sites are not in areas where the Queensland Government Accommodation Office has any direct interest. For this reason we have no objections or comments in relation to your proposal.	Noted
<b>Transport and Main Roads</b>			
34.	Boundary	The boundary of the UDA is considered to be appropriate.	Noted.

No.	ISSUE	EXPLANATION	RESPONSE
35.	Government Objectives	<p>A high level of transport and land use integration should be achieved through the master planning of the UDA.</p> <ul style="list-style-type: none"> <li>The UDA should ensure that future development is equipped to promote and encourage active and future public transport usage where appropriate.</li> <li>The UDA should be well-connected to external attractors such as schools, shops, recreational facilities and employment nodes.</li> </ul> <p>The UDA should maintain the safety and efficiency of the State Controlled Road network and railway network and consider any ameliorative treatments as part of the UDA.</p> <p>Minimise or mitigate adverse impact on transport infrastructure from the standpoint of cost, safety, and efficiency with well-thought out design of the development.</p> <p>Cooperation between ULDA and TMR to maximise use of state resources.</p>	Noted.
36.	Development under the ILUP	<p>TMR is supportive of growth areas which adjoin existing residential precincts to enhance the bicycle and pedestrian connection. In this regard the areas shown to the east of the Goonyella Road appear to be within close proximity to the existing commercial area and school and as such are supported by TMR.</p> <p>The proposed area to the west of Goonyella Road may create a conflict between through traffic and mine related heavy vehicle movements and local access vehicle/pedestrian/bicycle movements. This area would in effect create a divide between the town which may create a barrier for cycling and pedestrian activities. Therefore a dedicated access for pedestrians and cyclists across the roadway should be considered.</p> <p>A portion of the UDA west of Goonyella Road is adjacent to a coal freight route. The impacts of amenity (rail noise and coal dust), security fencing of the corridor, stormwater management and works (such as excavation) on the boundary of the rail corridor must be considered and ameliorated as part of any development.</p> <p>Where appropriate, consideration should be given to the internal layout to provide bus stop facilities within 400m walking distance of 90% of the lots within the development.</p> <p>The scheme should develop a functional hierarchy of internal roads to achieve best connectivity for transport efficiency and access for public transport services. A network of functional (not just recreational) internal cycle and pedestrian pathways should be developed.</p>	<p>Noted.</p> <p>Noted. This issue will be given further consideration during the preparation of the Development Scheme</p> <p>Noted This issue will be given further consideration during the preparation of the Development Scheme</p> <p>Noted This issue will be given further consideration during the preparation of the Development Scheme</p> <p>Noted This issue will be given further consideration during the preparation of the Development Scheme</p>

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No.	ISSUE	EXPLANATION	RESPONSE
38.	Traffic Study	<p>TMR is currently planning to upgrade the intersection of the Moranbah Access Road and the state controlled Peak Downs Highway.</p> <p>TMR would like to work with the ULDA in preparing a traffic study which considers future traffic impacts on this intersection and determines and plans for any necessary additional treatments to ensure its continues safe operations.</p>	<p>Noted.</p> <p>This issue will be given further consideration during the preparation of the Development Scheme</p>
<b>Treasury</b>			
39.	General	Treasury has no issues with the proposed sites.	Noted.



## BOWEN STREET URBAN DEVELOPMENT AREA, ROMA

### REGISTER OF ISSUES – RESULTS OF STATE AGENCY CONSULTATION

No.	ISSUE	EXPLANATION	RESPONSE
<b>Communities</b>			
1.	DOCs land holdings	<p>The Department of Communities owns 113 properties in Roma. The sites are predominantly developed with detached houses (99 properties) and to a lesser extent duplexes and dual occupancies (8 properties). The department further owns three sites improved with apartments, cluster housing and senior units in the area.</p> <p>The department also owns two vacant residential sites in the proposed UDA area, but does not plan to develop these properties in the next 2 years as there are currently a very low number of people seeking “public housing” in Roma. The department is currently holding one of these vacant sites for potential sale.</p> <p>Under current legislation, the department would use the provisions of <i>Chapter 9 Part 5 of the Sustainable Planning Act 2009</i> to develop sites in this area.</p> <p>Mapping prepared by Evidence and Modelling Unit shows that the proposed site covers an area of high disadvantage as per the Australian Bureau of Statistics Socio-economic Indexes for Areas - Index of Relative Socio-economic Disadvantage at Census Collection District level.</p> <p>Research conducted by the department shows that new development across or adjacent to areas of disadvantage can result in a ‘contagion’ effect. That is, where disadvantage spreads and intensifies across a larger area if community support measures are not considered as part of a planning process.</p>	Noted
2.	State ment of Government objectives	Any growth in population brings an associated growth in the demand for human services, which will need to be included in future regional planning and also to support the Maranoa Balonne Regional Plan.	Noted. This issue was taken into account during the preparation of the ILUP and will be given further consideration during the preparation of the Development Scheme.
3.	General	<p>The department recognises that this UDA scheme is in the preliminary planning stages; however the department would like to request that public and social housing be treated with similar provisions as those included in the existing UDA Development Schemes in the Brisbane area. This includes an exemption for ‘<i>all aspects of development undertaken by the State, or a statutory body representing the State, for the purposes of public and social housing</i>’. The exemption should also include payments for infrastructure provision in the way of infrastructure charges or contributions to headworks, etc.</p> <p>A mix of affordable housing options is supported.</p>	<p>Noted. This issue was taken into account during the preparation of the ILUP and will be given further consideration during the preparation of the Development Scheme.</p> <p>Noted</p>

No.	ISSUE	EXPLANATION	RESPONSE
		<p>The scheme should also be prepared in conjunction with the Surat Basin Regional Planning Framework, a headline activity as outlined in the Surat Basin Future Directions Statement.</p> <p>The ULDA has previously been provided with a report prepared by Housing and Homelessness Services on the Surat Basin. Also enclosed is additional information on the housing market and demographics of the Roma SLA.</p>	<p>Noted This issue will be given further consideration during the preparation of the Development Scheme.</p> <p>Noted</p>
4.	Issues to be addressed during the preparation of the UDA Development Scheme	<p>The ULDA may also wish to consider showcasing planning provisions that facilitate a more flexible and efficient use of allotments. Historically, planning schemes in rural townships have adopted conservative approaches to lot sizes, secondary dwellings for sites containing existing dwellings and for any sites accommodating modular dwellings. These restrictive approaches are not conducive to supporting housing diversity or quick responses to housing need or to cost effective responses that might be more readily actioned and financed at a local level.</p> <p>ULDA to also consider the development of smaller dwellings to reflect the changing size of households and provide a best practice example for the community within a rural context. The development of smaller dwellings will assist the area to achieve greater housing diversity and a range of housing options at different price points.</p> <p>ULDA to investigate the viability of establishing a small convenience shop/s within walking distance and preferably on the site to service the new residents, staff and visitors to the Hospital.</p> <p>ULDA to also consider the inclusion of design objectives which would make dwellings more suitable for rental. Such elements to be considered are use of:</p> <ul style="list-style-type: none"> <li>- materials and finishes that require minimal maintenance e.g. use of weatherboard cladding that does not require regular painting</li> <li>- finishes to be used that are suitable for intended purpose and are robust e.g. in high traffic areas consider use of tiles rather than carpet</li> <li>- landscaping that require minimal maintenance e.g. use plants that do not require pruning and are drought resistant</li> <li>- construction of hallways, doorways and side access paths wide enough to allow furniture to be moved in and out with ease.</li> </ul> <p>While this area of land has been used as showgrounds and/or recreation reserve in the past, Sport and Recreation Services state it has not been formally used for that purpose in many years. Most of those activities are conducted at Bassett Park, which is a multi-use facility on the northern part of town (Injune Road en route to the airport).</p> <p>Unless the Council or community feel that they would be in future need of land for expansion of sporting facilities (which is doubtful due to the future expansion possibilities at Bassett Park and other facilities off the eastern end of Bowen Street), Sport and Recreation Services does not have any issues with the rezoning.</p>	<p>Noted</p> <p>Noted</p> <p>Noted This issue will be given further consideration during the preparation of the Development Scheme.</p> <p>Noted. This issue was taken into account during the preparation of the ILUP and will be given further consideration during the preparation of the Development Scheme.</p> <p>Noted This issue will be given further consideration during the preparation of the Development Scheme.</p>

No.	ISSUE	EXPLANATION	RESPONSE
		The department suggests that Roma Urban Development Area considers the needs of people with a disability in the preparation of the planning scheme and the development of housing. ULDA to consider developing universally designed housing.	Noted
<b>Community Safety</b>			
5.		No comments received.	
<b>Education and Training</b>			
6.	General	<p>The department's primary interests concerning the Roma UDA are as follows:</p> <ul style="list-style-type: none"> <li>• Adequate provision of educational facilities to cater for the current and future needs of the resident community population; and</li> <li>• Provision of adequate and safe access routes to and from schools</li> </ul> <p>It is considered that the facilities within Roma will provide sufficient capacity and flexibility to service any growth arising from infill development in the Bowen Street UDA. However, planning for infill development in this area should ensure the provision of travel routes (pedestrian/cycling), to safely connect and provide continuation of existing travel routes to and from schools in the area.</p> <p>The department appreciates the opportunity to provide preliminary input on the development of the proposed UDA and is interested in participating in further consultation on the planning process.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
<b>Employment, Economic Development and Innovation</b>			
7.	General	<p>DEEDI is supportive of the proposal to declare a UDA as it offers the potential to underpin a headline initiative of the Queensland Government's Surat Basin Future Directions Statement.</p> <p>Given the potential of this project on matters of interest to DEEDI, it would be appreciated if the Department could be consulted during the preparation of the UDA Development Scheme.</p>	<p>Noted.</p> <p>Noted.</p>
8.	Boundary	<p>A constructed gas pipeline traverses the eastern part of the identified site and consent from the pipeline licence holder is required to construct or place a structure on, or change the surface, of pipeline land (sections 807 and 808 of the <i>Petroleum and Gas (Productions and Safety Act 2004)</i>). The ULDA is encouraged to consult with the licence holder APT Petroleum Pipelines Pty Ltd and reference Petroleum Pipeline Licence PPL2.</p> <p>It is also noted that the whole subject site falls within Petroleum Lease PL 6. As the Petroleum and Gas (Productions and Safety Act 2004) afford rights to petroleum authority holders and makes it an offence to obstruct authority holders from carrying out authorized activities it is suggested that the ULDA consult with the leaseholders Santos QNT Pty Ltd.</p>	<p>Noted.</p> <p>Noted.</p>
<b>Environment and Resource Management</b>			
9.	General	The proposed urban development areas will encompass parcels of Unallocated State Land (USL), road and road reserved land.	Noted

No.	ISSUE	EXPLANATION	RESPONSE
10.	Native Title	Native Title may continue to exist over parcels of State land within the boundaries of the proposed UDAs. If it is determined that Native Title does exist, the requirements of the Commonwealth Native Title Act 1993 (NTA) must be addressed before the State can deal with the land. The NTA sets out how certain dealings can proceed over lands and waters where native title may exist. The Urban Land Development Authority is requested to contact Henry Tou, Senior Project Officers of the Department's Assessment and Advice Team on 3247 4252 for further advice regarding the Native Title.	Noted.  These issues were taken into account during the preparation of the ILUP and will be given further consideration during the preparation of the Development Scheme.
11.	Reserves	'Trust land' is a collective term used to describe State land which has been previously reserved under the Land Act 1962 or dedicated as a reserve for a community purpose set out in Schedule 1 of the Land Act 1994. Land dedicated as a reserve for community purposes has been set aside for the benefit of the community. There are several parcels of land dedicated as a reserve in the proposed Roma UDA.  Reserve land may be revoked where it is identified that the land is no longer require for its dedicated purpose. A community consultation process must be undertaken before a community purpose reserve can be revoked.	Noted.  These issues were taken into account during the preparation of the ILUP and will be given further consideration during the preparation of the Development Scheme.
12.	Road	The western section of the UDA proposal is part of the stock route and also classified as a road. An area of road may be permanently closed if, after appropriate public notice the Minister is satisfied that the road is not required as a road or as a stock route.  Permits to Occupy are located over the road area and will need to be dealt with prior to issue of a new tenure. A permit can be cancelled if the Chief Executive administering the Land Act 1994 considers the cancellation is in the interests of the State. Alternatively the permittee may surrender the permit on terms agreed between the Chief Executive and permittee.	Noted.  These issues were taken into account during the preparation of the ILUP and will be given further consideration during the preparation of the Development Scheme

No.	ISSUE	EXPLANATION	RESPONSE
13.	Land Parcels	<p>Lot 413 on AP15786 – Unallocated State Land</p> <p>Lot 142 on AP15786 – Unallocated State Land</p> <p>Lot 141 on SP178377 – Unallocated State Land. A gas pipeline is located through this lot. The Roma Town Council (now Maranoa Regional Council) has acquired Native Title Rights and Interests over this lot. Therefore they are the only party the State is able to sell this land under the current circumstances.</p> <p>Lot 19 on WV1912 – Local Government, Park and Carpark Reserve Gas Pipeline is located on this lot.</p> <p>Lot 20 on SP178377 – Recreation, Bicycle Education Facility Reserve, Gas Pipeline is on through this lot. The Roma Town Council (now Maranoa Regional) has acquired Native Title Rights and Interests over this parcel for recreational purposes.</p> <p>Lot 5 on R86106 – Local Government, Gas Supply Reserve, Gas Pipeline is located on this lot.</p> <p>Lot 4 on R86106 – Educational Institutional Reserve. Gas Pipeline is located on this lot. Endeavour Foundation is currently located on this site and provide a wide variety of community services for people with special needs. This facility is not limited to child care as mentioned in the ULDA background report.</p>	<p>Noted.</p> <p>These issues were taken into account during the preparation of the ILUP and will be given further consideration during the preparation of the Development Scheme</p>
14.	Vegetation	No remnant vegetation or regrowth vegetation exist on the proposed UDA site and therefore the Department has no requirements in this regard based on the current mapping and legislation.	Noted
<b>Health</b>			
15.	Safety and amenity	<p>It was noted that an unused bore exists in the south east corner adjacent to Cottell Street. The documentation suggests that Council administers this bore and that it is not expected to be required in the future nor will it provide an impediment to development. Consideration should be given to whether noise minimization for adjacent houses needs to be installed in advance in the event that the bore is reinstated at some point in the future (even if only for emergency situation) as pumps can be responsible for considerable noise nuisances.</p> <p>In relation to the relatively small scale truck depot that currently makes informal use of the western portion of the site, consideration needs to be given to injury prevention mechanisms being put into place to protect pedestrian use and minimize dust and noise.</p>	<p>Noted.</p> <p>These issues were taken into account during the preparation of the ILUP and will be given further consideration during the preparation of the Development Scheme.</p> <p>Noted.</p> <p>These issues were taken into account during the preparation of the ILUP and will be given further consideration during the preparation of the Development Scheme.</p>
16.	Transport	Provision should be made for connecting pedestrian and bike/wheelchair path networks into the town centre and to important infrastructure (e.g. schools, nutritious food supply centres, business hubs) to encourage physical activity and minimise the carbon footprint.	<p>Noted.</p> <p>These issues will be given further consideration during the preparation of the Development Scheme</p>

No.	ISSUE	EXPLANATION	RESPONSE
		Street design should support traffic calming principles and include bench seating and drinking water points at regular intervals.	Noted. These issues will be given further consideration during the preparation of the Development Scheme.
		There should be provision made for public transport networks.	Noted
17.	Playgrounds	Any proposals should include provision for families, with an adequate number of toilets, as well as well designed, well lit areas for group meeting spaces. Appropriate environmental design will support crime prevention strategies.	Noted. These issues will be given further consideration during the preparation of the Development Scheme.
18.	Design	The overall development design should be attractive and provide adequate tree and shade infrastructure.	Noted.
19.	Low cost housing blocks	It is also considered preferable for Council to ensure all future private developments have to provide allocation for some low cost housing blocks.	Noted.
<b>Infrastructure and Planning</b>			
20.	UDA	In principle DIP has no significant strategic issues with the proposed UDAs.	Noted.
21.	Boundary	DIP notes that the letter from Minister Hinchliffe does not identify Roma in the Resource Town Housing Affordability program. DIP suggests a reason for bringing Roma forward for declaration should be included in the declaration submission.	Noted.
22.	Suitability of sites for early development.	DIP has no issues with the sites proposed by the ULDA for early development.	Noted.
23.	Issues to be considered during the preparation of the ILUP and development scheme.	With respect to the ULDA's Background Report, it is recommended that the content of the Table (page 8) be reviewed for currency. Resource tenure projects have expanded considerably since the Department of Mines and Energy (DME) supplied the information included in the Maranoa-Balonne Regional Plan 2009. Direct contact with DME is recommended.  Information is available via DME's Interactive Resource and Tenure Maps at <a href="http://www.dme.qld.gov.au/mines/tenure_maps.cfm">http://www.dme.qld.gov.au/mines/tenure_maps.cfm</a> and information about significant projects is available at <a href="http://www.dip.qld.gov.au/component/option.com_mttree/task.listcats/cat_id.44/Itemid.105/">http://www.dip.qld.gov.au/component/option.com_mttree/task.listcats/cat_id.44/Itemid.105/</a>	Noted.

No.	ISSUE	EXPLANATION	RESPONSE
24.	Issues to be considered during the preparation of the ILUP and development scheme.	<p>The Maranoa Regional Council have indicated to DIP that they had previously seen the site as being suitable for aged person's housing/housing for people with limited levels of mobility, due to its proximity to health services. Therefore DIP suggests:</p> <ul style="list-style-type: none"> <li>- tables of use and development should reflect aged care-appropriate housing as self assessable in the location deemed best to be able to easily and safely access health care services across the road.</li> <li>- under 'housing and community', the last dot point under 'requirements' could be expanded out to say 'including health services', and a target could be set for aged persons, just as it has been for persons of specific income levels.</li> <li>- under 'urban design and placemaking', design principles should include designing for persons with limited levels of mobility and, where it stated that it provide appropriate open spaces, this could be expanded to include "open space links", as well as shaded squares and rest areas with adequate bench seating and drinking fountains, particularly between accommodation appropriate for aged persons and the health care services across the road.</li> <li>- under 'environment and sustainable development', Precinct 1, sentence 4 could be expanded out to specify that access is maintained to the hospital site ... and that small lot/aged care housing is located as close as is practicable to neighbouring health care services - and with access provided that is safe for persons with limited mobility/in wheel chairs etc.</li> <li>- with respect to the Maranoa-Balonne Regional Plan, this project aligns with policy recommendation in the Urban Design / Liveable Communities sections. We certainly support inclusion of any references to the plan. You should also note that David Rowland is currently leading the development of a regional settlement pattern and regional planning framework for the Surat Basin (Maranoa, Western Downs and Toowoomba RCs) - these are initiatives from the recently-released Surat Basin Future Directions Statement.</li> </ul>	Noted. These issues will be given further consideration during the preparation of the Development Scheme.
<b>Justice and Attorney General</b>			
25.		No comments received.	
<b>Mines and Energy</b>			
26.		No comments received.	
<b>Police</b>			



No.	ISSUE	EXPLANATION	RESPONSE
27.	General	Noted that there was no reference to the proposed housing density or what is to be included in the development or how the development will be staged. The density of housing will impact on affordability which then impacts on who is likely to move into this area. People from lower socio-economic levels of society are less likely to have their own transport, so they will be reliant on access to public transport, so this needs to be considered.	Noted.
28.	General	<p>CPTED principles do play a part in improving communities, particularly in applying preventative measures – i.e. natural surveillance, movement predictors, access control and territorial control.</p> <p>Effective neighborhood designs can affect the sense of community generated therefore affecting behaviour.</p> <p>Unintentional architectural and / or planning designs can facilitate the opportunity for crime</p> <p>Identifiable land use to reduce conflict between user groups – defensible space / territorial influence</p> <p>The type of activities provided within close proximity of the area can also influence behaviour and sense of community and participation</p> <p>The Street design can also impact on offending opportunities and creative passive forms of surveillance.</p>	Noted.
29.	General	In the proposal there is no mention of the expected demographics that will move into the area and we are making the assumption that it will be determined by the employment opportunities within the mining sector. This is likely but may not eventuate. Essentially though it is expected that there will be a minimal impact on policing.	Noted.
<b>Premier and Cabinet</b>			
30.		No comments received.	
<b>Public Works</b>			
31.		No comments received.	
<b>Transport and Main Roads</b>			
32.	General	TMR supports the initiative of a new urban development area at Roma.	Noted.
33.	Boundary	The boundary of the UDA is considered to be appropriate.	Noted.

No.	ISSUE	EXPLANATION	RESPONSE
34.	Government Objectives	<p>A high level of transport and land use integration should be achieved through the master planning of the UDA.</p> <ul style="list-style-type: none"> <li>The UDA should ensure that future development is equipped to promote and encourage active and future public transport usage where appropriate. While there are no scheduled public transport services in Roma, there are taxis and community buses.</li> <li>The UDA should be well-connected to external attractors such as schools, shops, recreational facilities and employment nodes.</li> </ul> <p>Minimise or mitigate adverse impact on transport infrastructure from the standpoint of cost, safety, and efficiency with well-thought out design of the development.</p> <p>Cooperation between ULDA and TMR to maximise use of state resources.</p>	Noted.
35.	Development under the ILUP	<p>TMR is supportive of growth areas which adjoin existing residential precincts to enhance the bicycle and pedestrian connection. In this regard development between Cottell Street and Hanly Street should be prioritised to ensure direct access to the town centre, local hospital and schools.</p> <p>The site had the potential to be serviced by public transport in the future by ensuring that the internal layout provides good pedestrian connectivity to McDowall St, which could function as a potential bus route. While there are no scheduled public transport services within Roma at this stage, future development may generate this need.</p> <p>The scheme should develop a functional hierarchy of internal roads to achieve best connectivity for transport efficiency and access for public transport services. A network of functional (not just recreational) internal cycle and pedestrian pathways should be developed.</p> <p>TMR has determined that a number of intersections connecting with the state-controlled Quintin St in Roma town centre may be sensitive to an increase in traffic, particularly the signalised intersection with Bowen St. Through the declaration and preparation of the ILUP and development scheme, TMR would like to work with the ULDA in preparing a traffic study which should determine any necessary additional treatments to ensure the continued safe operation of the intersection.</p>	<p>Noted.</p> <p>These issues were taken into account during the preparation of the ILUP and will be given further consideration during the preparation of the Development Scheme.</p> <p>Noted.</p> <p>These issues were taken into account during the preparation of the ILUP and will be given further consideration during the preparation of the Development Scheme.</p> <p>Noted</p> <p>This issue will be given further consideration during the preparation of the Development Scheme</p> <p>Noted.</p> <p>These issues were taken into account during the preparation of the ILUP and will be given further consideration during the preparation of the Development Scheme.</p>

No.	ISSUE	EXPLANATION	RESPONSE
		<p>TMR recommends that any access roads from the UDA feed into Bowen street rather than MacDowell Street, both to avoid the hospital precinct and the potential issue with capacity at the western leg of the McDowall/Quintin St intersection.</p> <p>The impacts of stormwater runoff from the development and any flood mitigation works should be considered and ameliorated to ensure there are no adverse impacts on state-controlled roads downstream from development sites. The Bowen/Quintin St intersection is particularly vulnerable to stormwater flooding as was made evident by the recent floods, and some form of detention may be required to minimise the effects of runoff from the UDA.</p>	<p>Noted</p> <p>This issue will be given further consideration during the preparation of the Development Scheme.</p> <p>Noted</p> <p>This issue will be given further consideration during the preparation of the Development Scheme.</p>
36.	Issues for the UDA Development Scheme	Road and intersection design should include an efficient network of pathways to encourage walking and cycling to local facilities (and potential bus routes) as an alternative to private motor vehicles.	<p>Noted</p> <p>This issue will be given further consideration during the preparation of the Development Scheme.</p>
<b>Treasury</b>			
37.	General	Treasury has no issues - Requests that ULDA advise on the extent of housing stress currently experienced in Roma.	Noted

**Urban Land Development Authority**

**BLACKWATER**

**INTERIM LAND USE PLAN 2010**

XXXX 2010

Version 1

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# Preliminary

## Introduction

The Blackwater Interim Land Use Plan (ILUP) has been prepared pursuant to Section 8 of the *Urban Land Development Authority Act 2007* and applies only to land within the declared Blackwater Urban Development Area (UDA) identified in Figure 1.

This ILUP commences on declaration.

## Background

The *Urban Land Development Authority Act 2007* (the Act) provides for particular parts of the State to be declared as areas called urban development areas.

The main purposes of the Act are to facilitate the following in the urban development areas:

1. the availability of land for urban purposes
2. the provision of a range of housing options to address diverse community needs
3. the provision of infrastructure for urban purposes
4. planning principles that give effect to ecological sustainability and best practice urban design
5. the provision of an ongoing availability of affordable housing options for low to moderate income households.

The Urban Land Development Authority (ULDA) is a statutory authority under the *Urban Land Development Authority Act 2007* and is a key element of the Queensland Housing Affordability Strategy.

The ULDA is tasked to plan, carry out, promote or coordinate and control, the development of land in declared urban development areas.

## Urban Development Area

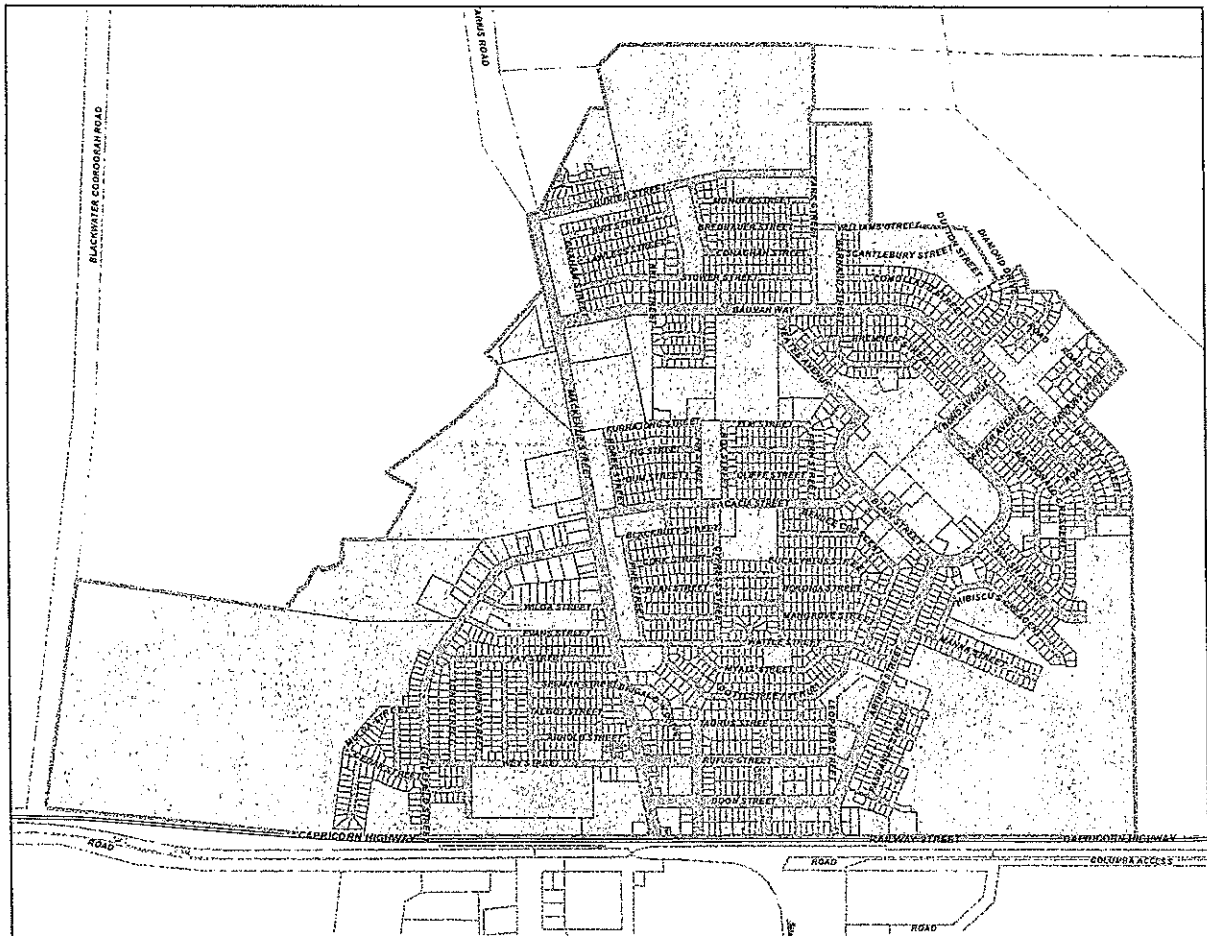
The Blackwater UDA was declared by regulation, pursuant to Part 2 Division 1 Section 7 of the *Urban Land Development Authority Act 2007*. This UDA fits within the ULDA's Resource Towns Housing Affordability program which aims to make housing more affordable and to deliver a range of housing options for the changing needs of the community.

Blackwater is located within the Bowen Basin coal belt, approximately 200 kilometres west of Rockhampton in Central Queensland. It is situated within the area governed by Central Highlands Regional Council (CHRC). The proposed UDA encompasses the full extent of the town to the northern side of the Capricorn Highway and therefore includes approximately 1,800 existing dwellings in addition to short term accommodation facilities, commercial and industrial facilities and associated social infrastructure.

Blackwater is exhibiting considerable housing stress with a median rental price of \$480 per week, for a three bedroom house being recorded in 2009. The only new construction in Blackwater is two small housing estates producing three or four bedroom homes on allotments typically larger than 600 sqm in area, and with prices starting at \$300,000. No diversity of new product is available and the construction rates are very modest.

The Blackwater ILUP will primarily maintain the status quo by carrying forward many of the provisions of the planning scheme. However, new residential development that demonstrates efficiency and sustainability whilst delivering a wider choice in housing style and creating more affordable product will be encouraged.

# Figure 1: Blackwater UDA








Source: Digital Cadastre Database, Department of Environment and Resource Management December 2009

Map generated by Spatial Services branch of the Department of Infrastructure and Planning and Urban Land Development Authority.

While every care is taken to ensure the accuracy of this product the Department of Infrastructure and Planning and the Department of Environment and Resource Management make no representation or warranties about the accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs you may incur as a result of this product being inaccurate or incomplete in any way or for any reason.

## Key

-  UDA Boundary
-  UDA Area
-  Capricorn Highway
-  Railway
-  Cadastre



## Purpose of the ILUP

The purpose of this ILUP is to facilitate housing diversity while protecting the future development opportunities which will be determined during the preparation of the development scheme.

The ILUP remains in force until such time as the development scheme takes effect.

---

## Relationship with the planning scheme

This ILUP adopts the provisions of the planning scheme with the following exceptions:

1. references in the planning scheme to:
  - a. Exempt development are taken to be references to UDA Exempt Development
  - b. Self-Assessable development are taken to be references to UDA Self-Assessable Development
  - c. Assessable development are taken to be references to UDA Assessable Development
  - d. development application are taken to be references to a UDA Development Application
  - e. code assessable development (or code assessable) are taken to be references to UDA Assessable development (Permissible)
  - f. impact assessable development (or impact assessable) are taken to be references to UDA Assessable Development (Permissible)
  - g. development approval are taken to be references to a UDA development approval
  - h. assessment manager are taken to be references to the ULDA
2. certain terms and definitions in the planning scheme are replaced as follows:
  - a. 'Dual occupancy' and 'House' are replaced with 'House' as defined in Schedule 2 of this ILUP
  - b. 'Multiple dwelling' is replaced with 'Multiple residential' as defined in Schedule 2 of this ILUP
  - c. 'Workers accommodation' is replaced with 'Accommodation village' as defined in Schedule 2 of this ILUP
3. certain administrative definitions are as defined in Schedule 2 of this ILUP
4. the levels of assessment for development (as set out in the assessment tables in the planning scheme) are modified as set out in Table 1
5. where this ILUP is inconsistent with the planning scheme, the ILUP prevails.

In assessing a UDA development application against the planning scheme, the ULDA may agree to a request by the applicant to have the application assessed against a superseded planning scheme<sup>1</sup>.

A UDA development application cannot seek to vary the effect of any local planning instrument for the land pursuant to section 242 of the *Sustainable Planning Act 2009*.

## Relationship with other legislation

In addition to assessment against the ILUP, development may require assessment against other legislation including for example the *Plumbing and Drainage Act 2002* and *Sustainable Planning Act 2009*.

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<sup>1</sup> See Schedule 2 for definition

# Development Assessment Procedures

## Levels of assessment

Table 1 of this ILUP identifies whether development within the UDA is:

- 
1. UDA Self-Assessable Development - Column 2
  2. UDA Assessable Development (Permissible) - Column 3A (Permissible Development)
  3. UDA Assessable Development (Prohibited) - Column 3B (Prohibited Development).

### UDA Self-Assessable Development

A UDA development application is not necessary for UDA Self-Assessable Development complying with the development requirements specified in this ILUP.

### UDA Assessable Development (Permissible)

Permissible development requires a UDA development application to be lodged with the Urban Land Development Authority (ULDA) for assessment and decision. Approval is required for permissible development to be undertaken.

Identification of development as permissible development does not mean that a UDA development approval (with or without conditions) will be granted.

### UDA Exempt Development

Development included in Schedule 1 is UDA Exempt Development meaning that a UDA Development Approval is not necessary prior to carrying out the use or works.

### UDA Assessable Development (Prohibited)

Development mentioned in Table 1 - Column 3B is UDA Assessable Development (Prohibited) and may not be carried out in the UDA.

## **Development consistent with the ILUP**

A UDA development approval can not be granted if the development would be inconsistent with this ILUP.

ULDA Self-Assessable Development which complies with the applicable development requirements is consistent with this ILUP.

Permissible development is consistent with this ILUP where:

1. the development complies with the applicable development requirements or
2. the development does not comply with the applicable development requirements but there are sufficient grounds to justify the approval of the development despite the non-compliance with the applicable development requirements.

Otherwise, the permissible development is inconsistent with this ILUP and must be refused.

UDA Assessable Development (Prohibited) is UDA Assessable Development that is inconsistent with the ILUP.

## **Notice of application**

Public notice is required for a UDA development application involving:

1. development that is impact assessable under the planning scheme, other than development for a House in the Town - Residential Precinct.
2. reconfiguring a lot resulting in lots less than 800m<sup>2</sup> or with a frontage less than 20m or
3. Accommodation village as defined in this ILUP.

## **Role of the development requirements in development assessment**

The development requirements contained in the following section of this ILUP apply to all UDA Assessable and Self-Assessable development in the Blackwater UDA. To the extent a requirement is relevant, it must be taken into account in the preparation of a UDA development application and the assessment of the application.

For a development proposal, all development requirements must be achieved to the greatest extent practical, having regard to the extent of the other requirements.

## **Purpose of the principles**

The principles contained in the following section of this ILUP:

1. reflect the Government objectives for the UDA
2. seek to achieve for the UDA, the purposes of the Act and
3. form the basis for the development requirements about the carrying out of development within the UDA.

# Principles and development requirements

## UDA wide development requirements

The development requirements are the provisions of the planning scheme, except for the following:

- » Accommodation village as defined in this ILUP
- » Dual occupancy as defined in the planning scheme
- » Multiple residential as defined in the planning scheme
- » reconfiguring a lot resulting in lots less than 800m<sup>2</sup> or
- » any use within the Commercial use class (other than a Caravan park) as defined in the planning scheme in the Commercial Precinct of the Town Zone under the planning scheme.

For the above exceptions, the development requirements are the provisions of the planning scheme as well as the specific development requirements detailed below. To the extent of any inconsistency with the provisions of the planning scheme, the specific development requirements detailed below prevail.

## Specific development requirements

For more detail regarding how to comply with the specific development requirements listed above refer to guidelines issued by the ULDA<sup>1</sup> and available from the ULDA website [www.ulda.qld.gov.au](http://www.ulda.qld.gov.au).

## Housing and community

### Principle

**Development delivers housing affordability, accessibility and choice and sustainable communities<sup>2</sup>.**

### Requirements

Residential neighbourhoods:

- » provide housing choice and diversity to meet the needs of the community, including non-mining key workers, through a mix of densities, types, designs, tenures and levels of affordability, to cater for a range of lifestyles, incomes and lifecycle needs
- » deliver affordable housing which is designed and located so that it is well integrated into the community
- » deliver sustainable communities with a strong community identity and access to community facilities and services
- » deliver accessible housing to meet the changing needs of people and households over time

Planning and development processes provide opportunities for community engagement.

---

1 Including ULDA guideline no. 01 Residential 30, ULDA guideline no. 03 Accommodation villages, Accessible Housing and Environment and sustainable development guidelines.

2 Refer to the ULDA Affordable housing strategy and Accessible housing guidelines.

# Neighbourhood, block and lot design

## Principle

The UDA delivers development designed to:

- » maximise connectivity
- » be responsive to the local climate & environment
- » include walkable streets and neighbourhoods
- » provide personal safety and security
- » enhance character & amenity
- » use infrastructure efficiently.

## Requirements

Neighbourhood planning and design:

- » gives the neighbourhood a strong and positive identity by responding to site characteristics, setting, landmarks and views, and through clearly legible street networks, open space networks and use of streetscape elements
- » delivers appropriate scale of development
- » incorporates principles for crime prevention through environmental design (CPTED)
- » identifies appropriate areas for multiple residential uses
- » ensures adequate visual and noise amenity
- » maximises opportunities for views and vistas
- » achieves a balanced mix of lot sizes to provide housing choice and streetscape variety
- » responds to natural features, including topography and natural drainage features
- » promotes healthy and active lifestyles by prioritising walking and cycling within the UDA and connecting to facilities and services outside the UDA
- » provides opportunities to benefit from solar access and prevailing breezes
- » integrate development with the surrounding area
- » provides public open space that caters for a variety of functions and experiences and that are safe for users
- » locates services and utilities to maximise efficiency and ease of maintenance.

# Street design and parking

## Principle

### The UDA delivers:

- » **efficient and safe street networks for all users**
- » **adequate car parking.**

## Requirements

### Street network planning and design:

- » connects to existing networks while ensuring acceptable levels of amenity and minimising negative impacts of through traffic
- » provides a safe and pleasant environment through lighting, pavement treatment and materials, clear sight lines and landscaping
- » provides movement networks for vehicles, pedestrians and bicycles that have a clear structure, provide a high level of internal accessibility and good external connections with the surrounding area
- » provides for pedestrian and cycle connections within the site which connect to existing facilities and support movement to key local and district destinations such as shops, schools, parks and community facilities
- » minimises the impact of traffic noise on residential development.

### Planning and design of vehicle access and parking:

- » ensures safety and convenience for residents, visitors and service providers
- » is adequate for the user
- » adequately provides for the number and nature of vehicles expected.

## **Building design**

### **Principle**

**Buildings are designed and sited on the lot to:**

- » **deliver diversity and affordability with smaller sized dwellings**
- » **make the most of the site**
- » **positively contribute to streetscape character**
- » **be comfortable for uses and facilitate an outdoor lifestyle.**

### **Requirements**

**Buildings are designed and sited to:**

- » meet needs for privacy, gardens, private open space and car parking on small and narrow lots
- » incorporate appropriate building setbacks that account for slope and protect the amenity and privacy of adjoining uses, including the appropriate use of build to boundary walls
- » complement or enhance the character of the local neighbourhood and contribute to the creation of attractive and safe residential environments
- » ensure on-site car parking spaces do not dominate the streetscape, do not interfere with the efficient functioning of the street, and enable on-street car parking
- » have clearly defined front entries and contribute towards the passive surveillance of the street
- » incorporate elements which provide diversity in building form and attractive frontages to all street and parks
- » integrate fencing into the building, street and park design.



# Environment and sustainable development

## Principle

### Development delivers:

- » acoustic amenity
- » minimal emissions to land, water and atmosphere
- » protection from flood and bushfire risk
- » efficient use of land and resources and
- » protection of environmental & resource values.

### Requirements

#### The design, siting and layout of development:

- » achieves acceptable noise levels within 100 metres of a Queensland Rail line
- » maintains the safety of people and property from bushfire risk where in or adjoining bushland
- » ensures that all land and groundwater will be fit for purpose
- » minimises adverse impacts to the environmental values of the receiving waters and wetlands
- » appropriately manages floodwater and stormwater
- » minimises air quality impacts arising from construction including dust, noise and traffic impacts
- » minimises adverse impacts on natural landforms and the visual amenity of the site
- » minimises adverse impacts on significant vegetation
- » retains vegetation where possible along streets and within parks
- » promotes the efficient use of resources, maximises recycling opportunities and reduces waste generation
- » adopts leading energy efficiency standards and distributed energy systems within the built environment and encourages the generation of renewable energy<sup>3</sup>

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3 Class 1 and Class 2 buildings (as defined in the Building Code of Australia 2009) must comply with the Queensland Development Code MP4.1 Sustainable buildings, which outlines minimum requirements in terms of energy efficiency and energy efficient fixtures for water conservation.

## Accommodation village

In addition to the specific requirements identified above, Accommodation villages will be assessed against the following principle and requirements<sup>4</sup>.

### Principle

#### Accommodation villages

- » **have a high level of amenity**
- » **are appropriately integrated into the town**
- » **adequately provide for occupants and makes a positive contribution to the town.**

### Requirements

The planning and design of an accommodation villages:

- » provides a safe and functional living environment for occupants of the village
- » contributes positively to the streetscape
- » physically integrates with the immediate surroundings and the town more broadly
- » ensures that any non-residential uses and facilities other than ancillary are integrated and available for use by the local community and are of a scale, extent and location that respect the proximity of the village to facilities and services in the town.

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<sup>4</sup> Refer to ULDA guideline no.03 Accommodation villages

# Level of assessment for development

Table 1

Column 1	Column 2	Column 3 UDA Assessable Development	
Area	UDA Self-Assessable Development	Column 3A	Column 3B
		Permissible Development	Prohibited Development
UDA	<p>Development, except development mentioned in Schedule 1, that is:</p> <ol style="list-style-type: none"> <li>1. included in the Self-Assessment assessment category in the relevant zone in the planning scheme</li> <li>2. for a House on a lot less than 800m<sup>2</sup> if consistent with an approved Plan of Development</li> <li>3. for a House on a lot 800m<sup>2</sup> or more if the development complies with the Acceptable Solutions in the House Code and the Development Standards Code</li> <li>4. for Multiple residential if consistent with an approved Plan of Development</li> <li>5. carrying out operational work if consistent with an approved Plan of Development for: <ol style="list-style-type: none"> <li>a. Filling or excavation</li> <li>b. Reconfiguring a lot</li> </ol> </li> </ol> <p>Environmentally relevant activity for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 2008</i>.</p>	<p>Development, except for development mentioned in Schedule 1 or Column 2, that is:</p> <ol style="list-style-type: none"> <li>1. included in the Code Assessment or Impact Assessment assessment categories in the relevant zone in the planning scheme</li> <li>2. for Accommodation village</li> <li>3. Environmentally relevant activity.</li> </ol>	<p>All other development including development (not defined) except development mentioned in Schedule 1, Column 2 or Column 3A.</p>

# Infrastructure Contributions

Under Section 58 of the *Urban Land Development Authority Act 2007*, the ULDA may impose conditions relating to infrastructure, and the payment of contributions or the surrender of land for infrastructure for any development area.

Infrastructure contributions will be required and enforced through the conditions attached to any UDA development approval.

Infrastructure contributions will be based on the applicable planning scheme policies.

Infrastructure delivered as part of development may be credited against the applicable monetary contribution that would otherwise apply.

State infrastructure funding will be sought through normal budgetary processes and will be part of an approved State agency capital program.

# Schedules

## Schedule 1: Exempt Development

Development exempt from assessment against this ILUP.

### Building work

1. Minor building and demolition work.

### Reconfiguring a lot

1. Subdivision involving road widening and truncations required as a condition of development approval.
2. Amalgamating two or more lots.
3. Reconfiguration for a building format plan of subdivision that does not subdivide land on or below the surface of the land.
4. Reconfiguring a lot for the incorporation, under the *Body Corporate and Community Management Act 1997*, section 41, of a lot with common property for a community titles scheme.
5. Reconfiguring a lot for the conversion, under the *Body Corporate and Community Management Act 1997*, section 43, of leasehold common property within the meaning of that Act to a lot in a community titles scheme.
6. Reconfiguring a lot in relation to the acquisition, including by agreement, under the *Acquisition of Land Act 1967* or otherwise, of land by
  - a. a constructing authority, as defined under that Act, for a purpose set out in Parts 1-13 (other than part 10, second dot point) of the schedule to that Act
  - b. an authorised electricity entity.
7. Reconfiguring a lot for land held by the State, or a statutory body representing the State, and the land is being subdivided for a purpose set out in the *Acquisition of Land Act 1967*, schedule, parts 1 to 13 (other than part 10, second dot point) whether or not the land relates to an acquisition.
8. Reconfiguring a lot for the *Transport Infrastructure Act 1994*, section 240.
9. Reconfiguring a lot in relation to the acquisition of land for a water infrastructure facility.

### Operational work

1. Clearing vegetation other than Significant vegetation
2. Operational work, or plumbing or drainage work (including maintenance and repair work) if the work is carried out by or on behalf of a public sector entity authorised under a State law to carry out the work
3. Erecting no more than one (1) satellite dish on premises, where the satellite dish has no dimension greater than one metre
4. Filling and excavation where:
  - a. to a depth of one vertical metre or less from ground level or
  - b. top dressing to a depth of less than 100 vertical millimetres from ground level.

### **All aspects of development**

1. Development directed to be carried out under a notice, order or direction made under a State law
2. Development for a park
3. Development for a Sales office and Display home
4. Development for a Home based business
5. Development undertaken by the State, or a statutory body representing the State, for the purposes of public housing.
6. Development prescribed as exempt development under the planning scheme

## Schedule 2: Definitions

The planning scheme definitions apply except to the extent:

1. modified as described in the section 'Relationship with the planning scheme' and
2. for the definitions of the terms below.

### Use Definitions

#### Accommodation village

Means the use of premises for accommodating non-resident workers connected with the mining industry and the provision of associated infrastructure, such as railways (including mining, construction or operational camps, workers accommodation and single person's quarters), if workers stay on an ongoing basis in accordance with a work roster.

The term may include ancillary facilities such as dining facilities, kiosk, amenities and recreation facilities commensurate with the needs of the intended community.

The term does not include the use of premises for accommodation for occasional or irregular visitors associated with these industries.

The term does not include:

- » Accommodation building
- » Caravan or relocatable home park
- » House
- » Hotel (where it includes accommodation)
- » Multiple residential.

#### House

Means the use of premises used for residential accommodation where on its own lot, used as one self contained dwelling and not subject to community title .

#### Multiple residential

Means the use of premises used for residential accommodation where there are two or more dwellings on any one lot or subject to community title. Multiple residential does not include a house as defined in this ILUP.

#### Sales office and display home

Means the use of premises, including a caravan or relocatable home structure, the promotion and/or sale of land and/or buildings within an estate, if such premises are located within the estate which is proposed to be promoted or sold.



## **Administrative definitions**

### **Building**

As defined in the *Building Act 1975*.

### **Development scheme**

As defined in the *Urban Land Development Authority Act 2007*.

### **Dwelling**

Means any "building" or part thereof comprising a self-contained unit principally for residential accommodation and includes any reasonably associated building.

### **Ground level**

The level on a site which precedes development excluding any site works that are subject to a related development approval, unless approved by the ULDA or established as part of a reconfiguration of the land preceding development.

### **Grounds**

Grounds means matters of public interest which include the matters specified as the main purposes of the Act as well as:

- » superior design outcomes and
- » overwhelming community need.

Grounds does not include the personal circumstances of an applicant, owner or interested third party.

### **Minor building or demolition work**

Means

- » internal building or demolition work
- » external building work up to 25m<sup>2</sup> for roofs over existing decks or paved areas, sun hoods, carports and the like
- » building work up to 10% of approved GFA or lawfully existing GFA at the time of commencement of this ILUP
- » raising a house where the resultant height does not exceed 8.5m.

### **Plan of Development**

Means a detailed plan as described in a ULDA guideline<sup>5</sup>.

### **Planning Scheme**

The Daringa Shire Planning Scheme 2007 as at the date of this ILUP.

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<sup>5</sup> Including the ULDA guideline no. 01 Residential 30 and ULDA guideline no.03 Accommodation villages.

**Premises**

As defined in the *Sustainable Planning Act 2009*.

**Private Open Space**

An outdoor area for the exclusive use of occupants.

**Public interest**

Refers to an outcome that benefits the wider community rather than local, site specific or land ownership desires.

**Relevant Zone**

Refers to the zone in which the land is located under the planning scheme.

**Setback**

The shortest distance measured horizontally from the outermost projection of the building or structure to the vertical projection of the boundary of the lot.

**Significant vegetation**

Means all vegetation, except those listed as pest vegetation by State of local government, that is significant in its:

- » ecological value at local, State or national levels
- » contribution to the preservation of natural landforms
- » contribution to the character of the landscape
- » cultural or historical value
- » amenity value to the general public.

Note: vegetation may be living or dead and the term includes their root zone<sup>6</sup>.

**Site cover**

The proportion of the site covered by buildings, including roof overhangs.

---

6 The root zone is described by the vertical projection of the foliage to a depth of 1 metre below the surface and including buttress roots on and above the soil surface.

### **Storey**

Means a space within a building which is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above. This does not mean:

1. a space that contains only:
  - a. a lift shaft, stairway or meter room
  - b. a bathroom, shower room, laundry, toilet or other sanitary compartment
  - c. accommodation intended for not more than 3 vehicles
  - d. a combination of the above, or
2. a mezzanine.

### **Superseded Planning Scheme**

As defined in the *Sustainable Planning Act 2009*.

### **Urban Design**

Refers to the holistic design of urban environments, including the overall townscape, individual buildings, street networks, streetscapes, parks and other public spaces.

**Urban Land Development Authority**

**MORANBAH**

**INTERIM LAND USE PLAN 2010**

XXXX 2010

Version 1



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# Preliminary

## Introduction

The Moranbah Interim Land Use Plan (ILUP) has been prepared pursuant to Section 8 of the *Urban Land Development Authority Act 2007* and applies only to land within the declared Moranbah Urban Development Area (UDA) identified in Figure 1.

This ILUP commences on declaration.

## Background

The *Urban Land Development Authority Act 2007* (the Act) provides for particular parts of the State to be declared as areas called urban development areas.

The main purposes of the Act are to facilitate the following in the urban development areas:

1. the availability of land for urban purposes
2. the provision of a range of housing options to address diverse community needs
3. the provision of infrastructure for urban purposes
4. planning principles that give effect to ecological sustainability and best practice urban design
5. the provision of an ongoing availability of affordable housing options for low to moderate income households.

The Urban Land Development Authority (ULDA) is a statutory authority under the *Urban Land Development Authority Act 2007* and is a key element of the Queensland Housing Affordability Strategy.

The ULDA is tasked to plan, carry out, promote or coordinate and control, the development of land in declared urban development areas.

## Urban Development Area

The Moranbah UDA was declared by regulation, pursuant to Part 2 Division 1 Section 7 of the *Urban Land Development Authority Act 2007*. This UDA fits within the ULDA's Resource Towns Housing Affordability program which aims to make housing more affordable and to deliver a range of housing options for the changing needs of the community.

Moranbah is located in the Bowen Basin coal belt, approximately 200km south west of Mackay in Central Queensland. Moranbah is experiencing high growth due to the current expansion pressures of the local coal mining operations within the area. Moranbah generally exhibits a lower housing density per sq km compared to other QLD major urban areas. In the twelve months to June 09, of 305 lots registered only 1 lot was less than 450m<sup>2</sup>.

Within Moranbah the UDA encompasses large areas of vacant land, part of the golf club and a small proportion of sites currently improved with privately owned residential dwellings and industrial operations.

Within Isaac Regional Council rental affordability has declined significantly over the past five years. In 2004 20% of a low income household's income was required to meet median rents; by 2009 this had increased to 36%. The greatest decline has occurred within the former Belyando Shire. A low income household in the private rental market is now paying over 40% of household income toward rent, placing them above the housing stress threshold.



Across the Isaac local government area house prices rose from \$96,000 in 2004 to \$340,000 in 2009, a 348% increase. By comparison Queensland prices rose by \$122,000 or 46% over the same period. In 2004 median priced houses across Isaac Regional Council would be considered very affordable to households on median incomes. By 2009 however, median priced houses across the Isaac local government area had outpaced the growth in household incomes and affordability had declined.

Isaac Regional Council, in their 2020 Vision 2009-2019, state an affordable housing goal of developing and maintaining a range of affordable housing options to cater for current and potential community needs.

The Moranbah ILUP will primarily maintain the status quo by carrying forward many of the provisions of the planning scheme. However, new residential development that demonstrates efficiency and sustainability whilst delivering a wider choice in housing style and creating more affordable product will be encouraged. In response to concerns raised by Isaac Regional Council any new mining camps (defined as Accommodation village within this ILUP) will be prohibited, within certain urban areas, during the 12 months that the ILUP is in force. This prohibition will allow time during the preparation of the development scheme to explore and determine how these facilities can be appropriately integrated into resource towns and then reflected in the future development scheme. In planning for the future growth of Moranbah it will be essential to ensure that an appropriate mix, scale and location of commercial/retail uses is provided for.

## Purpose of the ILUP

The purpose of this ILUP is to facilitate housing diversity while protecting the future development opportunities which will be determined during the preparation of the development scheme.

The ILUP remains in force until such time as the development scheme takes effect.

## Relationship with the planning scheme

This ILUP adopts the provisions of the planning scheme with the following exceptions:

1. references in the planning scheme to:
  - a. exempt development are taken to be references to UDA Exempt Development
  - b. self assessable development are taken to be references to UDA Self-Assessable Development
  - c. assessable development are taken to be references to UDA Assessable Development
  - d. development applications are taken to be references to a UDA Development Application
  - e. assessable development - code assessment are taken to be UDA Assessable Development (Permissible)
  - f. assessable development - impact assessment are taken to be UDA Assessable Development (Permissible)
  - g. development permit are taken to be references to a UDA development approval
  - h. assessment manager are taken to be references to the ULDA
2. certain terms and definitions in the planning scheme are replaced as follows:
  - a. definitions of 'Accommodation building', 'Caravan or relocatable home park' and 'Hotel' are replaced with definitions contained in Schedule 2 of this ILUP
  - b. 'Detached house' is replaced with 'House' as defined in Schedule 2 of this ILUP
  - c. 'Multiple dwelling' is replaced with 'Multiple residential' as defined in Schedule 2 of this ILUP

3. certain administrative definitions are as defined in Schedule 2 of this ILUP
4. the levels of assessment for development (as set out in the tables of assessment in the planning scheme) are modified as set out in table 1
5. where this ILUP is inconsistent with the planning scheme, the ILUP prevails.

In assessing a UDA development application against the planning scheme, the ULDA may agree to a request by the applicant to have the application assessed against a superseded planning scheme<sup>1</sup>.

A UDA development application cannot seek to vary the effect of any local planning instrument for the land pursuant to section 242 of the *Sustainable Planning Act 2009*.

## Relationship with other legislation

In addition to assessment against the ILUP, development may require assessment against other legislation including for example the *Plumbing and Drainage Act 2002* and *Sustainable Planning Act 2009*.

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<sup>1</sup> See Schedule 2 for definition

# Figure 1: Moranbah UDA











Queensland Government, Department of Infrastructure and Planning, Department of Environment and Resource Management, Department of Transport and Main Roads

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## Key

-  UDA Boundaries
-  Precinct 1
-  Precinct 2
-  Precinct 3
-  Balance Area
-  Railway
-  Cadastre
-  Not to Scale

# Development Assessment Procedures

## Development Precincts

The development precincts for the declared UDA covered by this ILUP are shown in Figure 1.

## Levels of assessment

Table 1 of this ILUP identifies whether development within the UDA is:

1. UDA Self-Assessable Development - Column 2
2. UDA Assessable Development (Permissible) - Column 3A (Permissible development)
3. UDA Assessable Development (Prohibited) - Column 3B (Prohibited development)

### UDA Self-Assessable Development

A UDA development application is not necessary for UDA Self-Assessable development complying with the development requirements specified in this ILUP.

### UDA Assessable Development (Permissible)

Permissible development requires a UDA development application to be lodged with the Urban Land Development Authority (ULDA) for assessment and decision. Approval is required for permissible development to be undertaken.

Identification of development as permissible development does not mean that a UDA development approval (with or without conditions) will be granted.

### UDA Exempt Development

Development included in Schedule 1 is UDA Exempt Development meaning that a UDA Development Approval is not necessary prior to carrying out the use or works.

### UDA Assessable Development (Prohibited)

Development mentioned in Table 1 Column 3B is UDA Assessable Development (Prohibited) and may not be carried out in the UDA.

All development within the balance area (except for development identified in Schedule 1 as Exempt development) is UDA Assessable Development (prohibited).

## **Development consistent with the ILUP**

A UDA development approval can not be granted if the development would be inconsistent with this ILUP.

UDA Self-Assessable development which complies with the applicable development requirements is consistent with this ILUP.

Permissible development is consistent with this ILUP where:

1. the development complies with the applicable development requirements or
2. the development does not comply with the applicable development requirements but there are sufficient grounds to justify the approval of the development despite the non-compliance with the applicable development requirements.

Otherwise, the Permissible development is inconsistent with this ILUP and must be refused.

UDA Assessable Development (Prohibited) is UDA Assessable Development that is inconsistent with the ILUP.

## **Notice of application**

Public notice is required for UDA development applications involving:

1. development included in the impact assessment category in the planning scheme or
2. Accommodation village as defined in this ILUP.

## **Role of the development requirements in development assessment**

The development requirements contained in the following section of this ILUP apply to all UDA Assessable and Self-Assessable development in the Moranbah UDA. To the extent a requirement is relevant, it must be taken into account in the preparation of a UDA development application and the assessment of the application.

For a development proposal, all development requirements must be achieved to the greatest extent practical, having regard to the extent of the other requirements

## **Purpose of the principles**

The principles contained in the following section of this ILUP:

1. reflect the Government objectives for the UDA
2. seek to achieve for the UDA, the purposes of the Act and
3. form the basis for the development requirements about the carrying out of development within the UDA.

# Principles and development requirements

## Precinct 1 development requirements

The development requirements are the provisions of the planning scheme, except for the following:

- » Multiple residential as defined in this ILUP
- » reconfiguring a lot resulting in lots less than 450m<sup>2</sup>.

For the above exceptions, the development requirements are the provisions of the planning scheme as well as the specific development requirements detailed below. To the extent of any inconsistency with the provisions of the planning scheme, the specific development requirements detailed below prevail.

## Precinct 2 development requirements

The development requirements are the Strategic Direction contained within Part 3 and the applicable codes contained within Parts 4 and 5 of the planning scheme (the relevant requirements) as well as the specific development requirements detailed below. To the extent of any inconsistency with the relevant requirements, the specific development requirements detailed below prevail.

## Precinct 3 development requirements

The development requirements are the provisions of the planning scheme, except for the following:

- » Accommodation village as defined in this ILUP
- » Multiple residential as defined in this ILUP
- » reconfiguring a lot resulting in lots less than 450m<sup>2</sup>.

For the above exceptions, the development requirements are the provisions of the planning scheme as well as the specific development requirements detailed below. To the extent of any inconsistency with the provisions of the planning scheme, the specific development requirements detailed below prevail.

## Balance Area

The balance area comprises the part of the UDA which requires further investigation. These investigations will be undertaken as part of the preparation of the development scheme. In the interim, all development in the balance area (unless identified in Schedule 1) is prohibited.

## Specific development requirements

For more detail regarding how to comply with the specific development requirements listed below refer to guidelines issued by the ULDA<sup>1</sup> and available from the ULDA website [www.ulda.qld.gov.au](http://www.ulda.qld.gov.au).

### Housing and community

#### Principle

**Development delivers housing affordability, accessibility and choice and sustainable communities<sup>2</sup>.**

#### Requirements

Residential neighbourhoods:

- » provide housing choice and diversity to meet the needs of the community, including non-mining key workers, through a mix of densities, types, designs, tenures and levels of affordability, to cater for a range of lifestyles, incomes and lifecycle needs
- » deliver affordable housing which is designed and located so that it is well integrated into the community
- » deliver sustainable communities with a strong community identity and access to community facilities and services
- » deliver accessible housing to meet the changing needs of people and households over time.

Planning and development processes provide opportunities for community engagement.

- 
- 1 Including ULDA guideline no. 01 Residential 30, ULDA guideline no. 03 Accommodation villages, Accessible Housing and Environment and sustainable development guidelines.
  - 2 Refer to the ULDA Affordable housing strategy and Accessible housing guidelines.

# Neighbourhood, block and lot design

## Principle

The UDA delivers development designed to:

- » maximise connectivity
- » be responsive to the local climate and site features
- » include walkable streets and neighbourhoods
- » provide personal safety and security
- » enhance character and amenity
- » use infrastructure efficiently.

## Requirements

Neighbourhood planning and design:

- » gives the neighbourhood a strong and positive identity by responding to site characteristics, setting, landmarks and views, and through clearly legible street networks, open space networks and use of streetscape elements
  - » delivers appropriate scale of development
  - » incorporates principles for crime prevention through environmental design (CPTED)
  - » identifies appropriate areas for multiple residential uses
  - » ensures adequate visual and noise amenity
  - » maximise opportunities for views and vistas
  - » achieves a balanced mix of lot sizes to provide housing choice and streetscape variety
  - » responds to natural features, including topography and natural drainage features
  - » promotes healthy and active lifestyles by prioritising walking and cycling within the UDA and connecting to facilities and services outside the UDA
  - » provides opportunities to benefit from solar access and prevailing breezes
- integrates development with the surrounding area
- provides public open space that caters for a variety of functions and experiences and that are safe for users
- locates services and utilities to maximise efficiency and ease of maintenance.



# Street design and parking

## Principle

The UDA delivers:

- » efficient and safe street networks for all users
- » adequate car parking.

## Requirements

Street network planning and design:

- » connects to existing networks while ensuring acceptable levels of amenity and minimising negative impacts of through traffic
- » provides a safe and pleasant environment through lighting, pavement treatment and materials, clear sight lines and landscaping
- » provides movement networks for vehicles, pedestrians and bicycles that have a clear structure, provide a high level of internal accessibility and good external connections with the surrounding area
- » provides for pedestrian and cycle connections within the site which connect to existing facilities and support movement to key local and district destinations such as shops, schools, parks and community facilities
- » minimises the impact of traffic noise on residential development.

Planning and design of vehicle access and parking:

- » ensures safety and convenience for residents, visitors and service providers
- » is adequate for the user
- » adequately provides for the number and nature of vehicles expected.

## **Building design**

### **Principle**

**Buildings are designed and sited on the lot to:**

- » **deliver diversity and affordability with smaller sized dwellings**
- » **make the most of the site**
- » **positively contribute to streetscape character**
- » **be comfortable for uses and facilitate an outdoor lifestyle.**

### **Requirements**

**Buildings are designed and sited to:**

- » meet needs for privacy, gardens, private open space and car parking on small and narrow lots
- » incorporate appropriate building setbacks that account for slope and protect the amenity and privacy of adjoining uses, including the appropriate use of build to boundary walls
- » complement or enhance the character of the local neighbourhood and contribute to the creation of attractive and safe residential environments
- » ensure on-site car parking spaces do not dominate the streetscape, do not interfere with the efficient functioning of the street, and enable on-street car parking
- » have clearly defined front entries and contribute towards the passive surveillance of the street
- » incorporate elements which provide diversity in building form and attractive frontages to all street and parks
- » integrate fencing into the building, street and park design.

# Environment and sustainable development

## Principle

### Development delivers:

- » minimal emissions to land, water and atmosphere
- » protection from flood and bushfire risk
- » efficient use of land and resources and
- » protection of environmental & resource values.

## Requirements

The design, siting and layout of development:

- » achieve acceptable noise levels within 100 metres of a rail line
- » maintain the safety of people and property from bushfire risk where in or adjoining bushland
- » ensure that all land and groundwater will be fit for purpose
- » minimise adverse impacts to the environmental values of the receiving waters and wetlands
- » appropriately manage floodwater and stormwater
- » minimise air quality impacts arising from construction including dust, noise and traffic impacts
- » minimise adverse impacts on natural landforms and the visual amenity of the site
- » minimise adverse impacts on significant vegetation and provides appropriate landscaping
- » retain vegetation where possible along streets and within parks
- » promote the efficient use of resources, maximises recycling opportunities and reduces waste generation
- » adopt leading energy efficiency standards and distributed energy systems within the built environment and encourages the generation of renewable energy<sup>3</sup>

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<sup>3</sup> Class 1 and Class 2 buildings (as defined in the Building Code of Australia 2009) must comply with the Code Development Code MP4.1 Sustainable buildings, which outlines minimum requirements in terms of energy efficient fixtures for water conservation.

## **Accommodation village**

In addition to the specific requirements identified above, Accommodation villages will be assessed against the following principle and requirements<sup>4</sup>.

### **Principle**

#### **Accommodation villages:**

- » **have a high level of amenity**
- » **are appropriately integrated into the town**
- » **adequately provide for occupants and makes a positive contribution to the town.**

### **Requirements**

The planning and design of an Accommodation village:

- » provides a safe and functional living environment for occupants of the village
- » contributes positively to the streetscape
- » physically integrates with the immediate surroundings and the town more broadly
- » ensures that any non-residential uses and facilities that are not ancillary are integrated and available for use by the local community and are of a scale, extent and location that respect the proximity of the village to facilities and services in the town.

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<sup>4</sup> Refer to ULDA guideline no.03 Accommodation villages

# Level of assessment for development

Table 1

Column 1	Column 2	Column 3 UDA Assessable Development	
Precincts	UDA Self-Assessable Development	Column 3A Permissible Development	Column 3B Prohibited Development
Balance Area	Nil	Nil	All other development including development (not defined) except development mentioned in Schedule 1.
Precinct 1	<p>Development, except development mentioned in Schedule 1, that is:</p> <ol style="list-style-type: none"> <li>1. included in the Self-Assessment assessment category in the relevant zone in the planning scheme</li> <li>2. for a House on a lot less than 450m<sup>2</sup> if consistent with an approved Plan of Development</li> <li>3. for Multiple residential if consistent with an approved Plan of Development</li> <li>4. carrying out operational work if consistent with an approved Plan of Development for: <ol style="list-style-type: none"> <li>a. Filling or excavation</li> <li>b. Reconfiguring a lot..</li> </ol> </li> </ol> <p>Environmentally relevant activity for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 2008</i>.</p>	<p>Development, except for development mentioned in Schedule 1 or Column 2, that is:</p> <ol style="list-style-type: none"> <li>1. included in the Code Assessment or Impact Assessment assessment categories in the Urban Zone in the planning scheme</li> <li>2. for a House on a lot less than 450m<sup>2</sup> if accompanied by a Plan of Development</li> <li>3. for Multiple residential if accompanied by a Plan of Development.</li> <li>4. Environmentally relevant activity.</li> </ol>	<p>Development for Accommodation village.</p> <p>All other development including development (not defined) except development mentioned in Schedule 1, Column 2 or Column 3A.</p>

Column 1	Column 2	Column 3 UDA Assessable Development	
Precincts	UDA Self-Assessable Development	Column 3A	Column 3B
		Permissible Development	Prohibited Development
Precinct 2	<p><b>Development</b>, except development mentioned in Schedule 1 that is:</p> <ol style="list-style-type: none"> <li>1. included in the Self-Assessment assessment category in the relevant zone in the planning scheme</li> <li>2. for a House, on a lot less than 450m<sup>2</sup> if consistent with an approved Plan of Development</li> <li>3. for Multiple residential if consistent with an approved Plan of Development</li> <li>4. carrying out operational work if consistent with an approved Plan of Development for: <ol style="list-style-type: none"> <li>a. Filling or excavation</li> <li>b. Reconfiguring a lot</li> </ol> </li> </ol> <p><b>Environmentally relevant activity</b> for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 2008</i>.</p>	<p><b>Development</b>, except for development mentioned in Schedule 1 or Column 2, that is for:</p> <ol style="list-style-type: none"> <li>1. House on a lot of 450m<sup>2</sup> or greater, if it does not comply with the applicable acceptable solutions in the Urban Zone Code in the planning scheme</li> <li>2. House on a lot less than 450m<sup>2</sup> if accompanied by a Plan of Development</li> <li>3. Multiple residential</li> <li>4. Service station or Catering premises (other than a reception lounge) where on a site fronting Goonyella Road and where no more than one of each use would be developed on any part of that road that is contained within the urban zone under the planning scheme</li> <li>5. Environmentally relevant activity</li> <li>6. Carrying out operational work for filling or excavation.</li> </ol> <p>Reconfiguring a lot.</p>	<p><b>Development for Accommodation village.</b></p> <p><b>All other development</b> including development (not defined) except development mentioned in Schedule 1, Column 2 or Column 3A.</p>
Precinct 3	<p><b>Development</b>, except development mentioned in Schedule 1 that is:</p> <ol style="list-style-type: none"> <li>1. included in the Self-Assessment assessment category in the relevant zone in the planning scheme</li> <li>2. for a House, on a lot less than 450m<sup>2</sup> if consistent with an approved Plan of Development</li> <li>3. for Multiple residential if consistent with an approved Plan of Development</li> <li>4. carrying out operational work if consistent with an approved Plan of Development for: <ol style="list-style-type: none"> <li>a. Filling or excavation</li> <li>b. Reconfiguring a lot.</li> </ol> </li> </ol> <p><b>Environmentally relevant activity</b> for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 2008</i>.</p>	<p><b>Development</b>, except for development mentioned in Schedule 1 or Column 2, that is:</p> <ol style="list-style-type: none"> <li>1. included in the Code Assessment or Impact Assessment assessment categories in the Urban Zone in the planning scheme</li> <li>2. for a House on a lot less than 450m<sup>2</sup> if accompanied by a Plan of Development</li> <li>3. for Multiple residential if accompanied by an Plan of Development</li> <li>4. for Accommodation village</li> <li>5. Environmentally relevant activity</li> </ol>	<p><b>All other development</b>, including development not defined, except development mentioned in Schedule 1, Column 2 or Column 3A.</p>

# Infrastructure Contributions

Under Section 58 of the *Urban Land Development Authority Act 2007*, the ULDA may impose conditions relating to infrastructure, and the payment of contributions or the surrender of land for infrastructure for any development area.

Infrastructure contributions will be required and enforced through the conditions attached to any UDA development approval.

Infrastructure contributions will be based on the applicable Belyando Planning Scheme Developer Contributions Charges, within the *Isaac Regional Council Fees and Charges*.

Infrastructure delivered as part of development may be credited against the applicable monetary contribution that would otherwise apply.

State infrastructure funding will be sought through normal budgetary processes and will be part of an approved State agency capital program.

# Schedules

## Schedule 1: Exempt Development

Development exempt from assessment against this ILUP.

### Building work

1. Minor building and demolition work.

### Reconfiguring a lot

1. Subdivision involving road widening and truncations required as a condition of development approval.
2. Amalgamating two or more lots.
3. Reconfiguration for a building format plan of subdivision that does not subdivide land on or below the surface of the land.
4. Reconfiguring a lot for the incorporation, under the *Body Corporate and Community Management Act 1997*, section 41, of a lot with common property for a community titles scheme.
5. Reconfiguring a lot for the conversion, under the *Body Corporate and Community Management Act 1997*, section 43, of lease common property within the meaning of that Act to a lot in a community titles scheme.
6. Reconfiguring a lot in relation to the acquisition, including by agreement, under the *Acquisition of Land Act 1967* or otherwise, of land by
  - a. a constructing authority, as defined under that Act, for a purpose set out in parts 1-13 (other than part 10, second dot point) of the schedule to that Act
  - b. an authorised electricity entity.
7. Reconfiguring a lot for land held by the State, or a statutory body representing the State, and the land is being subdivided for a purpose set out in the *Acquisition of Land Act 1967*, schedule, parts 1 to 13 (other than part 10, second dot point) whether or not the land relates to an acquisition.
8. Reconfiguring a lot for the *Transport Infrastructure Act 1994*, section 240.
9. Reconfiguring a lot in relation to the acquisition of land for a water infrastructure facility.

### Operational work

1. Clearing vegetation other than Significant vegetation.
2. Operational work, or plumbing or drainage work (including maintenance and repair work) if the work is carried out by or on behalf of a public sector entity authorised under a State law to carry out the work.
3. Erecting no more than one (1) satellite dish on premises, where the satellite dish has no dimension greater than one metre.
4. Filling or excavation where:
  - a. to a depth of one vertical metre or less from ground level or
  - b. top dressing to a depth of less than 100 vertical millimetres from ground level.



### **All aspects of development**

1. Development directed to be carried out under a notice, order or direction made under a State law
2. Development for a park
3. Development for a Sales office and Display home
4. Development for a Home based business
5. Development undertaken by the State, or a statutory body representing the State, for the purposes of public housing
6. Development prescribed as exempt development under the planning scheme.

## Schedule 2: Definitions

The planning scheme definitions apply except to the extent:

1. modified as described in the section 'Relationship with the planning scheme' and
2. for the definitions of the terms below.

### Use Definitions

#### Accommodation Building

Means the use of premises comprising primarily accommodation units such as motels, boarding-houses, guest houses, hostels, unlicensed hotels, nursing homes, serviced rooms or residential clubs. The term includes dining, laundry and recreational facilities which cater exclusively for the residents of the accommodation building and a manager's office and residence. The term does not include accommodation village, hotel or shop.

#### Accommodation village

Means the use of premises for accommodating non-resident workers connected with the mining industry and the provision of associated infrastructure, such as railways (including mining, construction or operational camps, workers accommodation and single person's quarters), if workers stay on an ongoing basis in accordance with a work roster.

The term may include ancillary facilities such as dining facilities, kiosk, amenities and recreation facilities commensurate with the needs of the intended community.

The term does not include the use of premises for accommodation for occasional or irregular visitors associated with these industries.

The term does not include:

- » Accommodation building
- » Caravan or relocatable home park
- » House
- » Hotel (where it includes accommodation)
- » Multiple residential.

#### Caravan or relocatable home park

Means the use of premises for temporary or longer term accommodation in caravans, relocatable home, tents or campervans and the like. The term includes amenities and recreation facilities which cater exclusively for the residents of the caravan park and camping grounds and a manager's office and residence. The term does not include an accommodation village or a shop.

#### Hotel

Means the use of premises for the sale of liquor for consumption on the premises or on and off the premises and may include the provision of meal and short term accommodation for the general visiting public.

**House**

Means the use of premises for residential accommodation where there is one dwelling, on its own lot, that is self contained and not subject to community title .

**Multiple residential**

Means the use of premises for residential accommodation where there are two or more dwellings on any one lot, or subject to community title. Multiple residential does not include a house as defined in this ILUP.

**Sales office and display home**

Means the use of premises, including a caravan or relocatable home structure, the promotion and/or sale of land and/or buildings within an estate, if such premises are located within the estate which is proposed to be promoted or sold.

**Administrative definitions****Building**

As defined in the *Building Act 1975*.

**Development scheme**

As defined in the *Urban Land Development Authority Act 2007*.

**Dwelling**

Any "building" or part thereof comprising a self-contained unit principally for residential accommodation and includes any reasonably associated building.

**Ground level**

The level on a site which precedes development excluding any site works that are subject to a related development approval, unless approved by the ULDA or established as part of a reconfiguration of the land preceding development.

**Grounds**

Grounds means matters of public interest which include the matters specified as the main purposes of the Act as well as:

- » superior design outcomes and
- » overwhelming community need.

Grounds does not include the personal circumstances of an applicant, owner or interested third party.

### **Minor building or demolition work**

Means

- » internal building or demolition work
- » external building work up to 25m<sup>2</sup> for roofs over existing decks or paved areas, sun hoods, carports and the like
- » building work up to 10% of approved GFA or lawfully existing GFA at the time of commencement of this ILUP
- » raising a house where the resultant height does not exceed 8.5m.

### **Planning scheme**

The planning scheme for Belyando Shire as at the date of this ILUP.

### **Plan of Development**

Means a detailed plan as described in a ULDA guideline<sup>5</sup>.

### **Premises**

As defined in the *Sustainable Planning Act 2009*.

### **Private open space**

An outdoor area for the exclusive use of occupants.

### **Public interest**

Refers to an outcome that benefits the wider community rather than local, site specific or land ownership desires.

### **Relevant Zone**

Refers to the zone in which the land is located under the planning scheme.

### **Setback**

The shortest distance measured horizontally from the outermost projection of the building or structure to the vertical projection of the boundary of the lot.

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<sup>5</sup> Including the ULDA guideline no. 01 Residential 30 and ULDA guideline no.03 Accommodation villages.

### **Significant vegetation**

Means all vegetation, except those listed as pest vegetation by State of local government, that is significant in its:

- » ecological value at local, State or national levels
- » contribution to the preservation of natural landforms
- » contribution to the character of the landscape
- » cultural or historical value
- » amenity value to the general public.

Note: vegetation may be living or dead and the term includes their root zone<sup>6</sup>.

### **Site cover**

The proportion of the site covered by buildings, including roof overhangs.

### **Storey**

A space within a building which is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above. This does not mean:

1. a space that contains only:
  - a. a lift shaft, stairway or meter room
  - b. a bathroom, shower room, laundry, toilet or other sanitary compartment
  - c. accommodation intended for not more than 3 vehicles
  - d. a combination of the above, or
2. a mezzanine

### **Superseded Planning Scheme**

As defined in the *Sustainable Planning Act 2009*.

### **Urban Design**

Refers to the holistic design of urban environments, including the overall townscape, individual buildings, street networks, streetscapes, parks and other public spaces.

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<sup>6</sup> The root zone is described by the vertical projection of the foliage to a depth of 1 metre below the surface and including buttress roots on and above the soil surface.



**Urban Land Development Authority**

**BOWEN STREET, ROMA  
INTERIM LAND USE PLAN 2010**

XXXX 2010

Version 1





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# Preliminary

## Introduction

The Bowen Street, Roma Interim Land Use Plan (ILUP) had been prepared pursuant to Section 8 of the *Urban Land Development Authority Act 2007* and applies only to land within the declared Bowen Street, Roma Urban Development Area (UDA) identified in Figure 1.

This ILUP commences on declaration.

## Background

The *Urban Land Development Authority Act 2007* (the Act) provides for particular parts of the State to be declared as areas called urban development areas.

The main purposes of the Act are to facilitate the following in the urban development areas:

1. the availability of land for urban purposes
2. the provision of a range of housing options to address diverse community needs
3. the provision of infrastructure for urban purposes
4. planning principles that give effect to ecological sustainability and best practice urban design, and
5. the provision of an ongoing availability of affordable housing options for low to moderate income households.

The Urban Land Development Authority (ULDA) is a statutory authority under the *Urban Land Development Authority Act 2007* and is a key element of the Queensland Housing Affordability Strategy.

The ULDA is tasked to plan, carry out, promote or coordinate and control, the development of land in declared urban development areas.

## Urban Development Area

The Bowen Street, Roma UDA was declared by a regulation, pursuant to Part 2 Division 1 Section 7 of the *Urban Land Development Authority Act 2007*.

The subject site is located at Bowen Street, Roma and is approximately 1.5 kilometres west of the Roma Town Centre. The eastern portion of the subject site is comprised of 6 surveyed land parcels which are zoned either Residential or Recreation under the *Roma Town Planning Scheme 2006*. The western portion of the subject site is comprised of a large unformed road reserve corridor which is understood to have been historically used as a stock route. The total area of the subject site is approximately 20 hectares.

Currently, the eastern portion of the subject site is used as a recreational park with play facilities, carpark, skatebowl and bicycle educational facility. An Endeavour Foundation facility is situated in the south east corner of this portion of the subject site with a community garden at the rear of the lot. An unused bore exists in the south east corner adjacent to Cottell Street.

Development under the Bowen Street, Roma ILUP will ensure efficient residential development, encourage a wider choice in housing style and create affordable product.

## **Purpose of the ILUP**

The purpose of this ILUP is to regulate orderly development and provide direction as to the preferred form of development within the nominated precincts in the UDA.

The ILUP remains in force until such time as the development scheme takes effect.

## **Relationship with local government planning scheme**

From the date of declaration of the UDA, the ILUP replaces the local planning scheme.

## **Relationship with other legislation**

In addition to assessment against the ILUP, development may require assessment against other legislation including for example the *Plumbing and Drainage Act 2002* and *Sustainable Planning Act 2009*.

# Figure 1: Roma UDA








Source: Digital Cadastre Database, Department of Environment and Resource Management December 2008

Map generated by Spatial Services branch of the Department of Infrastructure and Planning and Urban Land Development Authority.

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## Key

-  UDA Boundary
-  Precinct 1
-  Precinct 2
-  Balance Area
-  Cadastre



Queensland Government  
Department of Infrastructure and Planning



urban  
land  
development  
authority



Not to Scale

# Development Assessment Procedures

## Development Precincts

This ILUP nominates precincts within which particular development may be approved prior to commencement of the Bowen Street, Roma development scheme.

The development precincts for the declared UDA covered by this ILUP are shown in Figure 1.

Land within the declared UDA and not included in a precinct in Figure 1 falls within the balance area.

## Levels of assessment

### Within the Balance Area

All development within the balance area (except for development identified in Schedule 1 as Exempt Development) is UDA Assessable Development (Prohibited).

### UDA Prohibited Development

UDA Assessable Development (Prohibited) is UDA Assessable Development that is inconsistent with the ILUP and may not be carried out in the urban development area.

### UDA Exempt Development

Development included in Schedule 1 is UDA Exempt Development meaning that a UDA Development Approval is not necessary prior to carrying out the use or works.

### UDA Assessable Development

Table 1 of this ILUP identifies whether development within the nominated precinct is:-

1. UDA Self-Assessable Development - Column 2
2. UDA Assessable Development (Permissible) - Column 3A
3. UDA Assessable Development (Prohibited) - Column 3B

Development not mentioned in this ILUP as UDA Self-Assessable Development, UDA Assessable Development (Permissible) and Exempt Development is UDA Assessable Development (Prohibited).

A UDA development application is not necessary for UDA Self-Assessable Development complying with the requirements of this ILUP.

## **Development consistent with the ILUP**

A UDA development approval can not be granted if the development would be inconsistent with this ILUP.

Permissible development is consistent with the ILUP where the development complies with the UDA principles detailed in this ILUP about the carrying out of development.

Otherwise, the permissible development is inconsistent with the ILUP and must be refused.

Identification of development as permissible development does not mean that a UDA development approval (with or without conditions) will be granted.

Permissible development requires a UDA development application to be lodged with the Urban Land Development Authority (ULDA) for assessment and decision. Approval is required for permissible development to be undertaken.

Prohibited development is inconsistent with the ILUP and may not be carried out in the UDA.

## **Notice of application**

Public notice is required for all UDA development applications lodged under this ILUP.

## **Purpose of the principles**

The vision for the UDA specifies planning outcomes which:

1. reflect the Government objectives for the UDA
2. seek to achieve for the UDA, the purposes of the Act and
3. form the basis for the development requirements about the carrying out of development within the UDA.

## **Purpose of the development requirements**

The development requirements apply to all UDA assessable and self-assessable development in the Bowen Street, Roma UDA. To the extent a requirement is relevant, it is to be taken into account in the preparation of a UDA development application and the assessment of the application.

For a development proposal, all development requirements must be achieved to the greatest extent practical, having regard to the extent of the other requirements.

# Principles and development requirements

As indicated, the following principles and development requirements apply to the whole of the UDA, a particular precinct or the balance area.

## UDA wide

The UDA principles and development requirements in this ILUP relate to:

- » housing and community
- » urban design and placemaking
- » transport, access and parking
- » environment and sustainable development

For more detail regarding how to comply with the requirements listed below refer to guidelines issued by the ULDA<sup>1</sup>.

## Housing and community

### Principle

**Development delivers housing affordability, accessibility and choice and sustainable communities<sup>2</sup>**

### Requirements

Residential neighbourhoods:

- » deliver a minimum of 66% of all dwellings across the UDA available for rent by households with a median annual income of \$55,000 or less
- » deliver a minimum of 30% of all dwellings across the UDA available for rent by households with a median annual income of \$45,000 or less
- » provide housing choice and diversity to meet the needs of the community, through a mix of densities, types, designs, tenure and levels of affordability, to cater for a range of housing products
- » deliver affordable housing which is designed and located so that it is well integrated into the community
- » deliver 10 percent as accessible housing to meet the changing needs of people and households over time
- » deliver sustainable communities with a strong community identity and access to community facilities and services.

Planning and development processes provide opportunities for community engagement.

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1 Including the ULDA guideline no.1 Residential 30, Accessible housing, Affordable housing and Environment and sustainable development guidelines.

2 Refer to the ULDA Affordable Housing Strategy and Accessible housing guidelines.

# Neighbourhood, block and lot design

## Principle

The UDA delivers development designed to:

- » maximise connectivity
- » be responsive to the local climate & environment
- » walkable streets and neighbourhoods
- » provide personal safety and security
- » enhanced character & amenity
- » use infrastructure efficiently.

## Requirements

Neighbourhood planning and design:

- » gives the neighbourhood a strong and positive identity by responding to site characteristics, setting, landmarks and views, and through clearly legible street networks, open space networks and use of streetscape elements
- » delivers appropriate scale of development
- » incorporates principles for crime prevention through environmental design (CPTED)
- » identifies appropriate areas for multiple residential uses
- » ensures adequate visual and noise amenity
- » maximises opportunities for views and vistas
- » achieves a balanced mix of lot sizes to provide housing choice and streetscape variety
- » responds to natural features, including topography and natural drainage features
- » promotes healthy and active lifestyles by prioritising walking and cycling within the UDA and connecting to facilities and services outside the UDA
- » provides opportunities to benefit from solar access and prevailing breezes
- » integrated development with the surrounding area
- » provides public open space that caters for a variety of functions and experiences and that are safe for users
- » locates services and utilities to maximise efficiency and ease of maintenance.



## **Street design and parking**

### **Principle**

**The UDA delivers:**

- » **efficient and safe street networks for all users**
- » **adequate car parking.**

### **Requirements**

**Street network planning and design:**

- » connects to existing networks while ensuring acceptable levels of amenity and minimising negative impacts of through traffic
- » provides a safe and pleasant environment through lighting, pavement treatment and materials, clear sight lines and landscaping
- » provides movement networks for vehicles, pedestrians and bicycles that have a clear structure, provide a high level of internal accessibility and good external connections with the surrounding area
- » provides for pedestrian and cycle connections within the site which connect to existing facilities and support movement to key local and district destinations such as shops, schools, parks and community facilities
- » minimises the impact of traffic noise on residential development

**Planning and design of vehicle access and parking:**

- » ensures safety and convenience for residents, visitors and service providers
- » is adequate for the user
- » adequately provides for the number and nature of vehicles expected.

## **Building design**

### **Principle**

**Buildings are designed and sited on the lot to:**

- » **deliver diversity and affordability with smaller sized dwellings**
- » **make the most of the site**
- » **positively contribute to streetscape character**
- » **be comfortable for uses and facilitate an outdoor lifestyle**

### **Requirements**

**Buildings are designed and sited to:**

- » meet needs for privacy, gardens, private open space and car parking on small and narrow lots
- » incorporate appropriate building setbacks that account for slope and protect the amenity and privacy of adjoining uses, including the appropriate use of build to boundary walls
- » complement or enhance the character of the local neighbourhood and contribute to the creation of attractive and safe residential environments
- » ensure on-site car parking spaces do not dominate the streetscape, do not interfere with the efficient functioning of the street, and enable on-street car parking
- » have clearly defined front entries and contribute towards the passive surveillance of the street
- » incorporate elements which provide diversity in building form and attractive frontages to all street and parks
- » integrate fencing into the building, street and park design.

# Environment and sustainable development

## Principle

### Development delivers:

- » minimal emissions to land, water and atmosphere
- » efficient use of land and resources and
- » protection of environmental & resource values.

## Requirements

### The design, siting and layout of development:

- » ensures that all land and groundwater will be fit for purpose
- » minimises adverse impact to the environmental values of the receiving waters and wetlands
- » appropriately manages floodwater and stormwater
- » minimises air quality impacts arising from construction including dust, noise and traffic impacts
- » minimises adverse impacts on natural landforms and the visual amenity of the site
- » promotes the efficient use of resources, maximises recycling opportunities and reduces waste generation
- » adopts leading energy efficiency standards and distributed energy systems within the built environment and encourages the generation of renewable energy<sup>3</sup>

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3 Class 1 and Class 2 buildings (as defined in the Building Code of Australia 2009) must comply with the Queensland Development Code MP4.1 Sustainable buildings, which outlines minimum requirements in terms of energy efficiency and energy efficient fixtures for water conservation.

## Precinct 1

Precinct 1 identifies the part of the UDA in which a UDA development application may be lodged, assessed and decided prior to the finalisation and commencement of the Development Scheme.

The precinct is not affected by any physical or environmental site constraints.

Precinct 1 will contain both houses and small scale multi-unit dwellings (Multiple residential) on traditional and smaller lots.

Development will need to ensure that the operation of the Roma General Hospital is not impeded and that access is maintained to the hospital site.

A Plan of Development will demonstrate how the UDA principles and development requirements will be met. The community will have an opportunity to comment on the Plan of Development when it is publicly notified.

## Precinct 2

Precinct 2 identifies the part of the UDA in which a UDA development application may be lodged, assessed and decided prior to the finalisation and commencement of the Development Scheme.

It includes land occupied by the Endeavour Foundation and a community garden. These uses and activities will continue and appropriate future requirements will be accommodated. It is intended that there is an appropriate interface between the Endeavour Foundation uses and new residential development.

## Balance Area

The balance area comprises the part of the UDA which requires further investigation of a number of issues including, for example the requirements for delivering housing outcomes within the unformed portion of the Upper Bowen Street road reserve. These investigations will be undertaken as part of the preparation of the development scheme. In the interim, all development in the balance area (unless identified in Schedule 1) is prohibited.

The uses and activities which currently exist in the Balance area will continue to operate.

Activities which are necessarily associated with mitigating impacts from stormwater and overland flows which may result from development in Precinct 1 are permitted in the Balance area.

## Level of assessment for development

Table 1

Column 1	Column 2	Column 3 UDA Assessable Development	
Precincts	UDA Self Assessable Development	Column 3A Permissible Development	Column 3B Prohibited Development
Precinct 1	<p>Development, except development mentioned in Schedule 1, that is:</p> <ol style="list-style-type: none"> <li>1. for a House on a lot greater than 450m<sup>2</sup></li> <li>2. if consistent with an approved Plan of Development: <ol style="list-style-type: none"> <li>a. House on a lot less than 450m<sup>2</sup></li> <li>b. Multiple residential</li> <li>c. Carrying out operational work for: <ol style="list-style-type: none"> <li>i. Filling or excavation</li> <li>ii. Reconfiguring a lot</li> </ol> </li> </ol> </li> </ol> <p>Environmentally relevant activity for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 2008</i>.</p>	<p>Development, except development mentioned in Schedule 1 or Column 2, that is for:</p> <ol style="list-style-type: none"> <li>a. House</li> <li>b. Multiple residential</li> <li>a. Child care centre</li> <li>b. Community facility</li> <li>c. Emergency facility</li> <li>d. Other residential</li> <li>e. Place of assembly</li> <li>f. Utility Installation</li> <li>g. Environmentally relevant activities</li> <li>h. Filling or excavation.</li> </ol> <p>Reconfiguring a lot.</p>	<p>All other development including development (not defined) except development mentioned in Schedule 1, Column 2 or Column 3A.</p>
Precinct 2	Nil	Making a material change of use for a Community facility	All other development including development (not defined) except development mentioned in Column 2, Column 3A and Schedule 1.
Balance Area	Nil	Nil	All development including development (not defined) except development mentioned in Schedule 1.

## Infrastructure Contributions

Under Section 58 of the *Urban Land Development Authority Act 2007*, the ULDA may impose conditions relating to infrastructure, and the payment of contributions or the surrender of land for infrastructure for any development area.

Infrastructure contributions will be required and enforced through the conditions attached to any UDA development approval.

Infrastructure contributions will be based on the applicable Maranoa Regional Council's Register of Regulatory Fees and Commercial Charges.

Infrastructure delivered as part of development may be credited against the applicable monetary contribution that would otherwise apply.

State infrastructure funding will be sought through normal budgetary processes and will be part of an approved State agency capital program.

# Schedules

## Schedule 1: Exempt Development

» Development exempt from assessment against this ILUP.

### Building work

1. Minor building and demolition work.

### Reconfiguring a lot

1. Subdivision involving road widening and truncations required as a condition of development approval.
2. Amalgamating two or more lots.
3. Reconfiguration for a building format plan of subdivision that does not subdivide land on or below the surface of the land.
4. Reconfiguring a lot for the incorporation, under the *Body Corporate and Community Management Act 1997*, section 41, of a lot with common property for a community titles scheme.
5. Reconfiguring a lot for the conversion, under the *Body Corporate and Community Management Act 1997*, section 43, of lease common property within the meaning of that Act to a lot in a community titles scheme.
6. Reconfiguring a lot in relation to the acquisition, including by agreement, under the *Acquisition of Land Act 1967* or otherwise, of land by
  - i. a constructing authority, as defined under that Act, for a purpose set out in Parts 1-13 (other than part 10, second dot point) of the schedule to that Act
  - ii. an authorised electricity entity.
7. Reconfiguring a lot for land held by the State, or a statutory body representing the State, and the land is being subdivided for a purpose set out in the *Acquisition of Land Act 1967*, schedule, parts 1 to 13 (other than part 10, second dot point) whether or not the land relates to an acquisition.
8. Reconfiguring a lot for the *Transport Infrastructure Act 1994*, section 240.
9. Reconfiguring a lot in relation to the acquisition of land for a water infrastructure facility.

### Operational work

1. Operational work, including filling and excavation, for stormwater management
2. Operational work, or plumbing or drainage work (including maintenance and repair work) if the work is carried out by or on behalf of a public sector entity authorised under a State law to carry out the work
3. Erecting no more than one (1) satellite dish on premises, where the satellite dish has no dimension greater than one metre
4. Filling or excavation where:
  - a. to a depth of one vertical metre or less from ground level on land subject to an approved Plan of Development or
  - b. top dressing to a depth of less than 100 vertical millimetres from ground level on land subject to an approved Plan of Development.

### **All aspects of development**

1. Development directed to be carried out under a notice, order or direction made under a State law
2. Development for a park
3. Development for a Sales office and Display home
4. Development for a Home based business
5. Development undertaken by the State, or a statutory body representing the State, for the purposes of public housing.



## **Schedule 2: Definitions**

### **Use Definitions**

#### **Commercial Uses**

##### **Business**

Means the use of premises for administration, clerical, technical, professional, medical or veterinarian services or other business activities where no goods or materials are made, sold or hired on the premises.

##### **Home based business**

House or multiple residential unit used for an occupation or business activity as a secondary use where:

- a. the floor area used specifically for the home business does not exceed 50m<sup>2</sup>
- b. any visitor accommodation does not exceed 4 visitors
- c. there is no hiring out of materials, goods, appliances or vehicles
- d. there is no repairing, servicing, cleaning or loading of vehicles not normally associated with a house
- e. the maximum height of a new building, structure or object does not exceed the height of the house and the setback is the same as, or greater than, buildings on adjoining properties.

##### **Sales office and display home**

Means the use of premises, including a caravan or relocatable home structure, the promotion and/or sale of land and/or buildings within an estate, if such premises are located within the estate which is proposed to be promoted or sold.

#### **Industrial Uses**

##### **Extractive industry**

Means the use of premises for the extraction of sand, gravel, soil, rock, stone or similar substance from land. The use includes ancillary storage, loading or cartage and any crushing, screening, washing, blending or other treatment processes of material extracted from the site.

##### **General industry**

Means the use of premises for the making, assembling, dismantling, breaking up, servicing, storing, repairing goods, or treating waste where potential impacts exist.

##### **Warehouse**

Means the use of premises for the storage of goods whether or not in a building, including self storage facilities or storage yards.

## **Residential Uses/Residential**

### **House**

Means the use of premises for residential purposes where on its own lot, used as one self contained dwelling and not subject to community title.

### **Multiple residential**

Means the use of premises residential purposes if there are two or more dwelling units on any one lot, on its own lot or subject to a community titles scheme. Multiple Residential does not include a house, as defined herein.

### **Other residential**

Means the use of premises for the accommodation and care of aged and retired people, small groups of disadvantaged persons or persons who are being nursed, require ongoing supervision/support, or are convalescing. This use may include but is not limited to ancillary dining and recreation facilities, administration offices, laundries, kitchens, ancillary medical facilities and residential accommodation for management and staff.

### **Relocatable home and caravan park**

Means the use of premises for the parking or location of relocatable homes, caravans, self contained cabins, tents and similar structures for the purpose of providing residential accommodation.

The use includes ancillary facilities such as amenities, laundries, kitchens, a kiosk and recreation facility and residential accommodation for persons associated with the development. It also includes a manager's office and residence.

## **Retail Uses/Retail**

### **Fast food premises**

Means the use of premises for the preparation and sale of food to the public generally for immediate consumption on or off the premises. The use may include drive through facilities and ancillary facilities for the consumption of food on the premises.

### **Market**

Means the use of premises for the display and sale of goods to the public on a regular but infrequent basis, where goods are primarily sold from temporary structures such as stalls, booths or trestle tables. The use includes ancillary food and beverage sales and ancillary entertainment provided for the enjoyment of customers.

### **Service station**

Means the use of premises for the retail sale of fuel including petrol, liquid petroleum and automotive distillate to refuel motor vehicles.

## **Shop**

Means the use of premises for the display, sale or hire of goods to the public. The use includes the incidental storage of goods on the premises and the ancillary or incidental preparation of food. It also includes hairdressing, minor appliance repairs, alterations, retail dry cleaning, liquor store, department store, discount department store, discount variety stores and betting agencies.

## **Shopping centre**

Means the use of premises for display, sale or hire of goods comprising two or more individual tenancies, comprising primarily shops and which function as an integrated complex.

## **Rural Uses**

### **Agriculture**

Means the use of premises for commercial purposes for the:

- » growing and harvesting of trees, crops, pastures, flowers, fruit, turf, vegetables and the like for commercial or business purposes. The use includes the storage and packing of produce grown on the subject site and the repair and servicing of machinery and other ancillary activities, or
- » breeding, keeping, rearing, training, boarding or stabling of animals.

## **Service, community and other uses**

### **Caretaker's accommodation**

The residential use of part of a premises where in connection with a non residential use on the same premises.

### **Car park**

Means the use of premises for the parking of motor vehicles where such parking is not ancillary to some other development on the same site.

### **Child care centre**

Means the use of premises for the minding or care, but not residence of children generally under school age. The use includes but is not limited to a kindergarten, creche or early childhood centre.

### **Community facility**

Means the use of premises for social or community purposes, such as a community centre, library, public building or the like.

### **Educational establishment**

Means the use of premises for systematic training and instruction, including any other ancillary facility. This definition includes prep facilities, primary school, secondary school, college, university, technical institute, academy or other educational centre.

The use may include residential accommodation and other ancillary uses provided for the employees and the students of such premises.

### **Emergency service**

Means the use of premises for services which respond to community need in an emergency.

### **Environmentally relevant activities**

As defined in the *Environmental Protection Act 1994*.

### **Place of assembly**

Means the use of premises for worship and activities of a religious organisation, community or association.

### **Utility installation**

Means the use of premises for the purpose of providing utility or telecommunication services, which does not fall within the Schedule of Facilities and Areas under the *Telecommunications Act 1997*. The use may include but is not limited to:

- » A telecommunications tower more than 5m in height
- » An equipment shelter of more than 7.5m<sup>2</sup> in area and 3m in height.

### **Sport, recreation and entertainment uses**

#### **Club**

Means the use of premises by persons associated (whether incorporated or not) for social, literary, political, sporting, athletic or other similar purposes to which the general public may also resort and which is, or intends to be, subject to a club licence under the *Liquor Act 1992*. The premises may also include the provision of food and beverages, limited live or recorded entertainment and gaming machines.

#### **Indoor sport, entertainment and recreation**

Means the use of premises for leisure, sport or recreation conducted wholly or mainly indoors such as indoor sports and fitness centres, gyms, bowling alleys, squash courts and the like.

#### **Outdoor sport and recreation**

Means the use of premises for any sporting or recreational activity, or other leisure pastime, which is conducted wholly or mainly outside of a building.

The use includes such typical premises as outdoor public swimming pools, golf courses and driving ranges, outdoor courts and sportsground, and the like. The term also includes the provision of a clubhouse and other ancillary facilities.

#### **Park**

Means the use of premises by the public for free recreation and enjoyment, but used infrequently for events.

Facilities for park users may include children's playground equipment, informal sports fields, vehicle parking and other public conveniences.

## **Other**

### **Filling or excavation**

Operational work for filling or excavating that materially affects premises or their use.

### **Minor building or demolition work**

Means:

- » Internal building or demolition work
- » External building work up to 25m<sup>2</sup> for roofs over existing decks or paved areas, sun hoods, carports and the like
- » Building work up to 10% of approved GFA or lawfully existing GFA at the time of commencement of this ILUP, or
- » Raising a house where the resultant height does not exceed 8.5m

### **Reconfiguring a lot**

As defined in the *Sustainable Planning Act 2009*.

## **Administrative definitions**

### **Affordable housing**

Affordable housing is housing which can be reasonably afforded by low to moderate income households. Housing can reasonably be afforded by low income households, if the household spends no more than 30% of its combined annual gross household income on rent or 35% of its combined annual gross household income on home ownership.

Affordable housing encompasses:

- » Private rental housing and home purchase options (including housing aimed at the first home owners market)
- » Social housing (including public and community housing).

### **Basement**

A storey below ground level or where the underside of the ceiling projects no more than one metre above ground level.

### **Building**

As defined in the *Building Act 1975*

### **Building height**

The maximum vertical distance between the natural ground level and the roof or parapet at any point but not including an antenna, aerial, chimney, flagpole or the like.

## **Development scheme**

As defined in the *Urban Land Development Authority Act 2007*.

## **Dwelling**

Means any "building" or part thereof comprising a self-contained unit principally for residential accommodation and includes any reasonably associated building.

## **Dwelling unit**

Means a building or part of a building used or capable of being used as a self contained residence which must include:

- » Food preparation facilities
- » A bath or shower
- » A toilet and wash basin.

The term includes works ancillary to a dwelling.

## **Ground level**

The level on a site which precedes development excluding any site works that are subject to a related development approval, unless approved by the ULDA or established as part of a reconfiguration of the land preceding development.

## **Gross floor area**

The total floor area of all storeys of a building, including mezzanines, measured from the external walls or the centre of a common wall, excluding area used for:

- » building services
- » ground floor public lobby
- » a public mall in a shopping complex
- » the parking, loading and manoeuvring of motor vehicles
- » private balconies whether roofed or not.

## **Mezzanine**

An intermediate floor within a room.

## **Plan of development**

Means a detailed plan as described in a ULDA guideline<sup>4</sup>.

## **Plot ratio**

The ratio between the gross floor area of a building and the total area of the site.

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<sup>4</sup> Including the ULDA guideline no. 01 Residential 30.

**Private open space**

An outdoor area for the exclusive use of occupants.

**Public housing**

As defined in the *Sustainable Planning Act 2009*.

**Public realm**

Refers to spaces that are used by the general public, including streets, squares, parks and environmental areas.

**Setback**

The shortest distance measured horizontally from the outermost projection of the building or structure to the vertical projection of the boundary lot.

**Site cover**

The proportion of the site covered by buildings, including roof overhangs. The term does not include areas of covered private open space.

**Storey**

Means a space within a building which is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above. This does not mean:

1. a space that contains only:
  - a. a lift shaft, stairway or meter room
  - b. a bathroom, shower room, laundry, toilet or other sanitary compartment
  - c. accommodation intended for not more than 3 vehicles
  - d. a combination of the above, or
2. a mezzanine.

**Urban Design**

Refers to the holistic design of urban environments, including the overall townscape, individual buildings, street networks, streetscapes, parks and other public spaces.

## Schedule 3: Information to support development

The following information may be required in support of development. If the relevant information does not accompany the UDA development application it may be sought through an information request or a condition of approval.

### Plan of Development

As identified in Table 1: Level of assessment for development, certain UDA development applications are required to be accompanied by a Plan of Development (PoD).

A PoD may contain site plans, graphics and text and once approved becomes the primary document for the ongoing regulation of certain subsequent UDA self assessable and assessable development (permissible).

For further details on how to prepare a PoD refer to Residential 30 ULDA Guideline 01.

A PoD must detail:

1. the street pattern, including street pavement widths, the location of footpaths and any provision for car parking
2. the public open space areas
3. the subdivision pattern including lot areas and dimensions
4. building setbacks on each lot, including built-to-boundary wall locations, setbacks and building heights
5. lots on which more than one dwelling may be built, including the maximum number of dwellings on the site
6. staging of development
7. typical house plans (for lots between 250m<sup>2</sup> and 450m<sup>2</sup> in area) and
8. detailed concept house plans (for lots less than 250m<sup>2</sup> in area).

*Note -*

*On lots between 250m<sup>2</sup> and 450m<sup>2</sup> in area, the subsequent House or Multiple residential will be conditioned to comply with both the PoD and the Building design provisions of the Design Checklist contained in Residential 30, ULDA guideline no. 01.*



Depending on the development density and complexity of the design, a PoD may also need to detail:

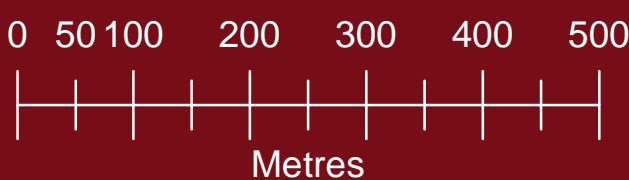
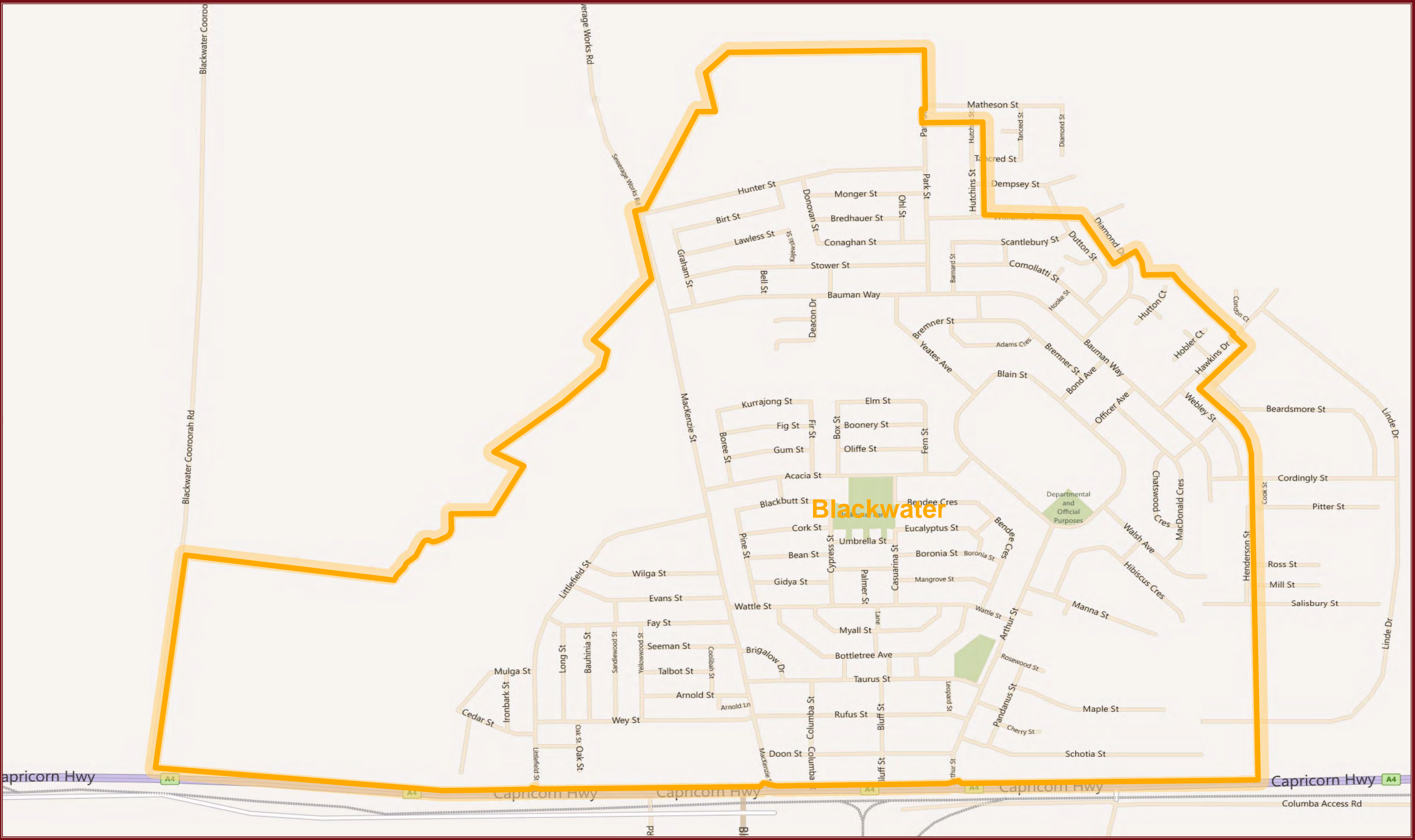
1. street cross-sections, planting and landscaping areas
2. service infrastructure connection points to each lot
3. any access restriction arrangements
4. private open space areas
5. pavement and verge widths
6. kerb types
7. tree retention requirements
8. neighbourhood signage
9. slope controls (e.g. elevated construction, slab on ground requirements)
10. driveway locations
11. primary and secondary frontages.

To ensure an appropriate level of integration, the PoD should be prepared having due regard to the 'first cut' design of civil works and detail how:

1. gully pits, water meters, power pillars and communications pits do not interfere with driveways of narrow frontage lots
2. sewers and stormwater do not clash with walls that are built to the boundary (sometimes referred to as the zero lot line)
3. overland stormwater flows are not concentrated through narrow lots
4. slopes of small lots are not excessive
5. infrastructure items do not detract from the urban amenity and
6. any filling does not adversely impact on tree protection and driveway slope.













## MORANBAH URBAN DEVELOPMENT AREA

### REGISTER OF ISSUES – RESULTS OF STATE AGENCY CONSULTATION

No.	ISSUE	EXPLANATION	RESPONSE
<b>Communities</b>			
1.	DOCS land holdings	<p>The Department of Communities owns 178 properties in Moranbah. The majority of these sites are developed with detached houses (163 properties) and to a lesser extent duplexes and dual occupancies (10 properties) built in the 1970's and early 1980's. The department also owns one property that was developed for senior's units in 1993.</p> <p>The department also owns four vacant residential sites in the proposed UDA area, but due to a very low number of people seeking "public housing" in Moranbah only one site is currently being considered for the development of "public housing" (in the form of a house) in the next 2 years.</p> <p>Under current legislation, the department would use the "Public Housing" provisions of <i>Chapter 9 Part 5 of the Sustainable Planning Act 2009</i> to develop housing in this area.</p>	Noted.
2.	Sports Facilities	As noted below, several sport and recreational facilities are located within the proposed UDA site. The Background Report does not state whether these will be retained and the UDA proposal is for infilling, or if something more extensive is planned.	<p>Noted</p> <p>This issue will be given further consideration during the preparation of the Development Scheme.</p>
3.	Community Services Hub	Considerable business planning has been undertaken for a community services hub in Moranbah. If one proceeds, it would be expected to be located within the central town area, which has been incorporated in the northern part of the proposed UDA site	<p>Noted</p> <p>This issue will be given further consideration during the preparation of the Development Scheme.</p>
4.	General	The department recognises that this UDA scheme is in its preliminary planning stages; however it would like to request that public and social housing are treated with similar provisions as those included in the existing UDA Development Schemes in Brisbane area. This includes an exemption for 'all aspects of development undertaken by the State, or a statutory body representing the State, for the purposes of public and social housing'. This exemption should also include payments for infrastructure provision in the way of infrastructure charges or contributions to headworks, etc.	<p>Noted.</p> <p>This issue was taken into account during the preparation of the ILUP and will be given further consideration during the preparation of the Development Scheme.</p>

No.	ISSUE	EXPLANATION	RESPONSE
		<p>The south-west corner of the proposed site is located within 5 kms of the area of the Caval Ridge mine (BMA Bowen Basin Coal Growth Project). The EIA process for the Caval Ridge coal mine is close to completion, and considerable concerns were raised by existing Moranbah residents and the Isaac Regional Council relating to possible dust and noise pollution from the mine. Proposed mine life is 30 years, and the mine area closest to the proposed UDA site is at the latter end of the mine life. The Development Scheme would be required to take note of the proposed Caval Ridge plans, and the likely dust, noise, and loss of amenity which will accompany the mine development.</p>	<p>Noted</p> <p>This issue will be given further consideration during the preparation of the Development Scheme.</p>
		<p>The south-west corner of the proposed UDA site backs onto a busy railway line transporting coal trains. This will add to noise and dust pollution. Although noise can be reduced somewhat using sound barriers and vegetation, coal dust from loaded coal wagons traversing the area is not so easily contained.</p>	<p>Noted</p> <p>This issue will be given further consideration during the preparation of the Development Scheme.</p>
		<p>Incorporated within the northern part of the proposed UDA site are several significant town sites, including the civic centre, Moranbah Fair, and various sports facilities. It is unclear from the Background Report what is intended in these areas i.e. for infill or some other purpose. Possible impacts on existing facilities will require careful consideration.</p>	<p>Noted</p> <p>This issue will be considered during the preparation of the Development Scheme.</p>
		<p>The northern part of the proposed UDA site includes the Coal Country Caravan Village. Moranbah already experiences high housing prices compared with the surrounding region and also with Queensland, and a shortage of low-priced accommodation options including caravan park sites. The potential loss of further caravan park sites will exacerbate current shortages and high prices.</p>	<p>Noted</p>
		<p>Strategies to improve the walk ability of the town should be inclusive of the needs of people with a disability. Any projects related to these strategies should be designed in accordance with the Design for access and mobility suite of Australian Standards.</p>	<p>Noted</p> <p>This issue will be considered during the preparation of the Development Scheme.</p>
		<p>To foster housing options, the ULDA may also wish to consider planning provisions facilitating modular dwellings and more flexible use of existing dwellings and their allotments.</p>	<p>Noted</p>
<b>Community Safety</b>			
5.	UDA Boundary	DCS has no comment regarding the proposed boundary of the UDA at this stage.	Noted

No.	ISSUE	EXPLANATION	RESPONSE
6.	Statement of Government Objectives	<p>DCS requires consideration of the following interests to inform the Statement of Government Objectives for the UDA, which will accompany the declaration through Cabinet:</p> <ul style="list-style-type: none"> <li>• Minimising the adverse impacts of flood, bushfire and landslide through reflection of State Planning Policy 1/03 Outcomes;</li> <li>• Addressing disaster resilience and recovery in development planning;</li> <li>• Facilitating effective emergency services operational responses; and</li> <li>• Recognising Queensland Fire and Rescue Service and Queensland Ambulance Service facilities as social infrastructure.</li> </ul>	Noted
7.	Suitability of the site for development	The ULDA should give adequate consideration to the outcomes of State Planning Policy 1/03 in determining the suitability of the site for development.	<p>Noted.</p> <p>This issue was taken into account during the preparation of the ILUP and will be given further consideration during the preparation of the Development Scheme.</p>
8.	General	During the preparation of the UDA Development Schemes, DCS will provide ongoing input and feedback as requested. The issues to be addressed are likely to be similar in scope to those raised by DCS as part of the planning process for the Fitzgibbon and Bowen Hills UDAs, although contextual differences will apply. The statement of objectives and evaluation criteria identify the areas of interest to DCS that will need to be addressed in the development scheme.	Noted
<b>Education and Training</b>			
9.	Educational Facilities	<p>There are three existing schools in the current township and the department is satisfied these facilities provide sufficient capacity and flexibility to service any growth in the infill area</p> <p>Land Use planning for the SW may require consideration for the reserve and location of land for educational/school purposes. Growth in the population of mining towns does not necessarily translate to subsequent growth in school enrolments.</p>	<p>Noted</p> <p>This issue will be given further consideration during the preparation of the Development Scheme.</p>
10.	Travel	The planning for development in this area should ensure the provision of travel routes (pedestrian/cycling), to safely connect and provide continuation of existing travel routes too and from schools in the area.	This issue will be given further consideration during the preparation of the Development Scheme.
11.	Land use	Ensure compatible land uses on land adjoining and in proximity to new school sites. Ensure the provision of a safe and healthy environment at existing and new school campuses.	This issue will be given further consideration during the preparation of the Development Scheme.

No.	ISSUE	EXPLANATION	RESPONSE
<b>Employment, Economic Development and Innovation</b>			
12.	General	The consideration of Moranbah for declaration as urban development areas could facilitate solutions to community issues identified by the Sustainable Resource Community Initiative and is viewed as generally positive by the Department of Employment, Economic Development and Innovation.	Noted
13.	Planning Scheme	The planning scheme should reflect the need for both towns to operate as independent liveable communities that provide for both the agricultural sector and broader community and allow for the location of a full suite of urban services and industrial uses.	Noted
14.	Centres of Enterprise regional development centres	Moranbah is located within areas identified under the Queensland Government's Centres of Enterprise regional development initiative. The initiative focuses on industries identified as having potential to attract new investment, expand business and drive the regional economy. In the case of Moranbah the focus is mining services and technologies. Land use planning that allows for the growth of these identified sectors would be viewed favourably by the Department.	Noted
15.	Potential land use conflicts	<p>Anglo Coal Australia Ltd has two advanced coal projects (Grosvenor and Moranbah South) near Moranbah. Grosvenor has been granted Mineral Development Licences (MDL 273 and MDL 166) and a Mining Lease Application (ML 79378). This US\$975 million project is currently undergoing a Feasibility Study and lodged Draft Terms of Reference for the Environmental Impact Statement in January 2008.</p> <p>Moranbah South (a joint venture between Anglo Coal Australia Ltd and Exxaro Australia Ltd) has been granted Mineral Development Licences (MDL 377 and MDL 277). This US\$400 million project is currently undergoing a Pre-Feasibility Study. This project mainly involves underground mining of coal but some good quality coal may be amenable for low cost open-cut extraction in the northwest portion of MDL 377.</p> <p>Billiton Mitsubishi Alliance's \$4 billion Caval Ridge open-cut coal project (within ML 1775 and ML application 70403) lies approximately four km to the southwest of the identified Moranbah site boundary.</p> <p>The proposed Moranbah urban development area footprint overlies defined coal resources within MDL 273 (Grosvenor coal project) and MDL 377 (Moranbah South coal project) and within Restricted Area 352.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>



No.	ISSUE	EXPLANATION	RESPONSE
		Comment should be sought from Anglo Coal Australia Ltd, Exxaro Australia Ltd and the Billiton Mitsubishi Alliance on the likely impacts of developing residential areas adjacent to proposed coal mining operations. It is likely that the residential developments in the southern portion of the proposed urban development area will be subject to dust and other adverse impacts if open-cut mining proceeds in the north-western part of MDL 377 and northern section of ML 1775.	Noted.  This issue will be given further consideration during the preparation of the Development Scheme.
<b>Mines and Energy</b>			
16.	Ergon	In general, network augmentation will need to be catered for if the towns are to be extended as proposed, including new Zone Substation sites and easements.	Noted
	Ergon	Ergon Energy needs to be consulted and informed as early as possible at each stage of development by the ULDA/LGA and/or developer. Sites and easements for electrical infrastructure should be obtained as early as possible in the development process. An allocation to Ergon Energy of these sites and easements by the developer or LGA would be ideal.	Noted
	Ergon	Ergon Energy is already anticipating augmenting it's network with a new zone substation for the town (ref Goonyella Rd Zone Substation site & line route in the MK SNAP). A site to the west of the existing township and to the north of the South-West UDA is proposed (see marker on the map).	Noted
	Ergon	Given the size of land being allocated for urban development, the extra electrical demand is anticipated to be of the order of 50MVA in its ultimate development. Ergon Energy will therefore definitely need to provide increased capacity, and we will need to change the existing strategy for Moranbah.	Noted
	Ergon	Ergon would like a suitable land parcel to be allocated within the SW UDA area to provide this infrastructure. Without further analysis a site within the centre of the SW UDA would be suitable. Easements for 66kV sub transmission feeders are also needed to provide power to this site, and will need to be allocated as soon as possible.	This issue will be given further consideration during the preparation of the Development Scheme
	Ergon	There are also Powerlink lines over the main development area to the SW, and also the most eastern UDA (Light green lines on the map). In addition there is an existing 66kV private line over the SW development area (Black line). Further development and extra easements to expand the capacity of this private line and new lines should be catered for to supply energy to mining developments to the south of Moranbah through the SW UDA area.	Noted  This issue will be given further consideration during the preparation of the Development Scheme
<b>Environment and Resource Management</b>			

No.	ISSUE	EXPLANATION	RESPONSE
17.	Contaminated Land	<p>A landfill site has been identified within the Moranbah proposed urban development area. To manage potential risks from the migration of landfill as from the perimeter of any current or former waste landfill, minimum buffer distances must be applied.</p> <p>A site investigation must be carried out on the land fill and proposed development area within the buffer zone. The investigation must include an assessment of landfill gas. Subject to a risk assessment demonstrating that human health and the environment will be protected, a lesser buffer distance may be applied under conditions that include remedial and operational measures as required.</p> <p>No residential development is to occur on land that has been used for waste landfill unless land is remediated to a stage that enables its removal from the Environmental Management Register.</p> <p>For land that is subject to notifiable activities or listed on the Environmental Management Register (EMR) sufficient information must be provided to the department in accordance with the <i>Environmental Protection Act 1994</i> and the <i>Draft Guidelines for the Assessment and Management of Contaminated Land in Queensland</i> (DEH, 1998) specifying that the land is suitable for the intended use or enabling a statement of suitability with a Site Management Plan (SMP). This includes the use of a Third Party Reviewer.</p>	<p>Noted.</p> <p>These issues were taken into account during the preparation of the ILUP and will be given further consideration during the preparation of the Development Scheme.</p>
18.	Vegetation Management	<p>No specific State vegetation management issues have been identified.</p> <p>It should be noted that Lot25SP218555 is mapped as containing regrowth that may contain endangered Brigalow vegetation (approximately 5% of heterogeneous areas). Potential requirements under the Commonwealth <i>Environment Protection and Biodiversity Conservation Act 1999</i> may need to be considered when designating this area as part of an Urban Development Area.</p>	Noted
19.	State Land management	<p>Proposed UDA will encompass parcels of State land (unallocated State land, leasehold land and reserves). Section 16 of the <i>Land Act 1994</i> requires that an evaluation of the most appropriate use of State land is undertaken before a decision is made on allocation of land/ While DERM is usually responsible for Section 16 evaluations, in circumstances where an UDA is declared, the department administering the <i>Urban Land Development Authority Act 2007</i> assumes responsibility.</p> <p>Native Title may continue to exist over parcels of State land within the boundaries of the proposed UDA. If it is determined that Native Title exists over the land, the requirements of the Commonwealth Native Title Act 1993 (NTA) may have to be addressed before the State can deal with the land. The NTA sets out how certain dealings can proceed over lands and waters where native title may continue to exist. The ULDA may wish to seek advice from DERM's Indigenous Services unit regarding Native Title requirements.</p> <p>There are numerous parcels of land dedicated as reserve in Moranbah. Reserve land may be revoked where it is identified that the land is no longer required for its dedicated purpose. A community consultation process must be undertaken before a community purpose reserve can be revoked.</p>	<p>Noted.</p> <p>These issues were taken into account during the preparation of the ILUP and will be given further consideration during the preparation of the Development Scheme.</p>

No.	ISSUE	EXPLANATION	RESPONSE
<b>Health</b>			
20.		No comments received.	
<b>Infrastructure and Planning</b>			
21.	Boundary	DIP has no issues with the proposed UDA boundary.	Noted
22.	Early development sites	DIP has no issues with the sites proposed by the ULDA for early development.	Noted
23.	IRC Structure Plan	Isaac Regional Council has recently prepared a structure plan for this site and has identified a number of constraints to development for residential purposes. These constraints are reflected within the structure plan and will require consideration/review when drafting the development scheme for this part of the UDA.	Noted.
24.	Proposed Caval Ridge Mine	<p>BHP Mitsubishi Alliance (BMA) are currently seeking approval from the State and Federal Government for the construction and operation of the Caval Ridge open cut coal mine located directly to the south of Moranbah and the emerging community area.</p> <ol style="list-style-type: none"> <li>1. This emerging community area is critical to the future growth of Moranbah. Air quality monitoring data presented within the supplementary EIS for the Caval Ridge mine indicates potential impacts from PM<sub>10</sub> dust levels over the southern portion of the emerging community area during the mine life.</li> <li>2. These impacts have the potential to sterilise the emerging community area for future development.</li> <li>3. The ULDA should consider implementing an air quality code into the ILUP and future development scheme in addition to imposing development conditions to protect this emerging community area when granting development approvals following the declaration of the UDA.</li> </ol>	<p>Noted</p> <p>This issue will be given further consideration during the preparation of the Development Scheme.</p>
25.	Buffer distances	Areas within the potential UDA are currently not zoned for urban/residential purposes. The ULDA should consider including adequate buffer distances to protect future residential zones are in close proximity to existing or proposed industrial areas, particularly to the west of the township.	<p>Noted</p> <p>This issue will be given further consideration during the preparation of the Development Scheme.</p>
26.	Open Space	Sufficient land should be set aside for use as open space and recreation.	<p>Noted</p> <p>This issue will be given further consideration during the preparation of the Development Scheme.</p>

No.	ISSUE	EXPLANATION	RESPONSE
27.	Temporary Accommodation Camps	DIP has a strategic planning concern about the extent of temporary worker accommodation in mining communities due to the inability to accurately determine occupant numbers within temporary accommodation camps (located on private land or mining leases). The underestimation of occupancy rates at these facilities does not accurately reflect the additional pressure being placed on essential services (this concern has been raised on a number of occasions by police and ambulance officers in Moranbah and Dysart).	Noted
<b>Justice and Attorney General</b>			
28.		No comments received.	
<b>Police</b>			
29.	Housing	Queensland Police Service (QPS) has experienced considerable difficulty attracting staff to the area due to the lack of housing availability and affordability. Should the UDA be approved consideration should be given to allocating land to QPS for the establishment of additional housing for employees.	This issue will be given further consideration during the preparation of the Development Scheme
30.	MDL	The development of land in Moranbah is constrained by mining leases or mineral development licences. This will have an impact on the location of the UDA	Noted. These issues were taken into account during the preparation of the ILUP and will be given further consideration during the preparation of the Development Scheme.
31.	Police resourcing	Firm advice on the number of proposed dwellings, population projections and planned approvals for workers camps will be required to enable an accurate analysis of impact to calls for service and police resourcing.	Noted
<b>Premier and Cabinet</b>			
32.		No comments received.	
<b>Public Works</b>			
33.	General	The proposed sites are not in areas where the Queensland Government Accommodation Office has any direct interest. For this reason we have no objections or comments in relation to your proposal.	Noted
<b>Transport and Main Roads</b>			
34.	Boundary	The boundary of the UDA is considered to be appropriate.	Noted.

No.	ISSUE	EXPLANATION	RESPONSE
35.	Government Objectives	<p>A high level of transport and land use integration should be achieved through the master planning of the UDA.</p> <ul style="list-style-type: none"> <li>The UDA should ensure that future development is equipped to promote and encourage active and future public transport usage where appropriate.</li> <li>The UDA should be well-connected to external attractors such as schools, shops, recreational facilities and employment nodes.</li> </ul> <p>The UDA should maintain the safety and efficiency of the State Controlled Road network and railway network and consider any ameliorative treatments as part of the UDA.</p> <p>Minimise or mitigate adverse impact on transport infrastructure from the standpoint of cost, safety, and efficiency with well-thought out design of the development.</p> <p>Cooperation between ULDA and TMR to maximise use of state resources.</p>	Noted.
36.	Development under the ILUP	<p>TMR is supportive of growth areas which adjoin existing residential precincts to enhance the bicycle and pedestrian connection. In this regard the areas shown to the east of the Goonyella Road appear to be within close proximity to the existing commercial area and school and as such are supported by TMR.</p> <p>The proposed area to the west of Goonyella Road may create a conflict between through traffic and mine related heavy vehicle movements and local access vehicle/pedestrian/bicycle movements. This area would in effect create a divide between the town which may create a barrier for cycling and pedestrian activities. Therefore a dedicated access for pedestrians and cyclists across the roadway should be considered.</p> <p>A portion of the UDA west of Goonyella Road is adjacent to a coal freight route. The impacts of amenity (rail noise and coal dust), security fencing of the corridor, stormwater management and works (such as excavation) on the boundary of the rail corridor must be considered and ameliorated as part of any development.</p> <p>Where appropriate, consideration should be given to the internal layout to provide bus stop facilities within 400m walking distance of 90% of the lots within the development.</p> <p>The scheme should develop a functional hierarchy of internal roads to achieve best connectivity for transport efficiency and access for public transport services. A network of functional (not just recreational) internal cycle and pedestrian pathways should be developed.</p>	<p>Noted.</p> <p>Noted. This issue will be given further consideration during the preparation of the Development Scheme</p> <p>Noted This issue will be given further consideration during the preparation of the Development Scheme</p> <p>Noted This issue will be given further consideration during the preparation of the Development Scheme</p> <p>Noted This issue will be given further consideration during the preparation of the Development Scheme</p>

No.	ISSUE	EXPLANATION	RESPONSE
37.	Issues for the UDA Development Scheme	Any information the ULDA can supply relating to traffic generation rates, expected lot uptake, trip distribution demographics from the development would be useful to the department in its ongoing traffic and planning studies. There is no quantum given as to the capacity of residential development and intensification that is proposed.	Noted.
		Fencing of the rail corridor for security purposes is required.	Noted.
		Rail noise must be considered and ameliorated as the UDA is adjacent to a 24 hour coal freight line.	Noted This issue will be given further consideration during the preparation of the Development Scheme
		In addition to noise amelioration, reverse amenity matters should be considered including visual amenity impacts to and from the railway and dust pollution from railway activity.	Noted This issue will be given further consideration during the preparation of the Development Scheme
		Development must not increase stormwater flows onto the rail corridor or interfere with stormwater flows from or within the rail corridor.	Noted This issue will be given further consideration during the preparation of the Development Scheme
		If any works occur within 25m of the rail corridor they are to be designed to avoid the risk of collapse, subsidence or similar adverse impact on the railway corridor and railway infrastructure.	Noted This issue will be given further consideration during the preparation of the Development Scheme
		Active and higher density land uses should be located where there is the potential to be supported by future public transport. A road hierarchy should be established which minimises the walking distances to a collector or similar road that is capable of running scheduled bus services.	Noted This issue will be given further consideration during the preparation of the Development Scheme
		Road and intersection design should include an efficient network of pathways to encourage walking and cycling to local facilities (and potential bus routes) as an alternative to private motor vehicles.	Noted This issue will be given further consideration during the preparation of the Development Scheme

No.	ISSUE	EXPLANATION	RESPONSE
38.	Traffic Study	<p>TMR is currently planning to upgrade the intersection of the Moranbah Access Road and the state controlled Peak Downs Highway.</p> <p>TMR would like to work with the ULDA in preparing a traffic study which considers future traffic impacts on this intersection and determines and plans for any necessary additional treatments to ensure its continues safe operations.</p>	<p>Noted.</p> <p>This issue will be given further consideration during the preparation of the Development Scheme</p>
<b>Treasury</b>			
39.	General	Treasury has no issues with the proposed sites.	Noted.









# Bowen Hills Urban Development Area Development Scheme





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## Bowen Hills Urban Development Area Development Scheme

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## 1.1 The Urban Land Development Authority

The Urban Land Development Authority (ULDA) is a statutory authority under the Urban Land Development Authority Act 2007 (the Act) and is a key element of the Queensland Housing Affordability Strategy.

The role of the ULDA is to facilitate the development of declared Urban Development Areas (UDAs) to move land quickly to market and achieve housing affordability and urban development outcomes. This enables the Government to be more effective and proactive in providing land for urban development. The ULDA is also a vehicle to deliver the Government's transit oriented development (TOD) projects throughout the State where they occur in UDAs.

The ULDA, which became operational on 26 November 2007, is working with local governments, community, local landowners and the development industry to deliver commercially viable developments that include diverse, affordable, sustainable housing and use best-practice urban design principles.

## 1.2 Urban Development Areas

The Bowen Hills Urban Development Area (UDA) was declared by regulation by the Minister for Infrastructure and Planning on 27 March 2008.

## 1.3 Purpose of the development scheme

The Bowen Hills UDA Development Scheme has been prepared in accordance with the Act and is applicable to all development on land within the boundaries of the UDA. It is a statutory instrument and has the force of law. From the date of approval, it replaces the Interim Land Use Plan for the UDA which commenced upon declaration and remained in place during the period of preparation of this development scheme. A development scheme is one of the primary mechanisms the ULDA uses to deliver on the main purposes of the Act.

As prescribed by the Act, the main purposes of the Development scheme are to facilitate:

- (i) the availability of land for urban purposes
- (ii) the provision of a range of housing options to address diverse community needs
- (iii) the provision of infrastructure for urban purposes

- (iv) planning principles that give effect to ecological sustainability and best practice urban design

- (v) the provision of an ongoing availability of affordable housing options for low to moderate income households.

Through the development scheme, development in the Bowen Hills UDA will contribute to achieving the following goals:

- o **Promoting and maintaining liveable communities.**

Communities within the Bowen Hills UDA will be diverse, safe and healthy, have access to services, jobs and learning, foster active local participation and will be pleasant places to live, work and visit while enhancing the value of existing neighbourhoods.

- o **Promoting planning and design excellence.**

The Bowen Hills UDA will become a modern, resilient and adaptable urban form that promotes connectivity, safety and accessibility whilst recognising local values and aspirations.

- o **Providing economic benefit.**

Economic benefit is maximised in the Bowen Hills UDA by facilitating the release of urban land, considering lifecycle costs, operational savings, long term employment opportunities, creating partnering opportunities and creating long term value.

- o **Protecting ecological values and optimising resource use.**

The Bowen Hills UDA protects and manages natural systems, habitats and biodiversity, and promotes the innovative and efficient use and management of precious resources such as materials, water and energy to minimise impacts on the climate.

## 1.4 Elements of the development scheme

The Bowen Hills UDA Development Scheme consists of three components being:

- o **the land use plan**
- o **the infrastructure plan**
- o **the implementation strategy.**

The land use plan regulates orderly development and articulates the preferred form of development in the UDA, its precincts and sub-precincts.

The infrastructure plan details essential infrastructure. The implementation strategy outlines proposed financing mechanisms to deliver the infrastructure.

The implementation strategy describes how the ULDA will deliver the purpose of the Act drawing together the components of the land use plan and infrastructure plan.



## 2.1 Location

The Bowen Hills Urban Development Area (UDA) is approximately 108 hectares in area and located approximately three kilometres north of Brisbane's CBD at the point of convergence of Brisbane's main northern arterials and railway lines. It is also a convergence point for major tunnel projects.

The UDA has easy access to Brisbane Airport and Australia TradeCoast (ATC) and is located close to employment nodes such as the Royal Brisbane and Women's Hospital, Fortitude Valley and Newstead.

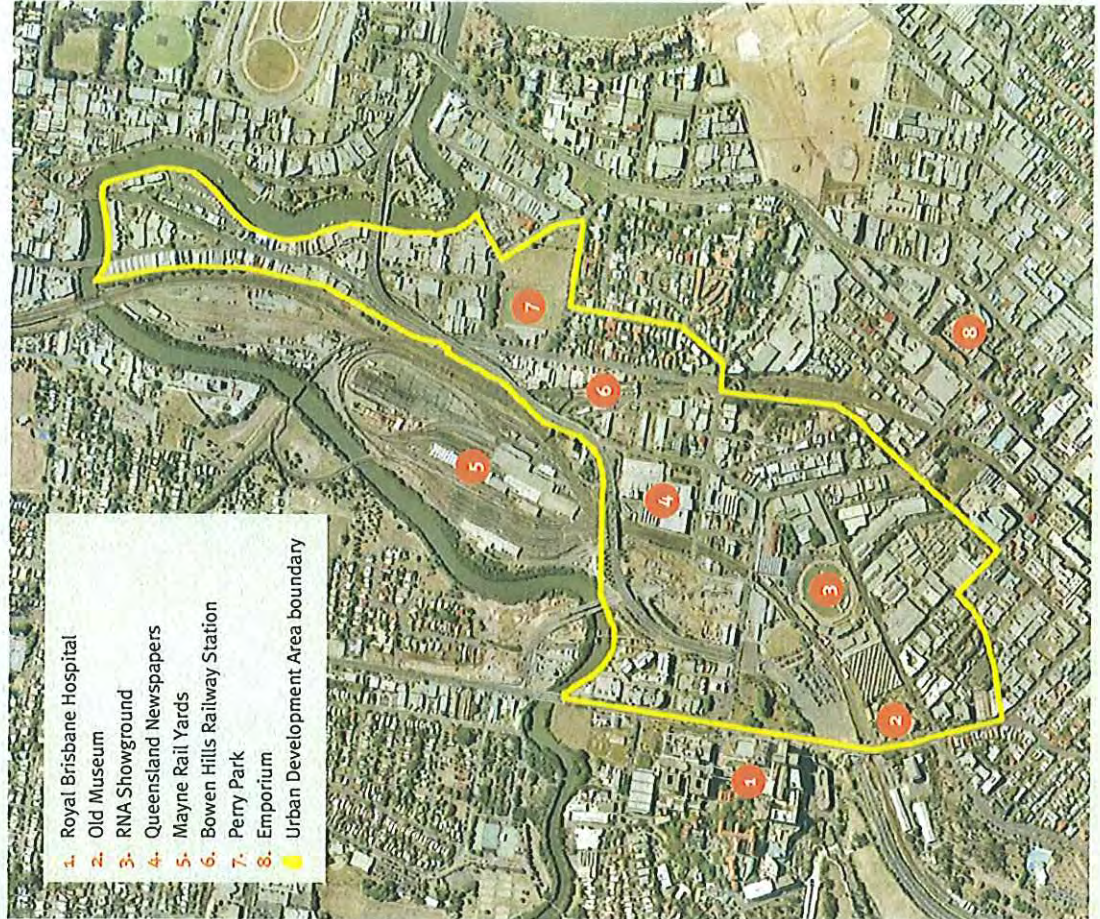
The UDA is bounded by Bowen Bridge Road and Enoggera Creek to the west, the Mayne Rail Yards and Breakfast Creek to the north, Water Street and St Pauls Terrace to the south and Breakfast Creek, Cintra Road and Markwell Street to the east. The boundaries of the Bowen Hills UDA are shown on Map 1.

The UDA contains a number of landmark places including the RNA Showgrounds, the Old Queensland Museum, Perry Park and Bowen Hills Railway Station.

The UDA is well serviced by public transport. Bowen Hills Railway Station is one of only four railway stations in Brisbane through which all of the northside's suburban passenger lines pass and to which all southside railway lines are connected. Approximately 25 hectares of the UDA is located within a five minute walk (or 400 metres) of the railway station. The Northern Busway is currently being extended along Bowen Bridge Road and will provide a new bus station at the Royal Brisbane and Women's Hospital.

The Bowen Hills UDA is close to significant destinations and places within the Brisbane inner city, including Albion, Breakfast Creek, Newstead River Park, Teneriffe and Fortitude Valley.

Map 1: Bowen Hills Urban Development Area boundary





Looking south, over the Bowen Hills Urban Development Area, towards Brisbane City



### 2.2 Vision

The Bowen Hills Urban Development Area (UDA) is where Brisbane's two main northern arterials converge. It is also where all of the city's northern railway lines join. Bowen Hills will soon be where northbound traffic emerges from the Clem Jones Tunnel, after having travelled under the city centre. In only a few more years it will also be where traffic seeking to access the city centre emerges from the Airport Link tunnel.

In almost every sense, Bowen Hills should be regarded as the northern gateway to Brisbane's city centre. That it has not assumed this status before now is due to the influence of several unrelated, but compounding circumstances.

Although famed for its large events, the Royal National Association (RNA) Showgrounds is an inaccessible cluster of compounds for most of the year. Likewise, the Mayne Railway Yards are off limits for all but railway workers. Other transport infrastructure such as the Inner City Bypass, the progressively emerging elevated roadways of the Clem Jones Tunnel connections and the tired condition of the Bowen Hills Railway Station do not lay the foundations for creating an inviting place for people.

Other factors that have, in the past, limited the potential of Bowen Hills include:

- the lack of land use diversity, community facilities and services, which has detracted from the amenity and attractiveness of Bowen Hills as a destination
- a lack of public places for informal gathering and significant buildings that offer civic space around the Bowen Hills Railway Station
- narrow, indirect, poorly lit and difficult to navigate routes to the Bowen Hills Railway Station
- a poor, fragmented public realm
- a lack of active street edges
- a street network that lacks permeability
- vehicle dominated roads and exposed pedestrian environments
- small land parcels under fragmented ownership.

However, circumstances are about to change and Bowen Hills is set to capitalise on its gateway location.

Bowen Hills is ideally located to take advantage of both the continuing interest in residential accommodation and the high demand for new office floor space in the inner city and near city locations. It is close to Brisbane's CBD, has good access to the Brisbane Airport and Australia TradeCoast, has an excellent standard of rail service and contains several large sites that are underutilised and prime for redevelopment.



## 2.0 Strategic Context

Under the development scheme, Bowen Hills will become the northern gateway to the centre of Brisbane and will develop as a vibrant, inner urban locality, accommodating a wide, integrated and balanced range of uses that are connected by a high quality public realm.

Taking advantage of its strategic gateway location and high frequency public transport, future development within comfortable walking distance of the Bowen Hills Railway Station will exemplify best practice inner city transit oriented development (TOD) and deliver the densities required to increase public transport patronage and support a concentration of activity throughout the daytime and evening.

Through the development scheme, Bowen Hills will achieve a range of housing options and contribute to making housing more affordable.

Housing in the area will deliver choice and diversity by offering a mix of densities, types, designs, tenures and levels of affordability that cater to a range of lifestyles, incomes and lifecycle needs.

The transformation of this area will demonstrate the principles of sub-tropical urban design through innovative architecture and public realm improvements.

A network of public transport and pedestrian and bicycle paths will ensure the area is a well connected place and that people who live and/or work there can incorporate physical activity and healthy living into their daily lives.

The successful renewal of Bowen Hills and the creation of a unique and complementary employment centre is critical to enhancing the appeal and competitiveness of Brisbane's city centre.

### 2.3 Structure plan

The structure plan (refer to Map 2) for the Bowen Hills UDA illustrates the following key elements of the vision.

At the heart of Bowen Hills will be a high intensity mixed use precinct taking advantage of the transit oriented development opportunities afforded by the Bowen Hills Railway Station.

This precinct will also feature a high quality public realm including a plaza adjacent to the station and a network of pedestrian and cycle connections.

South and east of the heart will be residential precincts reinforcing and taking advantage of the area's facilities and services. East of Abbotsford Road the residential development will scale down to a low intensity form fronting Cintra Street. South of Campbell Street the ground floor levels of residential developments fronting connecting streets will be characterised by active uses contributing to the establishment of high quality streetscapes.

Mixed use precincts south and west of the heart will provide for hospital related activities and provide a strong built form along O'Connell Terrace and Bowen Bridge Road, complementing the prominent built form of the hospital complex and creating a clearly defined northern gateway to the city centre.

The RNA Showgrounds will continue to be a venue for major events but will benefit from a program of redevelopment and renewal that will see extensive mixed use activities established there.

This will activate the showgrounds year round and contribute to the creation of vibrant precincts that have a positive interface with, and enliven, perimeter streets. Pedestrian connectivity through the showgrounds will enhance the permeability of the precinct.

Existing areas of public open space at Bowen Park and Perry Park will be retained and enhanced to provide improved recreation and sporting opportunities.

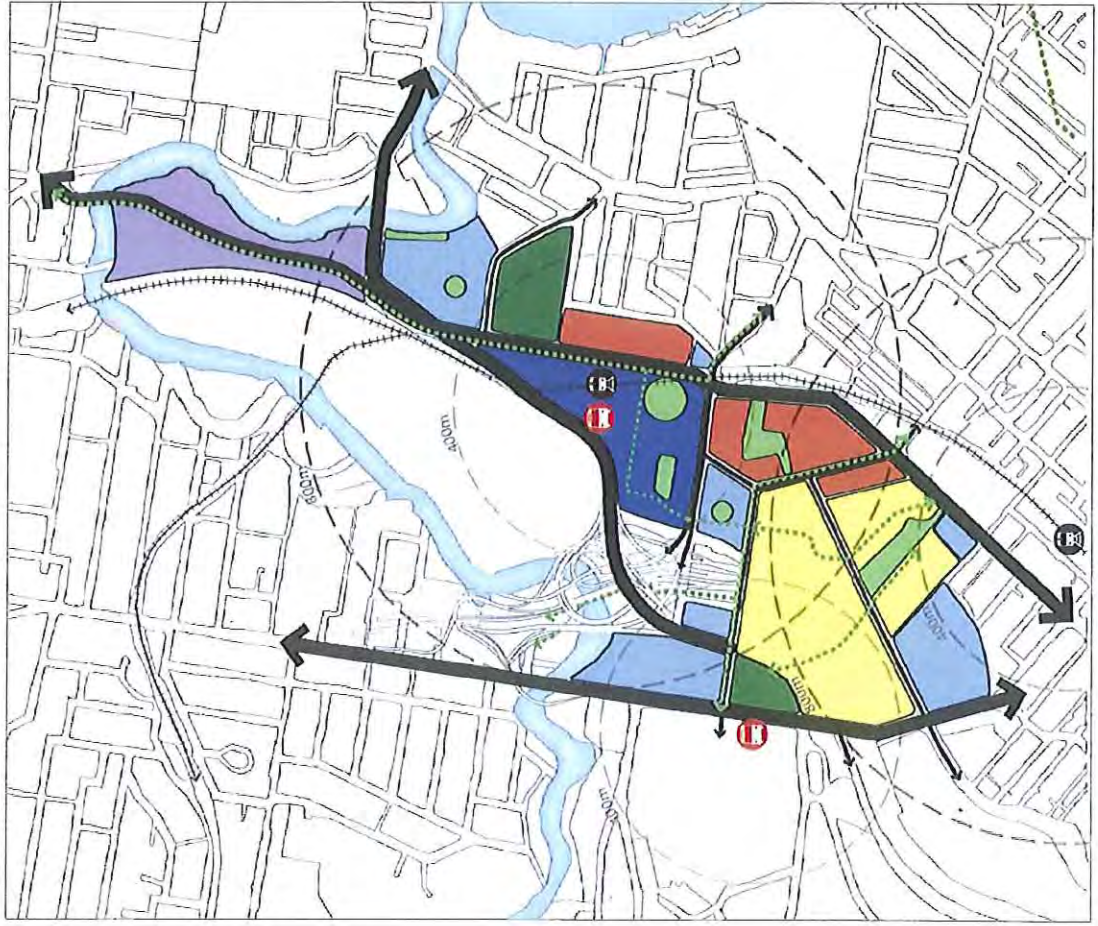
The precinct between Gregory Terrace and Water Street will provide for intensive mixed use development close to Brunswick Street with significant residential redevelopment opportunities adjacent to the RNA Showgrounds site.

The precinct between Perry Park and the Inner City Bypass will be characterised by mixed use activities of moderate intensity, taking advantage of the proximity to both the heart of Bowen Hills and the Breakfast Creek corridor.

The industrial activities north of the Inner City Bypass will continue to provide services to the inner city and business support for the activities in nearby areas. Public access along the Breakfast Creek corridor as redevelopment occurs.

This vision is spatially illustrated in Map 2: Bowen Hills Urban Development Area structure plan.

Map 2: Bowen Hills Urban Development Area structure plan





### 3.1 Purpose of the land use plan

The purpose of the land use plan is to regulate orderly development and articulate the preferred form of development within the Urban Development Area (UDA), its precincts and sub-precincts.

Figure 1 details the components of the land use plan and explains their relationship to each other.

### 3.2 Development assessment procedures

#### 3.2.1 Land use plan outcomes

The land use plan seeks to achieve outcomes for the Bowen Hills UDA which are specified in the following:

- (i) the broad statements of planning intent for the UDA specified in the vision
- (ii) the requirements about the carrying out of development within the UDA
- (iii) zones, statements of intent, outcomes, preferred land uses and development intensity and built form requirements for each precinct (precinct criteria) and sub-precinct criteria
- (iv) tables specifying the level of assessment for development for each precinct (level of assessment table).

#### 3.2.2 UDA vision

The vision for the UDA specifies planning outcomes which:

- (i) seek to achieve for the UDA the purposes of the Act
- (ii) are the basis for the requirements about the carrying out of development for the UDA.

The UDA planning outcomes are spatially represented in Map 2.

#### 3.2.3 Development requirements

The development requirements are as follows:

- (i) maps that indicate the future development of the following:
  - the whole UDA
  - designated parts of the UDA (precincts)
  - designated parts of precincts (sub-precincts)
- (ii) criteria for the whole UDA (UDA-wide criteria)
- (iii) zones, statements of intent, outcomes, preferred land uses and development intensity and built form requirements for each precinct (precinct criteria) and sub-precinct criteria
- (iv) tables specifying the level of assessment for development for each precinct (level of assessment table).

Figure 1: Components of the land use plan and their relationship





### 3.2.4 Levels of assessment

The levels of assessment for the carrying out of development for the UDA are specified in the land use plan in the relevant level of assessment table which states in:

- (i) column 1, UDA exempt development
- (ii) column 2, UDA self-assessable development (self-assessable development)
- (iii) column 3A, UDA assessable development which is not prohibited (permissible development)
- (iv) column 3B, UDA assessable development which is prohibited (prohibited development).

### 3.2.5 Development consistent with the land use plan

Self-assessable development which complies with any applicable development requirements is consistent with the land use plan.

Permissible development is consistent with the land use plan where:

- (i) the development complies with the requirements about the carrying out of development for the UDA, or
- (ii) the development does not comply with the requirements about the carrying out of development for the UDA but:
  - o the development does not conflict with the structure plan or otherwise compromise the vision for the UDA
  - o there are sufficient grounds to approve the development despite the non compliance with the UDA development requirements.

Otherwise, the permissible development is inconsistent with the land use plan and must be refused.

Identification of development as permissible development does not mean that a UDA development approval (with or without conditions) will be granted.

Permissible development requires a UDA development application to be lodged with the Urban Land Development Authority (ULDA) for assessment and decision.

Approval is required for permissible development to be undertaken.

Prohibited development is inconsistent with the land use plan.

Prohibited development may not be carried out in the UDA.

In this section 'grounds' means matters of public interest which include the matters specified as the main purposes of the Act as well as:

- o superior design outcomes
- o overwhelming community need.

'Grounds' does not include the personal circumstances of an applicant, owner or interested third party.

### 3.2.6 Sub-precinct development requirements

Permissible development in a sub-precinct may not occur unless a detailed plan for the sub-precinct (sub-precinct plan) has been approved or the ULDA advises that, in its opinion, a sub-precinct plan is not required

as the development will not compromise the principles and outcomes of the sub-precinct and will not unreasonably prejudice the opportunities for the development of the remaining area in the sub-precinct.

In respect of the first permissible development that requires a sub-precinct plan, a UDA development application relating to all land in the sub-precinct and a sub-precinct plan must be made.

Any variation to an approved sub-precinct plan will require a new sub-precinct plan which must be accompanied by a UDA development application.

A sub-precinct plan must demonstrate how sub-precinct principles and outcomes are achieved and include the following:

- o such additional requirements for development in the sub-precinct
- o such other matters specified in a guideline issued by the ULDA.

A sub-precinct plan must be consistent with the vision for the UDA.

### 3.2.7 Consideration in principle

The ULDA may accept, for consideration in principle, a proposed UDA development application (application for consideration in principle).

The ULDA will consider the application for consideration in principle and may decide the following:

- (i) whether it supports the application, with or without qualifications that may amend

the application

- (ii) whether it opposes the application
- (iii) whether it cannot accept the proposal until a detailed assessment is made and those details should be the subject of a UDA development application, or
- (iv) whether it has no established view on the proposal and no indication of support or opposition can be given at that time.

The ULDA when considering a UDA development application:

- (i) is not bound by any decision made regarding an application for consideration in principle
- (ii) may give such weight as it considers appropriate to the decision in respect of the application for consideration in principle.

### 3.2.8 Land not included in a zone

This section applies to land which is not shown in the land use plan as being included in a zone or precinct (unallocated land).

Where the unallocated land is adjoined by land included in the same precinct, the unallocated land is deemed to be included in that zone or precinct.

Where the unallocated land is adjoined by land included in different zones or precincts, the unallocated land is deemed to be included in those zones or precincts with the centreline of the unallocated land being the boundary between the zones or precincts.



### 3.2.9 Notification requirements

A UDA development application will require public notification if the development application:

- (i) is accompanied by a sub-precinct plan
- (ii) is for a use, or of a size or type which, in the opinion of the ULDA, warrants public notification.

### 3.2.10 Relationship with local government planning scheme and IPA

This development scheme replaces the Bowen Hills Interim Land Use Plan (ILUP).

Unless this development scheme specifically applies a provision of a planning instrument or a plan, policy or code made under the *Integrated Planning Act 1997* (IPA) or another Act, the development scheme is inconsistent with the provisions of the planning instrument or plan, policy or code.

The development scheme prevails to the extent of an inconsistency with any of the following instruments:

- (i) a planning instrument
- (ii) a plan, policy or code made under the IPA or another act.

## 3.3 UDA zones

Land within a UDA may be allocated a zone.

The zones that may apply within a UDA are grouped in the following four categories: mixed use, residential, employment and other.

Within each of these categories there are a number of zones. These zones are described below.

### Mixed use category

The **Mixed Use Centre Zone** caters for the widest range, highest order and greatest intensity of commercial, retail, administrative, civic, community, indoor entertainment and leisure facilities, cultural activities and mixed residential.

The **Mixed Use Zone** caters for a range of commercial, retail, administrative, civic, community, indoor entertainment and leisure facilities, cultural activities and residential uses.

The **Mixed Use Residential Zone** caters for predominantly residential uses where the gross floor area of non-residential uses does not exceed the gross floor area of residential uses.

### Residential category

The **Residential Medium Intensity Zone** caters for a range of residential types including houses, multiple residential and other residential (including special needs accommodation). The zone also caters for housing that is affordable, accessible and appropriate, reflecting local housing need.

Densities in this zone will generally be between 30 and 60 dwellings per hectare.

The **Residential High Intensity Zone** caters for a range of residential types including multiple residential and

other residential (including special needs accommodation). The zone also caters for housing that is affordable, accessible and appropriate, reflecting local housing need.

Densities in this zone will generally be between 60 and 100 dwellings per hectare.

The **Residential Very High Intensity Zone** caters for a range of residential types including multiple residential and other residential (including special needs accommodation). The zone also caters for housing that is affordable, accessible and appropriate, reflecting local housing need.

Densities in this zone will generally be over 100 dwellings per hectare.

Non-residential land uses such as local shops, food premises, schools, churches and community infrastructure that provide direct support to residential uses may be suitable in all residential zones. Non-residential uses can only be established where residential character and amenity are maintained and when the uses cater for the needs of the immediate community and do not undermine the viability of any centres. Home based businesses may occur in all residential zones where residential character and amenity are maintained.

### Employment category

The **Medium Impact Employment Zone** caters for commercial, service and light industry uses which service the population and visitors and facilitate the expansion of small to medium scale business activities.

The Medium Impact Employment Zone can also cater for showrooms (including supporting office and retail) and display facilities, services and trades, such as mechanical workshops and service stations and facilities required by the travelling public such as food premises, visitor accommodation, recreation and amusement. Non-commercial development can also be accommodated where such development complements the intended commercial/enterprise character of the locality.

### Other category

The **Civic and Open Space Zone** caters for a full range of publicly accessible outdoor recreation and sport uses, from informal sports or events on a casual basis and the facilities associated with these such as picnic amenities, children's playground, non-organised sporting facilities, outdoor cultural and educational activities, public swimming pools, outdoor courts and parkland, and sports grounds. Any structures in the civic and open space zone will only occupy a small part of any site and may include facilities for spectators, club buildings and associated off-street parking facilities.

The **Complementary Land Zone** applies to land that accommodates major infrastructure. In addition to providing for this infrastructure, the zone caters for a range of activities and facilities for recreational and community purposes including pedestrian and cycle paths, landscaped areas and incidental open space.



### 3.4 Purpose of development criteria

The following development criteria apply to all UDA assessable and self-assessable development in the Bowen Hills UDA. To the extent that they are relevant, they are to be taken into account in the preparation of UDA development applications and the assessment of those applications by the ULDA.

In addition to these UDA-wide development requirements, land may be subject to precinct specific development requirements and sub-precinct development principles. Precincts and sub-precincts for the Bowen Hills UDA are identified in Map 7: Zoning and precinct plan.

UDA-wide development criteria should be read in conjunction with the relevant precinct specific development requirements or sub-precinct development principles.

The infrastructure plan and implementation strategy may include further information, which should be taken into account in design and project feasibility planning for development proposals.

The Bowen Hills UDA-wide development criteria cover the following topics:

- maximum development yield and development contributions
- affordable housing
- urban design and sustainability

- transport, access, on-site parking and servicing
- environment
- lot design.

### 3.5 Maximum development yield and development contributions

#### 3.5.1 Context

The development scheme provides higher development yield in many of the precincts within the declared UDAs.

Within the Bowen Hills UDA, considerable infrastructure investment is required to enable a higher development yield across the UDA above that currently allowed for under the Brisbane City Council City Plan 2000.

The infrastructure works required to service this higher development yield are greater than can be funded by Brisbane City Council's (BCC) standard infrastructure charging regime.

Consequently, the creation of a healthy, sustainable and well serviced community in the Bowen Hills UDA will require positive intervention by the ULDA in relation to the achievement of essential infrastructure, affordable, accessible and appropriate housing and ecologically sustainable outcomes.

However, it is not considered responsible to use public money to pay for the infrastructure when the infrastructure and associated higher development yield will result in a windfall gain to private land owners.

To fund these works, and to retain an incentive for the landowner to develop, a portion of the uplift of land value gained through the higher development yield created through the development scheme will be required to be paid as a development contribution.

In addition, to achieve sustainable and healthy high density outcomes, proactive intervention will be required in the provision of affordable housing and achievement of ecologically sustainable outcomes.

The contribution arising from the uplift of land value, called a major infrastructure and affordable housing development contribution, will be applied within the UDAs to fund the provision of major infrastructure, affordable housing and ecological sustainability.

For fairness, landowners that do not want to develop above current permitted BCC City Plan densities should not be required to pay the major infrastructure and affordable housing development contribution. In this circumstance only the standard BCC Infrastructure Charges Schedule (ICS) type charge would apply. However, the 5% diversity requirement under the ULDA's Affordable Housing Strategy will still apply.

#### 3.5.2 Maximum development yield

The maximum development yield allowable under this development scheme will be the greater of that:

- (i) shown in the applicable development intensity and built form requirements where a ULDA development agreement has been entered into with the ULDA in accordance with the infrastructure plan and implementation strategy
- (ii) as provided for under section 3.2.5 where a ULDA development agreement has been entered into with the ULDA in accordance with the infrastructure plan and implementation strategy
- (iii) shown in Map 3 or
- (iv) where evidence is provided that there is a BCC development approval that has not lapsed (a valid approval) - the development yield permitted by the valid approval.

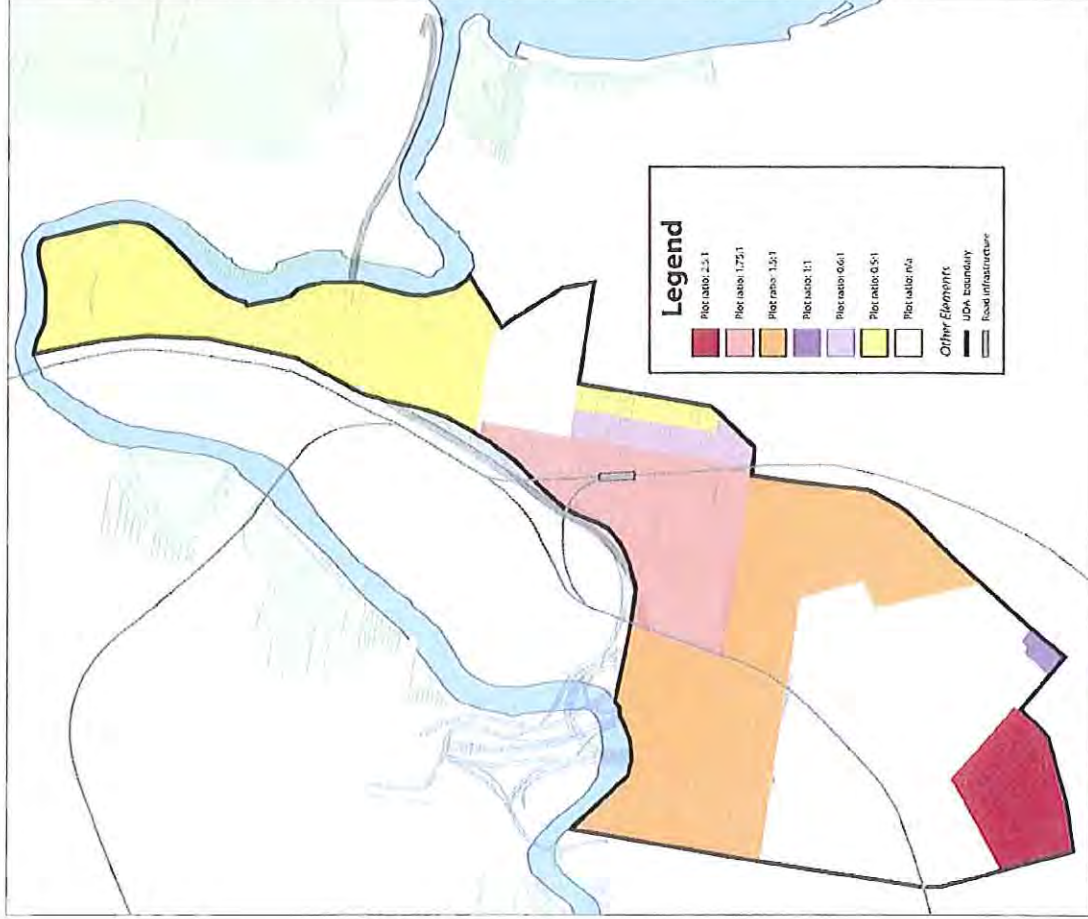
#### 3.5.3 Development contribution rate

The development contribution rate included in a development agreement entered into pursuant to section 3.5.2 shall:

- be at a rate determined for the UDA or a precinct in the UDA
- except as provided for in section 3.2.5, equate to a charge applied for every square metre of additional GFA in excess of that shown on Map 3 or permitted under a valid approval



Map 3: Bowen Hills UDA plot ratios under BCC City Plan



- apply in addition to any other infrastructure contribution required under this development scheme and
- be apportioned to infrastructure, affordable housing outcomes (the affordable housing contribution) and ecologically sustainable development outcomes, as determined by the ULDA.

#### 3.5.4 Development agreement

The development agreement entered into pursuant to section 3.5.2 may include amongst other things provisions prescribing:

- the amount, timing and bonding of monetary contributions
- the arrangements for providing a bank guarantee securing payment of the monetary contribution
- the arrangements for credit for the provision of works or product in lieu of monetary contributions
- mechanisms to ensure an affordable product retains its affordability over the long term and
- any other matter that the ULDA deems appropriate in the achievement of the Act's purpose.

#### 3.5.5 Transitional provisions

For the purposes of calculating the total development contribution to be included in a development agreement entered into pursuant to section 3.5.2, the ULDA may adopt a development yield greater than that shown in Map 3, where the landowner purchased the property prior to 27 March

2008 (being the date of declaration of the Bowen Hills UDA) on the basis of a reasonable expectation that a higher development yield than that shown in Map 3 would have been approved by BCC.

In support of a claim under this section, a land owner is to provide information that demonstrates a higher development yield would have been achieved. This information may include:

- a valuation showing that the purchase price was based on achieving a higher development yield
- a development feasibility prepared at or about the time of purchase, but prior to 27 March 2008, based on the higher development yield
- evidence, prepared prior to March 27 2008, from BCC that a higher development yield was supported or had a likelihood of approval or
- any other material that supports a landowner's request.

A development agreement entered into pursuant to section 3.5.2, and including a total development contribution calculated from the application of this section, may also include provisions stating the total development contribution will revert to that applying under section 3.5.3 where development has not substantially commenced within the time stated in the development agreement, such time being not less than three years from when the development agreement was entered into.



### 3.6 Affordable housing

#### Housing diversity

All residential development (including residential components of a mixed use development) must deliver housing choice to suit a variety of households including: families, singles, couples, work-at-home occupiers, students, retirees, group accommodation households and people with special needs by offering universal design and a variety in size, configuration, cost, adaptability, location and tenure.

Except as set out in section 3.5, all residential and mixed use developments must have a minimum of 5% of the gross floor area of all residential dwellings as affordable to rent by households on the median household income for the Brisbane City Council local government area (the affordable housing component).

Where an applicant cannot demonstrate that this requirement will be achieved by the proposed development:

- the applicant will need to enter into a development agreement with the ULDA by which the applicant agrees to pay to the ULDA an equivalent monetary contribution prior to the development approval for building work being given
- if a subsidy is proposed by the applicant to achieve the affordability criteria - the subsidy must be protected by a legal arrangement to the ULDA's satisfaction.

This residential development is to be accessible, appropriate and designed in accordance with universal and sustainable design principles<sup>1</sup> to meet the changing needs of people and households over time.

The affordable housing component of a development must be distributed throughout the development and:

- (i) be finished to a suitable standard with all reasonable fixtures, services and appliances
- (ii) achieve high quality design outcomes to avoid identifying them or setting them apart in the community.

#### Development agreement - affordable housing

The development scheme may incorporate provisions that, where a proponent elects to utilise the increased density permitted by the development scheme, a percentage of the uplift of land value must be shared with the ULDA as a development contribution.

This contribution will assist the ULDA to:

- deliver essential infrastructure
- provide affordable housing
- achieve ecologically sustainable outcomes.

<sup>1</sup> Refer to "Smart and Sustainable Homes Design Objectives", Department of Public Works (2008). Booklet available from [www.build.qld.gov.au/smart\\_housing/pdf/design\\_objectives\\_08](http://www.build.qld.gov.au/smart_housing/pdf/design_objectives_08)

A development agreement will be required to be entered into with the ULDA where the applicant wishes to avail themselves of the higher development yield.

A development agreement will include specific provisions in relation to affordable housing.

A development agreement will be required where:

- a housing diversity requirement leads to the provision of housing product that requires a subsidy to meet the affordable housing target
- a proponent is permitted to 'convert' provision of affordable housing product to a contribution in lieu
- agreement is reached with a proponent to 'convert' a monetary contribution to the provision of product in lieu.

The provisions of a development agreement relating to the provision of affordable housing may include, among other things:

- amount, timing and bonding of monetary contributions
- provision of monetary contributions in lieu of built product (refer Appendix A of the ULDA's Affordable Housing Strategy for development agreement inclusions)
- provision of a bank guarantee securing payment of the monetary contribution
- provision of built product in lieu of monetary contributions (refer Appendix B of the Affordable Housing Strategy for development agreement inclusions)

- mechanisms to ensure an affordable product retains its affordability over the long term.

#### Mechanisms to retain affordability

The ULDA is seeking to maximise affordable housing outcomes in the UDAs over the long term.

Affordable housing product delivered using some level of subsidy will require mechanisms to ensure:

- affordable purchase product is not resold providing a windfall gain to the first purchaser
- affordable rental product remains affordable to the target group for a significant period of time.

There are a number of ways of achieving this outcome.

- Where the affordable housing provider has been approved for the National Rental Affordability Scheme (NRAS) they will be required to retain affordability for ten years under Australian Government's program requirements.
- Formal management agreements can be made with either the Department of Communities or a registered community housing organisation.
- Establishment of a shared equity arrangement with an approved equity partner.



- Limiting the trading of a dwelling to a particular target and income group through a title covenant. This means that affordable owner occupied units are only on-sold to other eligible buyers, with transfer of ownership occurring through a controlled process which excludes wills, private sales or bequests.
- Placing a covenant and management plan on the title of a property which ensures it is rented at affordable levels of rent to an identified target group for 15 years or more and managed by a registered Not For Profit community housing organisation.

The preferred mechanism will be determined on a project by project basis between the ULDA and the development proponent at the time of development approval and will be set out in the development agreement.

#### Other matters

In addition to the above provisions the ULDA will develop a detailed implementation plan for its Affordable Housing Strategy covering issues such as:

- monitoring and evaluation
- applying the strategy with the development assessment process
- universal and sustainable design guidelines
- facilitating access to Australian Government and Queensland Government affordable housing programs

- roles and responsibilities of government
- registered Not for Profit housing organisations and the private sector
- policy and program development required to support affordable housing delivery including addressing priorities such as covenants and management plans on title and the potential for development of a shared equity scheme.

#### Exemptions

The following development types are exempt from providing the affordable housing contributions specified above:

- development for the purpose of affordable housing (including social and community housing) and developed by:
  - the Queensland Department of Housing
  - a registered community housing or non-profit organisation
  - part of a consortium with a registered community housing or non-profit organisation for the provision of affordable housing equivalent to the value of the affordable housing contribution
- development for the purpose of community facilities and services
- development by a government, non-profit or charitable institution providing a community benefit
- development for the purpose of a public utility installation.

### 3.7 Urban design and sustainability

The form, type and arrangement of buildings, streets and public spaces within the Bowen Hills UDA must demonstrate good urban design and sustainability by addressing each of the elements contained in this section.

All elements of this section must be achieved to the greatest extent practical, having regard to each of the other elements.

#### Placemaking

Development is to contribute to a sense of place by:

- promoting place identity and distinctive character
- individually and collectively creating an attractive and appealing place for residents, workers and visitors
- contributing to permeability of the site and the surrounding area
- contributing to the legibility of the UDA
- contributing to a public realm that is inclusive, accessible and safe
- creating a positive relationship between public and private realms, in particular at street and first floor levels

#### Sub-tropical design

Development is to be climatically responsive by employing appropriate design principles and strategies that ensure:

- buildings are orientated to optimise seasonal solar gain and loss, taking into consideration major site views and vistas
- building form allows for cross ventilation and supports a naturally ventilated and comfortable environment
- weather protection and sun shading (including eaves and overhangs) are incorporated into facades and roof forms to reduce direct solar heat and provide rain protection appropriate to each facade orientation
- building design incorporates light and shade providing well detailed and articulated facades

- contributing to a wide range and rich variety of activities and uses
- providing opportunities for formal and informal gathering and interaction
- connecting with the surrounding areas
- encouraging pedestrian and cycle use
- facilitating public transport access and use
- helping to build and support a local economy
- helping attract and retain a diverse population.



- o outdoor/semi-outdoor living and 'indoor to outdoor' integration is provided by the use of balconies, courtyards, roof gardens and large windows creating open facades.

### Community safety and well-being

Crime Prevention through Environmental Design (CPTED) principles should underpin the design of all development within the UDA.

In particular, regard should be given to the *Crime Prevention through Environmental Design (CPTED) Guidelines* for Queensland.

Development is to incorporate appropriate safety features in line with current standards and best practice guidance including fire safety, emergency vehicle access and flood immunity<sup>2</sup>.

Development must promote community health and well-being through a design<sup>3</sup> that supports a healthy and active lifestyle.

All buildings, as well as public and private spaces are to be designed to be inclusive and accessible and comply with best practice standards<sup>4</sup>.

While recognising the desire for buildings to incorporate sub-tropical design solutions,

<sup>2</sup> Refer to State Planning Policy 1/03, section A4.2 and the State Planning Policy 1/03 Guideline, Appendix 5, Table A. The Defined Flood Event (DFE) is the 1% Annual Exceedance Probability (AEP) flood.

<sup>3</sup> For example, the design principles in the "Healthy by Design Guidelines" (National Heart Foundation, Victoria 2004)

<sup>4</sup> Including for example: disability discrimination legislation; Australian Standard 1428; and Smart and Sustainable Homes Design Objectives, Department of Public Works (2008).

buildings overlooking rail corridors must also ensure that the safety and operational integrity of railways are protected by incorporating appropriate design solutions that obstruct the throwing of objects at trains or onto the overhead line equipment (OHE) that may cause damage or service interference.

Development adjacent to a rail corridor must also be designed to ameliorate the risks associated with proximity to a rail corridor such as collisions with rolling stock or dangerous goods and pedestrian trespass.

### Heritage, character and culture

The removal or demolition of any building or structure forming part of a heritage place as identified on Map 4, will be considered only in those circumstances where the retention of the building or structure would prejudice the delivery of the identified precinct outcome.

In those circumstances where approval is given to remove or demolish an identified heritage building or structure, the heritage building or structure, its context and its heritage significance is to be appropriately documented prior to its removal or demolition and submitted to the ULDA.

Development on, or adjoining, a heritage place as identified on Map 4 must respect the heritage values of the site by sensitively managing the interface between development opportunities and the heritage place.

To help create place identity and a distinctive

character for the UDA, development should seek to protect, incorporate, re-use or re-interpret the heritage, character, cultural features and history of the UDA and surrounding area.

### Building form

#### (a) General provisions

Buildings are to be well articulated with external balconies, doors and doorways, windows, shade and screening devices, outdoor planting and mixed use tenancies. The use of materials and design details are to contribute both individually and collectively to a distinctive Bowen Hills character.

Residential building design is to ensure visual and noise privacy, adequate balcony size, adequate storage space, adequate room sizes, functional room relationship and the provision of useable and well connected common outdoor spaces.

#### (b) Ground level detail

Ground level building elements are to introduce a variety of details and finishes.

#### Entries

Front entries to all buildings are to be emphasised through architectural and landscape treatment, pedestrian paths and awnings so as to be obvious without the need for signage and address requirements for active frontages.

#### Screening and awnings

Buildings are to respond to local microclimatic conditions by incorporating

appropriate weather protection, screening and shading structures on the building facades to channel breezes, filter sunlight, block out night lighting and provide rain protection.

At street level, awnings are to be used to provide all year protection from sun and rain. In particular:

- o awnings to primary frontage retail activities must be continuous across the entire street alignment and extend over the footpath to within 0.9 metres of the street kerb
- o awnings to secondary frontage commercial and mixed use buildings need not necessarily be continuous but must extend over the footpath to within 0.9 metres of the street kerb for the width of the building's main entry
- o buildings on corners should provide an awning over the main entry on each frontage
- o for residential buildings where awnings are not provided, street trees are to provide protection from climatic conditions and separate pedestrians from traffic movement.



## List of heritage places

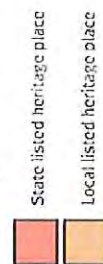
## List of Heritage Places

- |   |  |   |   |
|---|--|---|---|
| a | Brisbane Exhibition Grounds & Railway Station:<br>574 Gregory Tce      | j | Residence 'Kings Lynn':<br>37 Jeays St          |
| b | Old Queensland Museum Building:<br>480 Gregory Tce                     | k | Residence 'Wyeverne':<br>34 Jeays St            |
| c | Bowen Park: O'Connell Tce & Bowen Bridge Rd                            | l | Residence: 36 Jeays St                          |
| d | Shelter: Bowen Park, Bowen Bridge Rd between O'Connell St & Herston Rd | m | 'Pymore' / Nurses' Rest Home:<br>19 Mallon St   |
| e | Jubilee Hotel:<br>464-468 St Pauls Tce                                 | n | Residence 'Kalmia':<br>5 Hamilton Pl            |
| f | Former Water St Army Depot:<br>342 Water St                            | o | Residence: 7 Hamilton Pl                        |
| g | Tourist Private Hotel Motel:<br>555 Gregory Tce                        | p | Tufton House: 8 Tufton St                       |
| h | KM Smith: 53 Brookes St  | q | Residence 'Abbotsleigh':<br>11-13 Abbotsford Rd |
| i | RGM House / Ardrossan Hall:<br>33 Brookes Street                       | r | Residence: 22 Cintra Rd                         |
|   |  | s | Residence 'Abbotsford':<br>25 Abbotsford Rd     |

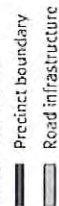
Map 4: Heritage place map



## Legend



## Other elements



Note: There are currently no listed heritage places within Bowen Hills UDA Precincts 1, 7, 8 or 9



### Landscaping

Landscaping is to contribute to the visual amenity and liveability of Bowen Hills.

For residential development, landscaping must cover a substantial area of the site and provide on-site recreation opportunities.

For non-residential and mixed use development, landscaping must be designed and located to provide a positive visual and amenity contribution to the public realm.

In general, landscaping is to be designed and located so that it:

- addresses streets and open spaces and contributes to the amenity of the public realm
- does not undermine personal and property security of the surveillance of footpaths and public open space
- deters crime and vandalism
- responds to microclimatic opportunities.

### Fences and walls

Except for specific feature walls associated with specific uses, fences or walls to ground floor residential uses must be visually permeable 50 per cent permeability generally provides an appropriate level of visual permeability.

### Storage and bin areas

External storage and bin areas should be contained within the buildings and / or should not be visible from the public realm.

Building design and external storage and bin areas must facilitate the efficient sorting

and disposal of waste to maximise recycling opportunities.

### Windows to retail tenancies

Window sills to retail tenancies should be within 100 - 300 millimetres above the corresponding footpath level. Floor levels behind the windows can be higher than this on sloping footpaths.

Use of reflective glass in windows is not appropriate.

### (c) Upper level detail

The upper level elements of buildings must incorporate appropriate elements such as overhangs and sun shading to detail the top of the building against the skyline.

### Balconies

Covered balconies are encouraged in all locations to reflect a sub-tropical character and provide external spaces that can be used under a variety of weather conditions.

Balconies should overlook streets and public spaces providing surveillance and connection with the street.

In all locations, balconies must be appropriately located and/or screened to maximise privacy between buildings and/or to the public realm.

### Roof form

Roofs are to be appropriately designed to ensure plant and equipment is integrated with the overall roof design.

Varied roof forms, building heights and

massing of elements is encouraged.

### (d) Building arrangement

High rise buildings must have distinct lower, middle and upper sections so as to:

- maintain a strong relationship with the street by framing and activating the public realm and entrance spaces while reinforcing the street hierarchy
- deliver a variety of setbacks on the ground floor to create plazas, outdoor dining areas or open vistas
- create internal communal open spaces and courtyards in both residential and commercial developments

- reduce the visual bulk of the building

- provide roof forms that are more visible and accentuated so as to enliven the skyline of the Bowen Hills UDA.

Where residential uses are located above podiums, it is expected that the tower footprints will be smaller to provide roofspace for terraces, roof gardens etc.

### (e) Building frontages

Buildings in the UDA must contribute to an active and safe public realm.

Map 5 identifies the different frontages within the Bowen Hills UDA and describes their role for contributing to an active and safe public realm.

### Primary active frontages

Buildings on primary active frontages must:

- activate the street for extended hours

of the day and night by building up to or near the street edge, generally parallel to the street alignment and supporting a mix of uses

- be visually and physically permeable, containing many windows and entrances
- reinforce the priority of pedestrian by addressing the street, having strongly expressed pedestrian entrances, minimising the number and size of vehicle access points and using appropriate street treatments. If vehicle access points are unavoidable, they should be integrated into the building design to minimise their impact on the safety and amenity of the public realm
- contribute to comfort for pedestrians by delivering continuous awnings, providing shelter over footpaths
- incorporate car parking which is either located below ground level or not visible from the public realm
- provide opportunities to overlook the street, increase surveillance and reinforce the active frontage, particularly from upper floors.

### Secondary active frontages

Buildings on secondary active frontages need not be activated by retail and commercial uses but must:

- address the street and public realm, providing casual surveillance
- provide facades that contain well-detailed and articulated access points at frequent



intervals along pedestrian networks and do not include blank walls

- provide awnings located at key entry points.

#### *Other frontages*

Buildings on other frontages must:

- address the street and public realm but may have a wider variety of setbacks to allow for privacy to be maintained between streets and dwellings and cater for courtyards, balconies and deep planting areas

- locate basements, where possible, within building footprints and set back from street alignments to allow areas for deep planting

- emphasise entries through architectural and landscape treatment, pedestrian movement paths, awnings and height.

#### **Gateways and landmark buildings**

A number of gateways are identified within the Bowen Hills UDA. These gateways, as shown on Map 5, represent the main entry points and approaches to the Bowen Hills Heart and are located at:

- the intersection of O'Connell Terrace and Bowen Bridge Road
- the intersection of Hudd Street and Abbotsford Road and the southern entrance to the Bowen Hills Rail Station
- the intersection of Edmondstone Road and Abbotsford Road
- the intersection of Abbotsford Road,

- Montpelier Road, Campbell Street and Markwell Street

- the intersection of Brookes Street and St Pauls Terrace
- the southern side of the intersection of Brunswick Street and Gregory Terrace
- where the on and off ramps from Airport Link connect to Campbell Street.

These gateways are to be reinforced through landmark buildings.

Landmark buildings reinforce gateways within the UDA by providing visual cues that announce the arrival within, or approach to, the Bowen Hills Heart and contribute to the identification of Bowen Hills as a distinct destination. Landmark buildings should also:

- complete and frame vistas and views
- increase legibility and add to the sense of place
- provide a sense of scale at open spaces.

Landmark buildings may be created through a change of scale, materials and/or architectural treatment.

#### **Private open space**

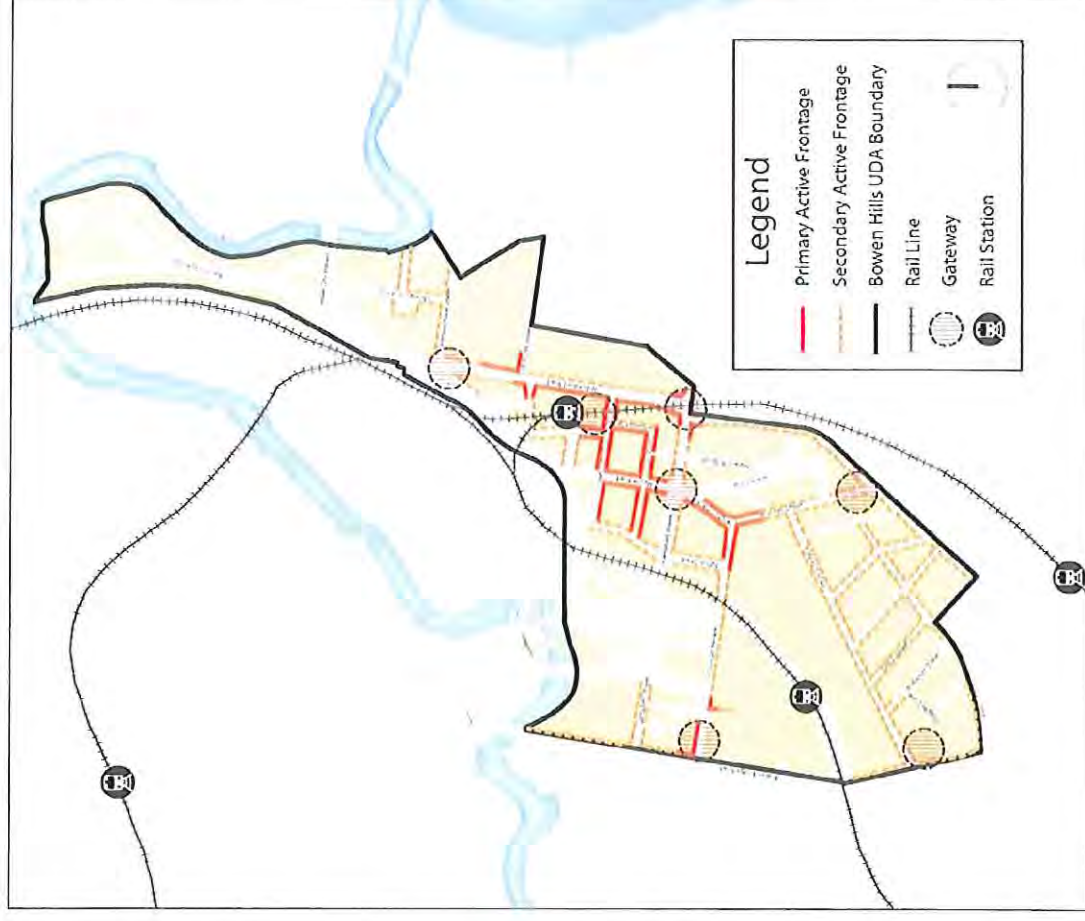
##### **(a) Common areas**

Common private open space must be

provided in all residential developments and:

- provide for a mixture of outdoor uses and activities
- be positioned for good solar orientation
- be landscaped appropriately for a subtropical environment

**Map 5: Frontages and gateways**





- minimise water use
- respect privacy of users and residents, including those on neighbouring properties.

### (b) Balconies and other private open space

All residential units must incorporate generous balconies or private open space, attached to major internal living areas and providing room for outdoor private activity and furnishings such as a table, chairs, planting, a BBQ and shade. Balconies should be sized proportionately to the unit size and must not be less than 9m<sup>2</sup> with a minimum dimension of three metres. However, it is considered desirable that 16m<sup>2</sup> of private open space or balcony be achieved for all dwelling units.

Balconies must be appropriately located and/or screened to maximise privacy between buildings and/or the public realm and to protect amenity from transport corridor impacts, without compromising CPTED principles.

Ground floor private open space must provide privacy but still allow overlooking of the street to promote casual surveillance. Fences should be no higher than 1500mm and are to be visually permeable.

### Lighting

External lighting should be designed to light up the building, particularly entrances and vegetated areas, without overspilling into other buildings or the sky.

External materials should not cause unreasonable glare.

### Accessibility, permeability and movement

In support of TOD principles, priority should be given to pedestrian, cycle and public transport modes, over private vehicle use. This priority applies both to movement within the UDA and to the UDA.

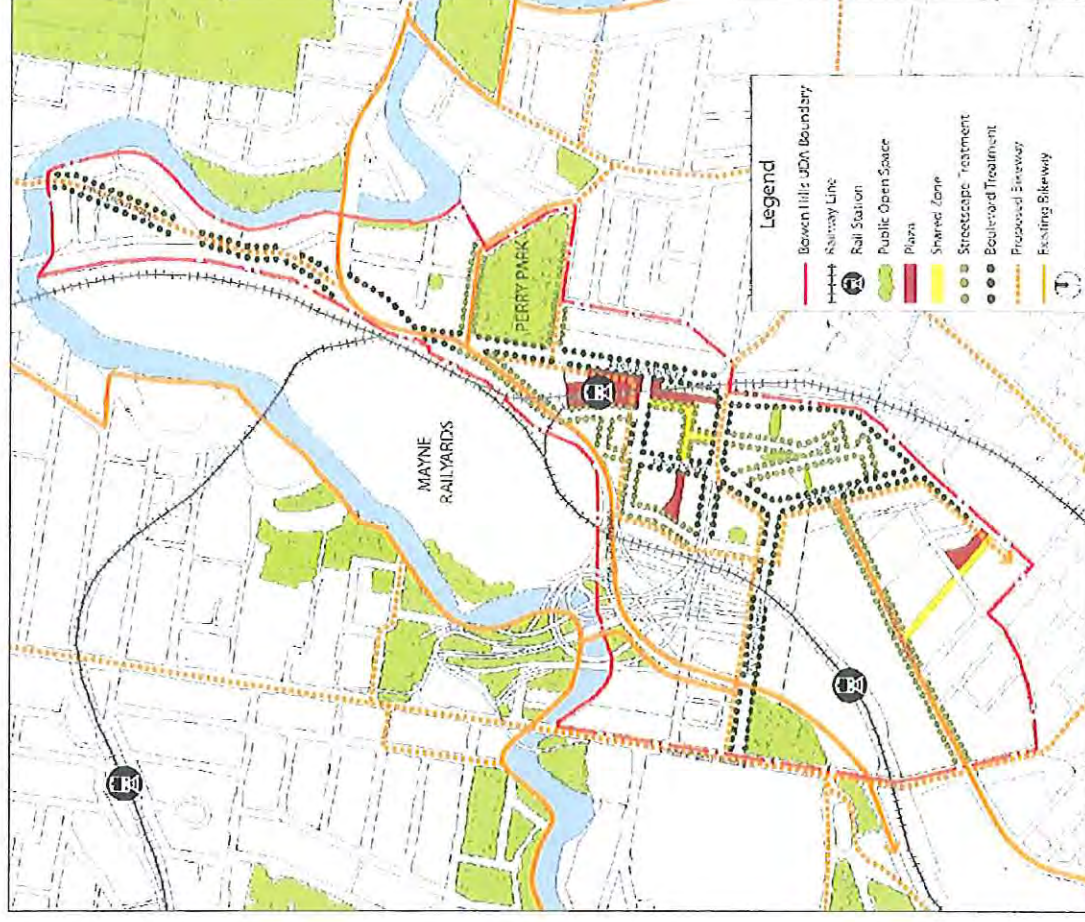
Map 6 details the public realm and movement networks proposed within the UDA and how they are intended to connect with the public realm and movement networks outside the UDA.

Development within the UDA must contribute to a network of pedestrian and cycle-safe roads and highly interconnected, attractive and efficient bikeways that give a choice of routes connecting major activity nodes with each other and also linking them to residential areas.

Development is to give high priority to connectivity, directness of route and facilities by:

- providing access to existing and proposed pedestrian and cycle networks
- prioritising pedestrian and cycle movements over vehicle movements.

Map 6: Public realm and movement networks





### 3.8 Transport, access, on-site parking and servicing

#### Transport Corridors

Development does not unreasonably constrain future provision of public transport infrastructure (including rail, light rail, road, busway and cycle infrastructure) and does not adversely impact on the function or operation of existing or future public transport corridors including rail, light rail or busway corridors.<sup>5</sup>

#### Car parking

On-site car parking areas, loading bays and service areas are either integrated within or under buildings and sleeved by active frontages, or are located away from the public realm behind buildings.

The use of large blank screens to mask loading areas is not appropriate.

Slope should be used to create basement or semi-basement parking areas.

Vehicle service areas, cross-overs and car parking must not detract from the character of active edges and the public realm.

<sup>5</sup> As the planning for the future provision of infrastructure is ongoing, the ULDA may obtain advice from any public sector entity responsible for the planning for or provision of the infrastructure as to whether the proposed development is likely to constrain the provision of future public transport infrastructure or adversely impact on the function or operation of any existing or proposed public transport corridors. The ULDA may have regard to any such advice in deciding the development application.

Development is required to provide on-site car parking in accordance with the rates set out in the precinct development criteria or sub-precinct development principles. Where a request is made to provide on-site car parking at a rate exceeding that prescribed for the precinct, the request must be accompanied by a strategy to maximise use of pedestrian, cycle and public transport opportunities over private vehicle use.

Where possible, underground car parking areas are to be naturally ventilated.

Ventilation grills and structures should be integrated into the building design, located away from the primary street facade and oriented away from windows of habitable rooms and private open space.

#### Circulation

Development is to support increased accessibility, permeability and movement for pedestrians and cyclists and appropriate movement by vehicles, including emergency vehicles.

Pedestrian and cycle way paths<sup>6</sup> and high quality cycling facilities are to be incorporated in all new roads within sub-precincts.

Development is to be designed to include safe and highly visible connections to pedestrian and cycle networks through building and landscape design elements and treatments.

#### End of trip facilities

End of trip facilities for pedestrians and cyclists are to be provided as part of development for non-residential purposes, including secure, undercover bicycle storage facilities, showers and lockers. Such facilities are to be provided to a standard consistent with AS2890.3.

Bicycle facility targets for apartments are:

- residents - to have secure space per dwelling according to AS2890.3
- visitors - to have secure space per 400m<sup>2</sup> according to AS2890.3.

Bicycle facility targets for sites other than apartments are:

- residents - to have secure space per 200m<sup>2</sup> net lettable area (NLA) according to AS2890.3
- visitors - to have secure space per 1000m<sup>2</sup> NLA according to AS2890.3.

<sup>6</sup> See for example Austroads - Guide to Traffic Engineering Practice Standards for Pedestrian and Cycle Pathways.



### 3.9 Environment

#### Safety and risk

Development adjacent to a rail corridor is to be designed to ameliorate the risks associated with proximity to a rail corridor (such as collisions with rolling stock or dangerous goods).

Development in operational airspace, as per Brisbane Airport Master Plan, must not cause a permanent or temporary obstruction or potential hazard to aircraft movements.

#### Contaminated land

Development must ensure that all land and groundwater will be fit for purpose.

Remediation will meet Environmental Protection Agency (EPA) guidelines for the assessment and management of contaminated land in Queensland.

#### Acid Sulfate Soils (ASS)

The following site works will trigger an ASS investigation:

- development areas below 5m Australian Height Datum (AHD) involving the disturbance of greater than 100m<sup>3</sup> of soil
- development areas below 5m AHD requiring the placement of greater than or equal to 500m<sup>3</sup> of fill material in layer of greater than or equal to 0.5m in average depth

- development areas between 5m AHD and 20m AHD requiring the disturbance of greater than or equal to 100m<sup>3</sup> of soil below 5m AHD.

Acid sulfate soils will be treated in accordance with current best practice in Queensland<sup>7</sup>.

#### General noise requirements

The design, siting and layout of development must address noise impacts and where necessary incorporate appropriate noise mitigation measures.

Development is to achieve acceptable noise levels for noise sensitive uses in affected areas<sup>8</sup>.

Where determined necessary by the ULDA, an acoustic report will be required to evaluate and address potential noise impacts and recommend appropriate noise mitigation measures.

#### General air quality

Development must:

- limit exposure and risk associated with pollutants that could have a potentially adverse affect on human health
- be in accordance with best practice air quality guidelines and standards<sup>9</sup>.

<sup>7</sup> Consideration should be given to State Planning Policy (SPP) 2/02 Planning and Management Involving Acid Sulfate Soils and the Queensland Acid Sulfate Soils Technical Manual.

<sup>8</sup> Refer to the *Environmental Protection (Noise) Policy 2008*.

<sup>9</sup> Refer to Brisbane City Council's Air Quality Planning Scheme Policy and the Queensland EPA Guidelines on Odour Impact Assessment from Developments.

#### Water management

Development is to demonstrate, to the greatest extent possible, current best practice Water Sensitive Urban Design (WSUD) and Integrated Water Cycle Management (IWCM) principles for Australia.

#### Biodiversity and habitat

Development must not adversely affect significant vegetation.

Development is to be set back a minimum of 10 metres from the high water mark, except where stated otherwise in a precinct or sub-precinct.

#### Energy efficiency

Development must promote energy efficiency by encouraging:

- alternative energy supply through the use of renewable energy sources
- passive thermal design of buildings
- energy efficient plant and equipment
- use of natural light and energy efficient lighting.

#### Lifecycle costs and materials

Development is to incorporate sustainable features and smart design to reduce construction and operating costs.

Development is to encourage the efficient use of resources and waste minimisation.

At the time of construction, conduits for future electricity cables are to be installed within all new roads, road widenings and upgrades.

### 3.10 Lot design

Lots must have an appropriate area and dimension for the siting and construction of the buildings, the provision of outdoor space, the relationship to adjoining development and public realm, safe and convenient convenient vehicle access, servicing and parking.

Lot frontages must address streets and civic and open space. This is to facilitate personal and property security, surveillance of footpaths and public open space and to deter crime and vandalism.

Lot sizes and dimensions must enable buildings to be sited to:

- protect natural and cultural features, including significant vegetation and heritage places identified in Map 4
- address site constraints including slope, soil erosion, flooding and drainage<sup>10</sup>
- retain special features such as trees
- ensure that lots are not subject to unreasonable risk, hazard, noise impacts or air quality impacts
- ensure reasonable buffers between existing or potential incompatible land uses
- maximise solar orientation benefits to assist energy rating targets.

<sup>10</sup> Having regard to State Planning Policy 1/03: Mitigating the adverse impacts of Flood, Bushfire and Landslide.

### 3.0 Land Use Plan: Precincts

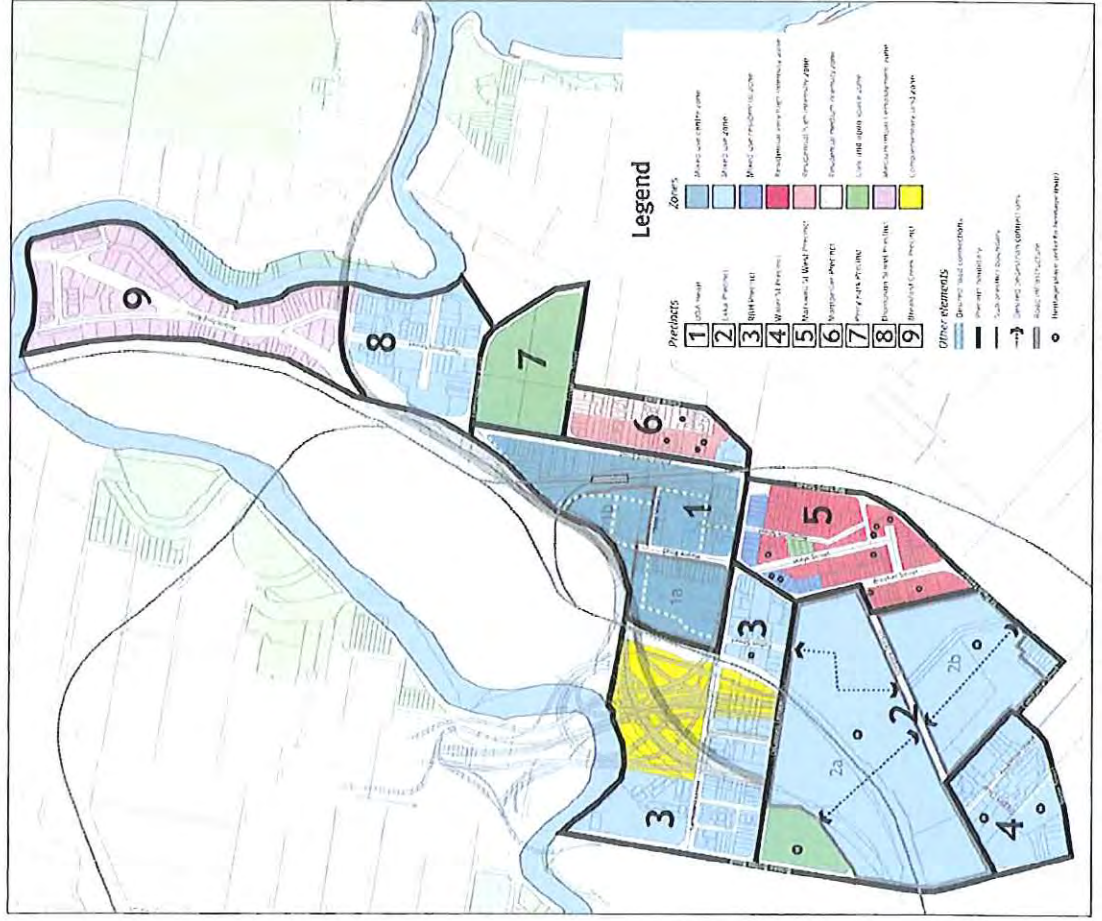
#### Introduction

The Bowen Hills UDA is divided into nine precincts and four (4) sub-precincts. Land within the UDA is also allocated a zone.

The location and boundaries of the precincts and sub-precincts are shown on Map 7: Zoning and precinct plan.

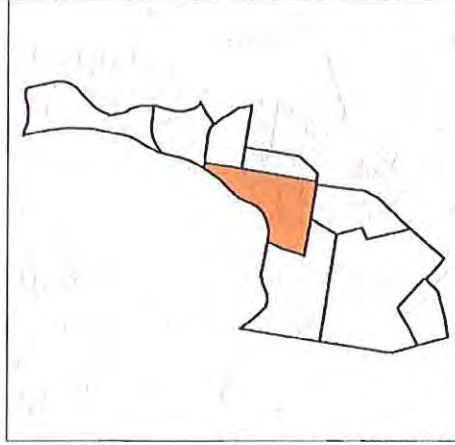
The zones are explained in detail in section 3.3 of the land use plan.

Map 7: Zoning and precinct plan





### Precinct 1: Bowen Hills Heart



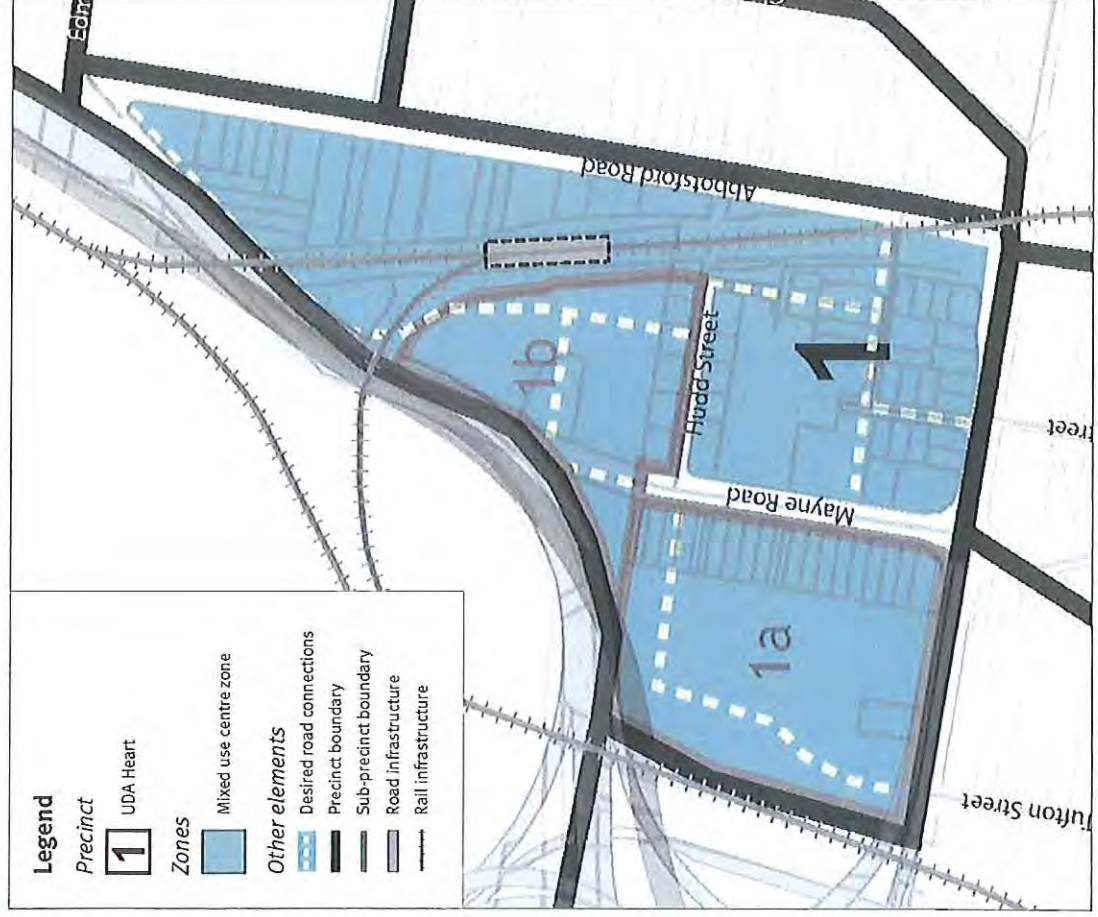
#### Precinct intent

Precinct 1 is the symbolic 'heart' of Bowen Hills. It will be a vibrant centre containing the highest intensity and greatest concentration of retail, commercial and residential activities. It will have a city centre character with streets lined by taller buildings close to the street alignment.

Development will address streets and public spaces and deliver retail and other uses such as cafes and restaurants at ground level. This will contribute to an active public realm both day and night.

Public spaces will provide the centre with opportunities to play and display. These spaces are clustered around the important gateway formed at the corner of Hudd Street and Abbotsford Road, where a number of taller

Map 8: Precinct 1



buildings provide a landmark for the gateway and frame long distance views north and south.

The precinct will accommodate a new local road network and deliver new pedestrian routes through both civic spaces and along urban streets.

Hudd Street and Mayne Road will form major activity spines and become the focus of retail shopping and social life. Small-scale shops, food premises and businesses will line these streets and help to activate the precinct day and night.

Rail and bus services will access the area and provide an intermodal transport interchange.

Within this precinct walking and cycling movements will be given priority over private vehicle movements.

Buildings will span across the railway corridor creating opportunities for additional development, public plazas and a new access to Bowen Hills Railway Station.

A major new civic plaza to the south of the intersection of Hudd Street and Abbotsford Road will deliver a multi-purpose community and cultural hub providing space for social interaction, community and group activities, information, art and cultural activities and events.

Precinct 1 will demonstrate the principle of transit oriented development and enable reduced rates of on-site car parking.



While the precinct is being established and the Bowen Hills Railway Station is being upgraded, a strategy will be implemented that responds to market demand by providing additional car parking for the precinct in the short term.

#### Precinct outcomes

- Buildings within the precinct will deliver transit oriented development outcomes by accommodating significant scale and incorporating a mix of commercial, residential and civic functions focused on the Bowen Hills Railway Station and new bus facility.
- Development will deliver continuous active street edges which have a strong relationship with the street and incorporate high quality design based on sub-tropical design principles.
- Hudd Street will be widened on the southern alignment, extended through to Abbotsford Road and developed as a new 'main street'. It will become one of the most important public streets within Bowen Hills due to its proximity to the Bowen Hills Railway Station and new bus facility and the range and intensity of the adjacent uses. It will be an attractive tree lined avenue with generous footpaths to optimise the area available for commercial and pedestrian activity to spill out into the street.
- Hudd Street will accommodate four lanes of vehicle traffic with two way vehicle movement, a cycle way with median buffer, on-street parking outside of peak traffic

periods and bio-retention planting areas.

- Jamieson and Edgar Streets will be realigned and remodelled to create an attractive and pedestrian friendly space through which vehicles are likely to pass but where vehicle speeds will be kept low. A road surface that is flush with the adjacent pavements allows for the seamless flow of pedestrians across the street and the inclusion of trees in tree pits maximises the volume of street area available for outdoor commercial use and pedestrian enjoyment.
- Edgar Street will be extended through to Mayne Road.
- Development will address Abbotsford Road and the residential area to the east and enhance the awareness and attractiveness of, and pedestrian and cycle access to, Bowen Hills Railway Station and the new bus facility.
- The design of the new civic plaza will need to consider noise impacts from Campbell Street and Abbotsford Road and the rail corridor, as well as minimise noise impacts from the plaza on surrounding residents and businesses. Buildings in proximity to the plaza will need to be designed to minimise exposure to noise from the space.
- Development within, over or under an existing or future rail station or rail corridor must protect the station and corridor's function and operation.
- Development within the precinct is to integrate the existing and proposed

public transport facilities with transit supportive land uses and be linked by continuous, safe and secure pedestrian and cyclist pathways.

#### Preferred land uses

The preferred land uses for the Bowen Hills Heart are:

- child care centre
- community facility
- educational establishment
- food premises - where located at ground level and not exceeding 250m<sup>2</sup> of GFA per tenancy
- home based business
- indoor sport, recreation and entertainment
- market
- medical centre
- multiple residential
- office
- other residential
- service industry - not exceeding 250m<sup>2</sup> of GFA per tenancy
- shop - where located at ground level and not exceeding 250m<sup>2</sup> of GFA per tenancy
- visitor accommodation.

#### Sub-precinct 1a

##### Sub-precinct 1a - principles

- Sub-precinct 1a is intended to accommodate a range of activities including office development, a sub-regional shopping centre, residential towers and new civic/public open space.
- Development within the precinct is to contribute to improved permeability and support enhancement of the local road network.
- Development of this large site is to result in a collection of buildings and a series of intimate civic spaces, rather than a single complex.
- Residential development within the precinct is to be located and designed to minimise impacts from surrounding uses and infrastructure and deliver and maintain reasonable levels of amenity.
- Given the uses intended for this sub-precinct, car parking rates are expected to be slightly higher than those elsewhere in the precinct. However, development within the sub-precinct must still be designed to maximise access to public transport and deliver pedestrian friendly street environments.

##### Sub-precinct 1a - outcomes

- Sub-precinct 1a is to deliver the necessary large floor plate retail uses such as supermarkets, department and discount department stores for residents, the workforce and visitors to the UDA.

- | Sub-precinct 1a - preferred land uses  | Development is to provide for a new road through the site linking Hudd Street and Mayne Road through to O'Connell Terrace, via Tufton Street. This road will be the principal means of access into the Bowen Hills Heart from the area south of Campbell Street and will need to accommodate four lanes of vehicle traffic and two way vehicle movement with a dedicated cycle way, enhanced pedestrian footpath widths and on-street parking outside of peak traffic periods.   | On the site's western boundary, development may need to be setback from the existing rail corridor to protect future rail requirements.        | Building heights in the sub-precinct are expected to range from 12 - 18 storeys.        | Footprints for residential towers are to be no greater than 1,200m <sup>2</sup> .      | Commercial and residential buildings need to incorporate awnings over entries.        | Car parking should be delivered within the building footprint or under streets as needed.        |
|--|--|--|---|--|---|--|
| <p>The preferred retail floor space mix within the sub-precinct is two full-line supermarkets, a discount department store, a department store, several mini-majors, food court and other food and non-food specialty floor space.</p> <p>Large floor plate retail is to be sleeved by small-scale (i.e. less than 250m<sup>2</sup>) shops, food premises and business to ensure activity and visual interest on streets and to civic and public open spaces.</p> <p>The sub-precinct must accommodate a 1.6 metre widening of Mayne Road which will provide for four lanes of vehicular traffic, two-way vehicle movement, a shared street and a cycle way with on-street parking allowed outside of peak traffic periods.</p> <p>Mayne Road will also deliver generous footpaths with planting in space saving tree pits to ensure that every opportunity for commercial and pedestrian activity to spill out into the street is maximised.</p> <p>Development is to contribute to the establishment of Mayne Road as a main activity spine, activated at the ground floor level by small-scale businesses and shop tenancies that encourage visual interest (e.g. galleries) and provide a high level of pedestrian and cycle access and connectivity to adjoining areas.</p> | <p>Development is to provide for a new road through the site linking Hudd Street and Mayne Road through to O'Connell Terrace, via Tufton Street. This road will be the principal means of access into the Bowen Hills Heart from the area south of Campbell Street and will need to accommodate four lanes of vehicle traffic and two way vehicle movement with a dedicated cycle way, enhanced pedestrian footpath widths and on-street parking outside of peak traffic periods.</p> <p>On the site's western boundary, development may need to be setback from the existing rail corridor to protect future rail requirements.</p> <p>Building heights in the sub-precinct are expected to range from 12 - 18 storeys.</p> <p>Footprints for residential towers are to be no greater than 1,200m<sup>2</sup>.</p> <p>Commercial and residential buildings need to incorporate awnings over entries.</p> <p>Car parking should be delivered within the building footprint or under streets as needed.</p> | <p>On the site's western boundary, development may need to be setback from the existing rail corridor to protect future rail requirements.</p> | <p>Building heights in the sub-precinct are expected to range from 12 - 18 storeys.</p> | <p>Footprints for residential towers are to be no greater than 1,200m<sup>2</sup>.</p> | <p>Commercial and residential buildings need to incorporate awnings over entries.</p> | <p>Car parking should be delivered within the building footprint or under streets as needed.</p> |
| <p>The preferred retail floor space mix within the sub-precinct is two full-line supermarkets, a discount department store, a department store, several mini-majors, food court and other food and non-food specialty floor space.</p> <p>Large floor plate retail is to be sleeved by small-scale (i.e. less than 250m<sup>2</sup>) shops, food premises and business to ensure activity and visual interest on streets and to civic and public open spaces.</p> <p>The sub-precinct must accommodate a 1.6 metre widening of Mayne Road which will provide for four lanes of vehicular traffic, two-way vehicle movement, a shared street and a cycle way with on-street parking allowed outside of peak traffic periods.</p> <p>Mayne Road will also deliver generous footpaths with planting in space saving tree pits to ensure that every opportunity for commercial and pedestrian activity to spill out into the street is maximised.</p> <p>Development is to contribute to the establishment of Mayne Road as a main activity spine, activated at the ground floor level by small-scale businesses and shop tenancies that encourage visual interest (e.g. galleries) and provide a high level of pedestrian and cycle access and connectivity to adjoining areas.</p> | <p>Development is to provide for a new road through the site linking Hudd Street and Mayne Road through to O'Connell Terrace, via Tufton Street. This road will be the principal means of access into the Bowen Hills Heart from the area south of Campbell Street and will need to accommodate four lanes of vehicle traffic and two way vehicle movement with a dedicated cycle way, enhanced pedestrian footpath widths and on-street parking outside of peak traffic periods.</p> <p>On the site's western boundary, development may need to be setback from the existing rail corridor to protect future rail requirements.</p> <p>Building heights in the sub-precinct are expected to range from 12 - 18 storeys.</p> <p>Footprints for residential towers are to be no greater than 1,200m<sup>2</sup>.</p> <p>Commercial and residential buildings need to incorporate awnings over entries.</p> <p>Car parking should be delivered within the building footprint or under streets as needed.</p> | <p>On the site's western boundary, development may need to be setback from the existing rail corridor to protect future rail requirements.</p> | <p>Building heights in the sub-precinct are expected to range from 12 - 18 storeys.</p> | <p>Footprints for residential towers are to be no greater than 1,200m<sup>2</sup>.</p> | <p>Commercial and residential buildings need to incorporate awnings over entries.</p> | <p>Car parking should be delivered within the building footprint or under streets as needed.</p> |



### Sub-precinct 1b

#### *Sub-precinct 1b - principles*

- Sub-precinct 1b is to be developed as a mixed-use development with a significant employment focus.
- To ensure vibrancy, extended daytime and night-time activity and enable development to deliver the densities to support public transport, a residential component to the mixed-use development is required.
- The integration of residential and non-residential uses will require careful location and design to deliver and maintain reasonable levels of amenity.
- Development within the precinct must contribute to improved permeability and support enhancement of the local road network.

#### *Sub-precinct 1b - outcomes*

- Development must provide for a new local street through the site linking Abbotsford Road at Edmondstone Street through to Hudd Street and a new bus facility.
- The new bus facility is contemplated in the vicinity of Hudd Street and the southern access to Bowen Hills Railway Station to facilitate convenient rail/bus interchange.
- The new bus facility must be designed to accommodate access by bus only, provide for four lanes of bus traffic and two way bus movement, be fenced on

- curbs to stop unsafe pedestrian crossing and provide covered pedestrian areas with seating and informational signage.
- The bus facility must demonstrate best practice Crime Prevention Through Environmental Design (CPTED) principles. For example the frontages should be activated for pedestrians by incorporating retail, restaurants/cafes and other pedestrian-activating uses (such as banks, community facilities) on the ground floor level.
- Development of this sub-precinct must result in a collection of diverse buildings and civic spaces with a strong urban character.

- Development within the sub-precinct must contribute to the development of Hudd Street as a 'main street'.

- Hudd Street and the frontage to the transit facility must be activated for pedestrians by incorporating retail, restaurants/cafes and other pedestrian-activating uses (e.g. banks, community facilities, galleries) on the ground floor level.

#### *Sub-precinct 1b - preferred land uses*

The preferred uses in sub-precinct 1b are:

- child care centre
- community facility
- educational establishment
- food premises - where located at ground level and not exceeding 250m<sup>2</sup> of GFA per tenancy
- home based business

- indoor sport, recreation and entertainment

- medical centre

- multiple residential

- office

- other residential

- service industry -not exceeding 250m<sup>2</sup> of GFA per tenancy

- shop - where located at ground level and not exceeding 250m<sup>2</sup> of GFA per tenancy

- visitor accommodation.

Precinct 1: Bowen Hills Heart - level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 - UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
All development specified in Schedule 1. Material change of use for: <ul style="list-style-type: none"> <li>sales office and display home</li> <li>home based business.</li> </ul>	Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i> .  Material change of use for a "preferred land use" where not involving building work and complying with the applicable <sup>1</sup> car parking ratios.  Operational work in accordance with the agreed standards as stated in a UDA development approval.	All development (other than development specified in Column 3b) carried out in a heritage place as identified in Map 4.  All development (other than development specified in Column 1, Column 2 or Column 3b) carried out on premises adjoining a heritage place as identified in Map 4.  All other development not specified in Column 1, Column 2 or Column 3B.	All development within a sub-precinct unless: <ul style="list-style-type: none"> <li>in accordance with an approved sub-precinct plan, or</li> <li>where in the opinion of the ULDA, a sub-precinct plan is not required as the development will not compromise the principles and outcomes of the sub-precinct and will not unreasonably prejudice the opportunities for the development of the remaining area in the sub-precinct.</li> </ul>
			Material change of use for: <ul style="list-style-type: none"> <li>extractive industry</li> <li>general industry</li> <li>heavy industry</li> <li>house, or</li> <li>relocatable home and caravan park.</li> </ul>

<sup>1</sup> as required for the precinct or previously approved.

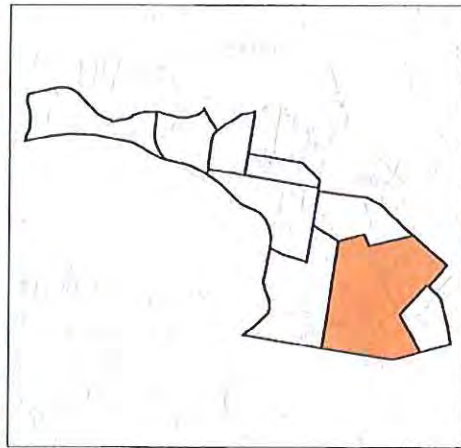


Precinct 1: Development intensity and built form requirements

		8.0
Maximum plot ratio		1,500m <sup>2</sup>
Minimum site area	Within sub-precinct 1a	Up to 18 storeys
Maximum building height	Elsewhere in the precinct	Up to 24 storeys ( <i>with potential for up to 30 storey landmark buildings</i> )
Maximum building bulk	Within sub-precinct 1a	1200m <sup>2</sup> footprints for residential towers
	Elsewhere in the precinct	2000m <sup>2</sup> footprints above level 6
Frontage setbacks	Ground level	0 - 6 metres with continuous awnings over footpaths
	Levels 2 - 6	0 - 3 metres
	Above level 6	0 - 6 metres

Minimum side boundary setbacks	Up to level 4	0 metres
	Levels 5 & 6	3 metres
	Level 7 and above	18 metres to adjacent towers
Minimum rear boundary setbacks	Up to level 4	0 metres
	Levels 5 & 6	9 metres
	Level 7 and above	18 metres to adjacent towers
Car parking configuration	Within sub-precinct 1a	Within building footprint or under streets as needed
	Elsewhere in the precinct	Within building footprint
	For residential	On average - 1 space per dwelling ( <i>including visitor parking</i> )
Car parking ratio		In sub-precinct 1a - a maximum of 1 space per 100m <sup>2</sup> of GFA
	For business	Elsewhere in the precinct - a maximum of 1 space per 200m <sup>2</sup> of GFA
	For shopping centre	A maximum of 1 space per 50m <sup>2</sup> of GFA
	For all other uses	A maximum of 1 space per 200m <sup>2</sup> of GFA

### Precinct 2: Ekka Precinct



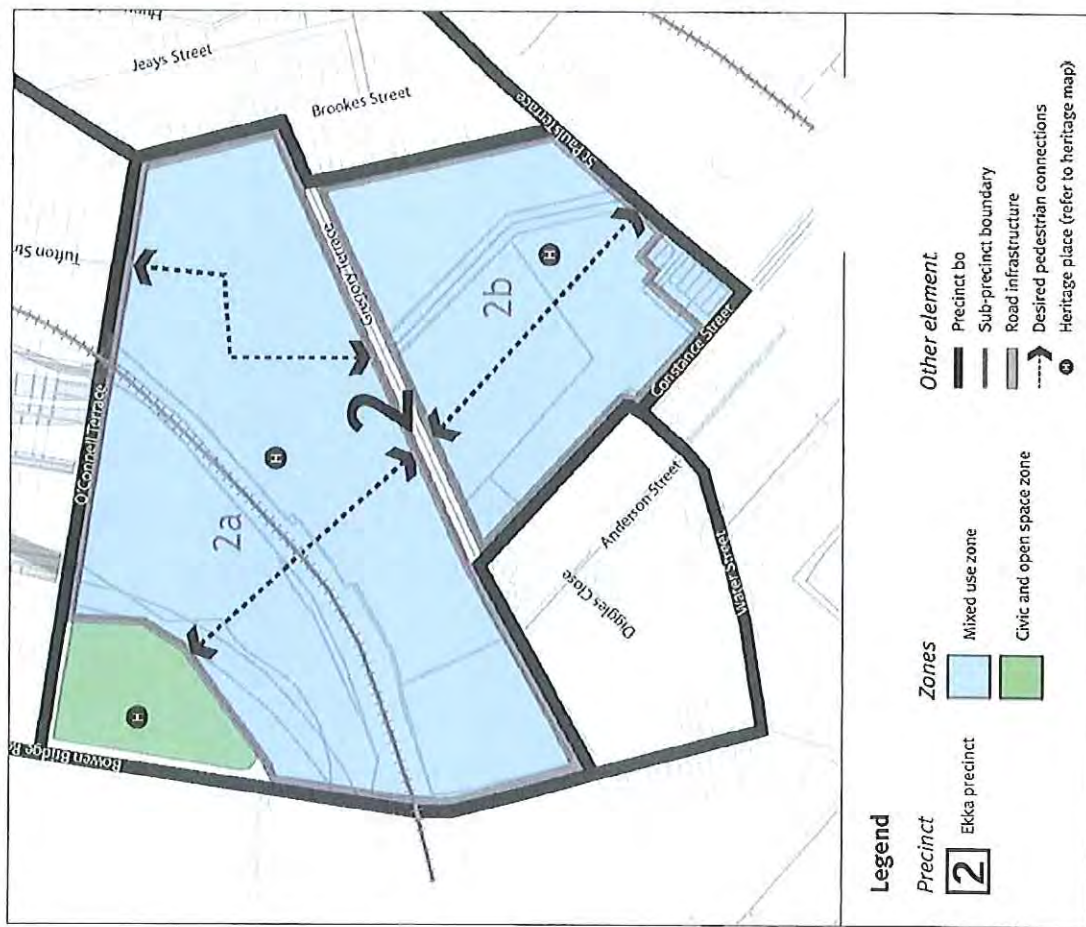
#### Precinct intent

The Ekka Precinct encompasses the RNA Showgrounds with its warehouse style show pavilions and exhibition show-ring as well as the former Queensland Museum, Bowen Park on the corner of O'Connell Terrace and Bowen Bridge Road and the Jubilee Hotel and adjacent restaurant.

A significant number of heritage properties exist within the precinct including the former Queensland Museum, early show pavilions, the exhibition show-ring grandstands and other RNA related infrastructure.

It is intended that a significant portion of the precinct will continue to accommodate the RNA Showgrounds and the associated showground activities. While continuing to be a venue for major events, it is acknowledged that the RNA

Map 9: Precinct 2



Map 9(A): Precinct 2 BUILDING HEIGHTS





### 3.0 Land Use Plan: *Excerpts*

Showgrounds will benefit from a program of redevelopment and renewal that will see extensive mixed use activities established.	Precinct outcomes	Precinct land uses	
<p>Redevelopment on the site is intended to act as a connector between the Royal Brisbane and Women's Hospital (RBWH) and the UDA Heart, and the RBWH and Fortitude Valley.</p> <p>Redevelopment will also help to activate the showground year round and contribute to the creation of vibrant precincts that have a positive interface with and enliven perimeter streets.</p> <p>Bowen Park is to be retained as a key open space area.</p> <p>A new pedestrian link is contemplated between the RBWH, the hospital busway station, O'Connell Terrace and Bowen Park. This precinct contains the Jubilee Hotel and is adjacent to Fortitude Valley both of which are recognised as important entertainment hubs. New development within this precinct must balance the needs of these hubs as entertainment and live music venues with the needs of new residents and other commercial operators.</p>	<ul style="list-style-type: none"> <li>Development will need to take account of the precinct's heritage character.</li> <li>Development adjoining Bowen Park must respect the park's high heritage value and enhance its amenity and safety.</li> <li>To improve safety within and around Bowen Park, development adjoining the park must overlook the area providing activation and surveillance and promoting pedestrian movement along this edge.</li> <li>Pedestrian and cycle connectivity through the showgrounds is required to enhance the permeability of the precinct.</li> <li>Development around the Jubilee Hotel and adjacent to Fortitude Valley must be located and designed to deliver and maintain reasonable levels of amenity. In particular, new residential development must incorporate high levels of noise insulation to reduce the transmission of low frequency bass noise into bedrooms.</li> <li>Development within 200 metres of the Clem Jones Tunnel north ventilation outlet and above RL+4.5m AHD must be designed and oriented to: <ul style="list-style-type: none"> <li>avoid unreasonable impacts on the performance of the ventilation outlet</li> <li>mitigate potential air quality impacts on occupants resulting from the ventilation outputs.</li> </ul> </li> </ul>	<p>The preferred uses in the EKKA Precinct are:</p> <ul style="list-style-type: none"> <li>food premises - where located at ground level and not exceeding 250m<sup>2</sup> of GFA per tenancy</li> <li>home based business</li> <li>indoor sport, recreation and entertainment</li> <li>multiple residential</li> <li>office</li> <li>other residential</li> <li>service industry not exceeding 250m<sup>2</sup> of GFA per tenancy</li> <li>shop - where located at ground level and not exceeding 250m<sup>2</sup> of GFA per tenancy</li> <li>visitor accommodation.</li> </ul> <p><b>Sub-precinct 2a</b></p> <p><i>Sub-precinct 2a - Principles</i></p> <ul style="list-style-type: none"> <li>While continuing to accommodate the RNA Showgrounds and the associated showground activities, sub-precinct 2a is also intended to incorporate new business development addressing O'Connell Terrace and Bowen Park.</li> <li>The sub-precinct offers significant opportunity for growth of the hospital, educational and research sectors and medical / allied health services along O'Connell Terrace. Hotel or short-term accommodation uses would also be permitted within this precinct to enliven and provide passive surveillance of O'Connell Terrace.</li> </ul>	<ul style="list-style-type: none"> <li>O'Connell Terrace is the important east-west bus connection in the UDA and the only pedestrian route between Bowen Hills Railway Station and the RBWH.</li> <li>Small-scale shops, fast food outlets and businesses will serve the needs of the local workforce and visitors to the area and activate O'Connell Terrace. A regional or sub-regional shopping centre would not be supported in the sub-precinct.</li> </ul> <p><i>Sub-precinct 2a - Outcomes</i></p> <ul style="list-style-type: none"> <li>A 0.4 - 4.4 metre road widening is required along the southern alignment of O'Connell Terrace.</li> <li>Development along O'Connell Terrace must include uses and streetscape treatment that facilitate pedestrian and cyclist amenity and safety.</li> <li>Buildings along O'Connell Terrace must be built to their front alignments to define streets and public places.</li> <li>Building facades must contain well-detailed and articulated access points.</li> <li>It is expected that the existing Industrial Pavilion will be replaced with a new exhibition centre, with a hotel constructed on top of the new building.</li> <li>The existing walls along Gregory Terrace must be retained.</li> <li>Development must create a positive visual and functional relationship with the adjoining Old Queenstand Museum site.</li> <li>Any development adjoining Bowen Park</li> </ul>

must respect the park's high heritage value and enhance its amenity and safety by improving its physical and visual links with adjoining sites and their uses.

- Development within this precinct should provide 10 metre wide active transport corridors through the precinct from Gregory Terrace to O'Connell Terrace, from Bowen Park to O'Connell Terrace and from O'Connell Terrace to Bowen Bridge Road.

- Development may need to be setback from the existing rail corridor to protect future rail requirements and an extension of bus services to Fortitude Valley.

## Sub-precinct 2a - preferred land uses

The preferred uses in sub-precinct 2a are-

- educational establishment
- food premises - where located at ground level and not exceeding 250m<sup>2</sup> of GFA per tenancy
- home based business
- hospital
- multiple residential
- office
- other residential
- research and technology facility
- service industry
- shop - where located at ground level and not exceeding 250m<sup>2</sup> of GFA per tenancy
- service industry
- RNA show activities
- visitor accommodation.

## Sub-precinct 2b

### Sub-precinct 2b - principles

- While continuing to accommodate the RNA Showgrounds and the associated showground activities, sub-precinct 2b is also intended to be developed for residential and commercial development.
- There is opportunity within the sub-precinct for local convenience retail (approximately 5,000 - 7,000m<sup>2</sup> of floor space) and small-scale shops, fast food premises and business. A regional or sub-regional shopping centre would not be supported in the sub-precinct.
- Consideration of other non-core retail uses such as retail showrooms and fresh produce markets would be considered within this sub-precinct.

### Sub-precinct 2b - outcomes

- Development in the precinct must maintain the presence, legibility and sense of entry to the Showgrounds.
- Development along Exhibition Street must address both Exhibition Street and the Showgrounds, enhance the local streetscape and take into consideration views which can be gained from surrounding sites and buildings.
- Development along St Pauls Terrace must address St Pauls Terrace and the Showgrounds and take into consideration views which can be gained from surrounding sites and buildings.

- Development within this precinct should provide a 10 metre wide active transport corridor from Gregory Terrace through to the Green Square development and on to Fortitude Valley.

### Sub-precinct 2b - preferred land uses

The preferred uses in sub-precinct 2b are:

- child care centre
- educational establishment
- food premises - where located at ground level and not exceeding 250m<sup>2</sup> of GFA per tenancy
- home based business
- market
- multiple residential
- office
- other residential
- shop - where located at ground level and not exceeding 250m<sup>2</sup> of GFA per tenancy
- shopping centre - not exceeding 7,000m<sup>2</sup> of floor space
- RNA show activities
- visitor accommodation.

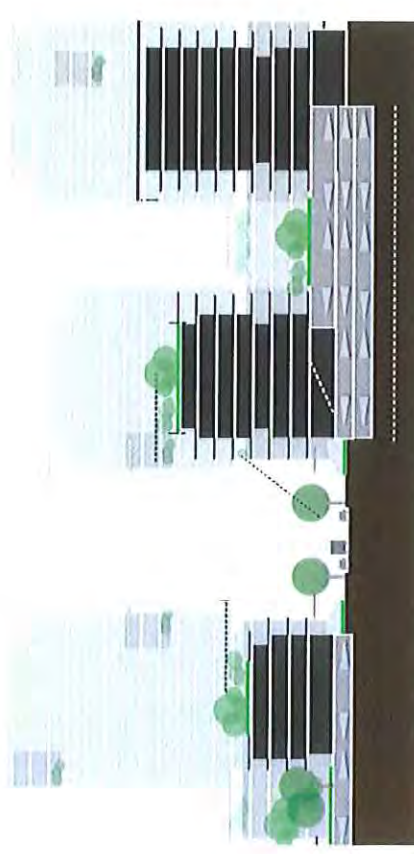


Precinct 2: EKKA Precinct - level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 - UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
<p>All development specified in Schedule 1.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> <li>sales office and display home</li> <li>home based business.</li> </ul>	<p>Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i>.</p> <p>Material change of use for a "preferred land use" where not involving building work and complying with the applicable<sup>1</sup> car parking ratios.</p> <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>All development (other than development specified in Column 1, Column 2 or Column 3b) carried out in a heritage place as identified in Map 4.</p> <p>All development (other than development specified in Column 1, Column 2 or Column 3b) carried out on premises adjoining a heritage place as identified in Map 4.</p> <p>All other development not specified in Column 1, Column 2 or Column 3B.</p>	<p>All development within a sub-precinct unless:</p> <ul style="list-style-type: none"> <li>in accordance with an approved sub-precinct plan, or</li> <li>where in the opinion of the ULDA, a sub-precinct plan is not required as the development will not compromise the principles and outcomes of the sub-precinct and will not unreasonably prejudice the opportunities for the development of the remaining area in the sub-precinct.</li> </ul> <p>Material change of use for:</p> <ul style="list-style-type: none"> <li>extractive industry</li> <li>general industry</li> <li>heavy industry</li> <li>house, or</li> <li>relocatable home and caravan park.</li> </ul>

<sup>1</sup> as required for the precinct or previously approved.

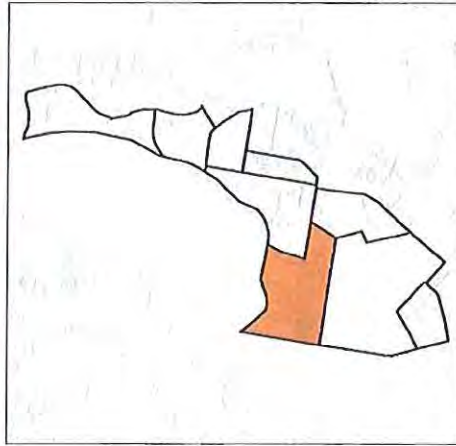
### Precinct 2: Development intensity and built form requirements

		4.0
Maximum plot ratio		AS PER MAP 9(A)
Maximum building height		0 - 3 metres with continuous awnings over footpaths
Frontage setbacks	Ground level	0 - 3 metres
	Levels 2 - 6	0 - 6 metres
	Above level 6	3 metres
Minimum side boundary setbacks	Up to level 4	3 metres
	Levels 5 & 6	18 metres to adjacent towers
	Level 7 and above	

Minimum rear boundary setbacks	Up to level 4	6 metres
	Levels 5 & 6	9 metres
	Above level 6	18 metres to adjacent towers
Setbacks to Breakfast Creek	10 metres from high water mark	
Car parking configuration	Integrated within development in basements and at the rear if street facing uses	
Car parking ratios	For business and shop	A maximum of 1 space per 100m <sup>2</sup> of floor space
	For shopping centre and market	A maximum of 1 space per 50m <sup>2</sup> of floor space
	For residential	On average - 1 space per dwelling (including visitor parking)
	For all other uses	as per the planning scheme for the local government for the area



### Precinct 3: RBH Precinct



#### Precinct intent

The intent of the RBH Precinct is to provide a mixture of residential and commercial development while delivering a range of hospital support activities including short stay and step-down accommodation, medical research and other specialist medical services.

The precinct forms the beginning of a gateway for both the hospital from the north and the Bowen Hills Heart from the west.

A new cycle way is proposed along Campbell Street, linking with the RBWH busway station.

The RBWH has indicated a desire to deliver a multi-level car park in the precinct, providing for staff and visitors to the hospital.

**Bowen Hills Urban Development Area Development Scheme**  
Effective 3 July 2009

Map 10: Precinct 3



The ULDA will consider a development application for such a use where the application is accompanied by a strategy to maximise use of pedestrian cycle and public transport opportunities over private vehicle use.

#### Precinct outcomes

- Residential development must deliver and maintain reasonable levels of noise amenity and air quality while accommodating the principles of sub-tropical design.
- Built form and landscape treatment on the corner of O'Connell Terrace and Bowen Bridge Road are to reinforce the precinct's role as the western gateway to the Bowen Hills Heart.
- Commercial and residential buildings need to incorporate awnings over entries.
- Car parking that is ancillary to a use should be delivered within the building footprint or under streets as needed.
- Car parking must be sleeved by uses which activate streets.
- Buildings along Bowen Bridge Road and O'Connell Terrace are to be built to their front alignments to define streets and public places. Facades are to contain well-detailed and articulated access points and awnings are to be located at key entry points.

- Land around and above the Inner City By-pass, the Clem Jones Tunnel and Airport Link will cater for a range of activities and facilities for recreational and community purposes including pedestrian and cycle paths, landscaped areas and incidental open space.
- Development within 200 metres of the Clem Jones Tunnel north ventilation outlet and above RL+45m AHD must be designed and oriented to:
  - avoid unreasonable impacts on the performance of the ventilation outlet
  - mitigate potential air quality impacts on occupants resulting from the ventilation outputs.

### Preferred land uses


- child care centre
- educational establishment
- hospital
- food premises
- indoor sport, recreation and entertainment
- medical centre
- multiple residential
- office
- other residential
- research and technology facility shop - where located at ground level and not exceeding 250m<sup>2</sup> of GFA per tenancy
- service industry
- visitor accommodation.



Precinct 3: RBH Precinct - level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
<p>All development specified in Schedule 1.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> <li>○ sales office and display home</li> <li>○ home based business.</li> </ul>	<p>Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i>.</p> <p>Material change of use for a "preferred land use" where not involving building work and complying with the applicable<sup>1</sup> car parking ratios.</p> <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>All development (other than development specified in Column 3b) carried out in a heritage place as identified in Map 4.</p> <p>All development (other than development specified in Column 1, Column 2 or Column 3b) carried out on premises adjoining a heritage place as identified in Map 4.</p> <p>All other development not specified in Column 1, Column 2 or Column 3B.</p>	<p>Material change of use for:</p> <ul style="list-style-type: none"> <li>○ extractive industry</li> <li>○ general industry</li> <li>○ heavy industry, or</li> <li>○ house.</li> </ul>
1 as required for the precinct or previously approved.			

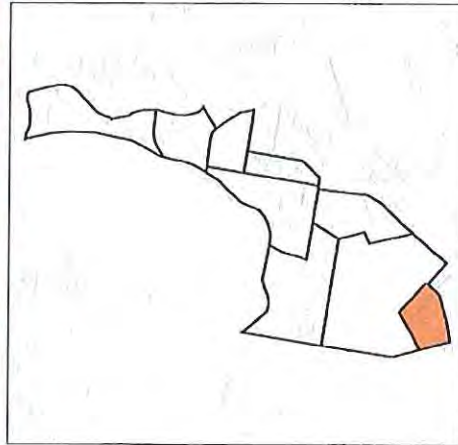
Precinct 3: Development intensity and built form requirements

		3.5
Maximum plot ratio		8 storeys (with potential for up to 12 storey landmark buildings)
Maximum building height		0 - 3 metres with continuous awnings to the front of non-residential buildings
Frontage setbacks	Ground level	0 - 3 metres
	Levels 2 - 6	3 - 6 metres
	Above level 6	0 metres
Minimum side boundary setbacks	Up to level - 4	3 metres
	Levels 5 & 6	6 metres
	Level 7 and above	

Minimum rear boundary setbacks	Up to level - 4	6 metres
	Levels 5 & 6	9 metres
	Level 7 and above	9 metres (18 metres to adjacent towers)
Minimum setbacks to Breakfast/ Enoggera Creek	10 metres from high water mark	
Car parking	Configuration	Integrated within development in basements and at the rear of street facing uses
Car parking ratios	For office	A maximum of 1 space per 100m <sup>2</sup> of floor space
	For other commercial and retail	A maximum of 1 space per 50m <sup>2</sup> of floor space
	For residential	On average - 1 space per dwelling (including visitor parking)
	For all other uses	As per the planning scheme for the local government for the area



### Precinct 4: Water Street Precinct



#### Precinct intent

The Water Street Precinct is intended to provide medium intensity, mixed use development with retail and restaurants at ground level and offices and residential above.

This precinct shares a significant interface with the RNA Showgrounds and may integrate with some of the RNA's redevelopment aspirations.

This precinct contains the Tivoli which is recognised as an important entertainment venue. New development within this precinct must balance the needs of the Tivoli as an entertainment and live music venue with the needs of new residents and other commercial operators.

Map 11: Precinct 4



#### Precinct outcomes

- A new road is required connecting Diggle's Close to Water Street.
- On secondary active frontages, buildings must be built to their front alignments to define streets and public places. Facades on these frontages are to contain well-detailed and articulated access points and awnings are to be located at key entry points.
- On tertiary frontages, buildings must address the street and public realm but may accommodate a wider variety of setbacks for courtyards, deep planting areas and balconies.
- Car parking must be delivered within the building footprint and setback from street alignments.
- Development around the Tivoli must be located and designed to deliver and maintain reasonable levels of amenity. In particular, new residential development must incorporate high levels of noise insulation to reduce the transmission of low frequency bass noise into bedrooms.

#### Preferred land uses

The preferred uses in the precinct are:

- community facilities
- food premises where located at ground level and not exceeding 250m<sup>2</sup> of GFA per tenancy
- home based business

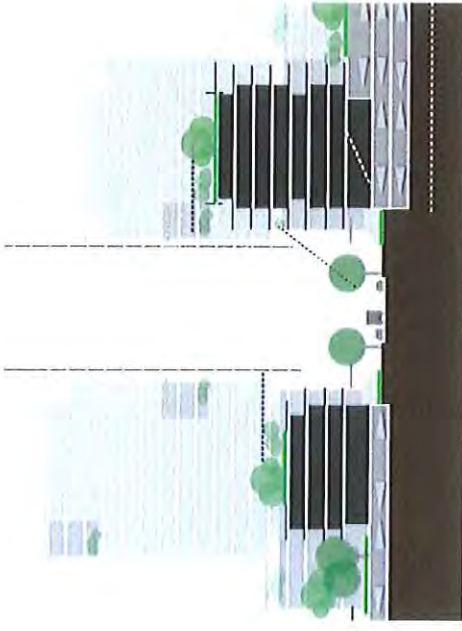
- indoor sport, recreation and entertainment
- multiple residential
- office
- other residential
- shop where located at ground level and not exceeding 250m<sup>2</sup> of GFA per tenancy
- service industry not exceeding 250m<sup>2</sup> of GFA per tenancy.

Precinct 4: Water Street Precinct - level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 - UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
<p>All development specified in Schedule 1.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> <li>sales office and display home</li> <li>home based business.</li> </ul>	<p>Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i>.</p> <p>Material change of use for a "preferred land use" where not involving building work and complying with the applicable<sup>1</sup> car parking ratios.</p> <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>All development (other than development specified in Column 3b) carried out in a heritage place as identified in Map 4.</p> <p>All development (other than development specified in Column 1, Column 2 or Column 3b) carried out on premises adjoining a heritage place as identified in Map 4.</p> <p>All other development not specified in Column 1, Column 2 or Column 3B.</p>	<p>Material change of use for:</p> <ul style="list-style-type: none"> <li>extractive industry</li> <li>general industry</li> <li>heavy industry.</li> </ul>
1 as required for the precinct or previously approved.			



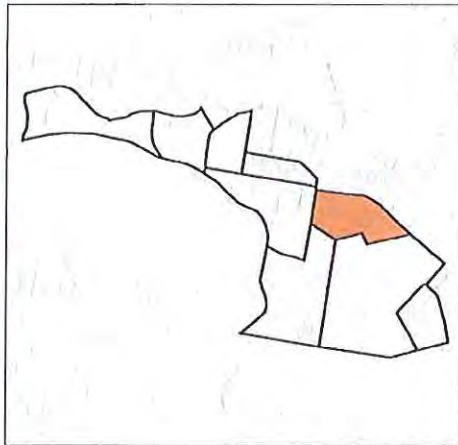
### Precinct 4: Development intensity and built form requirements

		
Maximum plot ratio	Mixed use zone	4.0
Maximum building height		8 storeys (with potential for up to 12 storey landmark buildings)
Frontage setbacks	Ground level	0 - 3 metres with continuous awnings to the front of non-residential buildings
	Levels 2 - 6	0 - 3 metres
	Above level 6	0 - 6 metres
Minimum side boundary setbacks	Up to level 4	0 metres
	Levels 5 & 6	3 metres
	Level 7 and above	6 metres

Minimum rear boundary setbacks	Up to level 4	6 metres
	Levels 5 & 6	9 metres
	Level 7 and above	9 metres (18 metres to adjacent towers)
Car parking configuration	Integrated within development in basements and at the rear of street facing uses	
Car parking ratios	For office	A maximum of 1 space per 100m <sup>2</sup> of floor space
	For other business and retail uses	A maximum of 1 space per 50m <sup>2</sup> of floor space
	For residential uses	On average - 1 space per dwelling (including visitor parking)
	For all other uses	As per the planning scheme for the local government for the area



### Precinct 5: Markwell Street West Precinct



#### Precinct intent

This precinct already contains a number of existing housing developments and is intended to deliver further residential development and become a predominantly residential area.

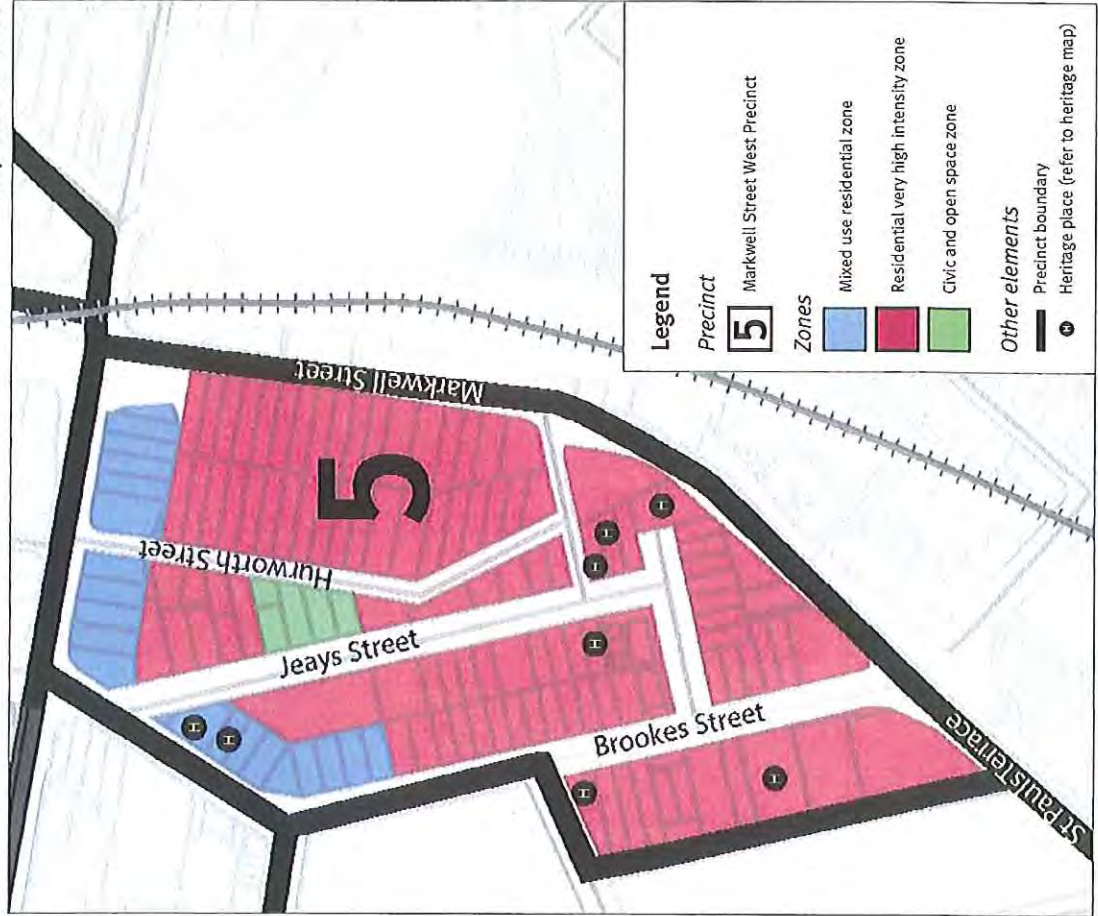
To contribute to the liveability of the precinct, new open space opportunities and pedestrian connections will be created.

Opportunities exist within the precinct for buildings to incorporate non-residential uses on lower levels.

#### Precinct outcomes

- Buildings fronting Campbell Street must be built up to or close to the road alignment to define the street. Facades must contain well-detailed and

Map 12: Precinct 5



- articulated access points and deliver continuous awnings to the street.
- Mixed use development at the intersection of Hamilton Place and Brookes Street opposite O'Connell Terrace must be built up to or close to the road alignment to define the street. Facades must contain well-detailed and articulated access points and deliver continuous awnings to the street.
- Development along Brookes Street must include uses and streetscape treatment that facilitates pedestrian and cycle amenity and safety.

#### Preferred land uses

The preferred uses in the mixed use zone are:

- food premises - where located at ground level and not exceeding 250m<sup>2</sup> of GFA per tenancy
- home based business
- multiple residential
- office
- other residential
- shop - where located at ground level and not exceeding 250m<sup>2</sup> of GFA per tenancy
- service industry - not exceeding 250m<sup>2</sup> of GFA per tenancy.

The preferred uses in the residential high intensity zone are:

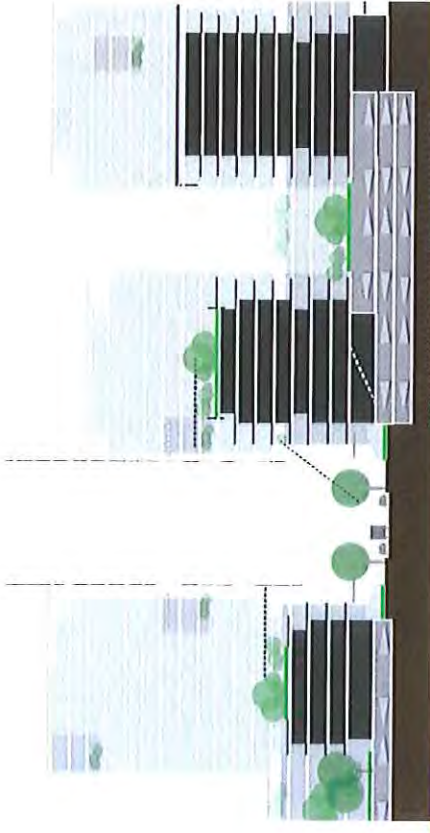
- home based business
- multiple residential
- other residential.

Precinct 5: Markwell Street West Precinct - level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
<p>All development specified in Schedule 1.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> <li>sales office and display home</li> <li>home based business.</li> </ul>	<p>Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i>.</p> <p>Material change of use for a "preferred land use" where not involving building work and complying with the applicable<sup>1</sup> car parking ratios.</p> <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>All development (other than development specified in Column 1, Column 2 or Column 3b) carried out on premises adjoining a heritage place as identified in Map 4.</p> <p>All development (other than development specified in Column 1, Column 2 or Column 3b) carried out in a heritage place as identified in Map 4.</p> <p>All other development not specified in Column 1, Column 2 or Column 3B.</p>	<p>Material change of use for:</p> <ul style="list-style-type: none"> <li>extractive industry</li> <li>general industry</li> <li>heavy industry.</li> </ul>
<p><sup>1</sup> as required for the precinct or previously approved.</p>			



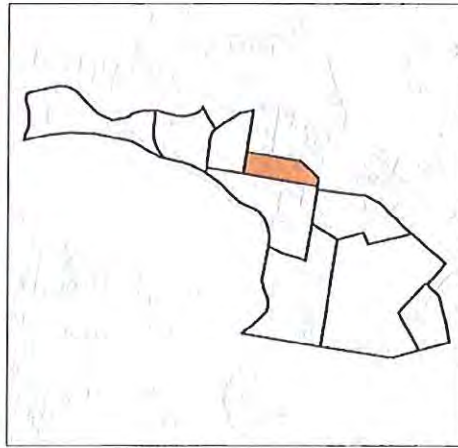
Precinct 5: Development intensity and built form requirements



In the residential high intensity zone		
Maximum plot ratio	3.0	
Maximum building height	12 storeys	
Frontage setbacks	Ground level	3 - 6 metres with awnings over entrances
	Levels 2 - 6	3 - 6 metres
	Level 7 and above	3 - 6 metres
Minimum side boundary setbacks	Up to level 4	0 metres, built to boundaries
	Levels 5 & 6	3 metres
	Level 7 and above	3 metres
Minimum rear boundary setbacks	Up to level 4	0 metres
	Levels 5 & 6	9 metres
	Level 7 and above	9 metres (18 metres to adjacent towers)
Car parking configuration	Integrated within development in basements and at the rear of street facing uses	

Car parking ratios	For residential	On average - 1 space per dwelling (including visitor parking)
	For all other uses	As per the planning scheme for the local government for the area
In the mixed use residential zone		
Maximum plot ratio		4.0
Maximum building height		12 storeys
Frontage setbacks	Ground level	0 - 3 metres with continuous awnings to the front of buildings
	Levels 2 - 6	0 - 3 metres
	Level 7 and above	0 - 3 metres
Minimum side boundary setbacks	Up to level 4	0 metres
	Levels 5 & 6	0 metres
	Level 7 and above	0 metres
Minimum rear boundary setbacks	Up to level 4	6 metres
	Levels 5 & 6	6 metres
	Level 7 and above	9 metres (18 metres to adjacent towers)
Car parking configuration	Basement	
Car parking ratios	For residential	On average - 1 space per dwelling (including visitor parking)
	For office	A maximum of 1 space per 100m <sup>2</sup> of GFA
	For shop, food premises & service industry	A maximum of 1 space per 50m <sup>2</sup> of GFA
	For all other uses	As per the planning scheme for the local government for the area

### Precinct 6: Montpellier Precinct



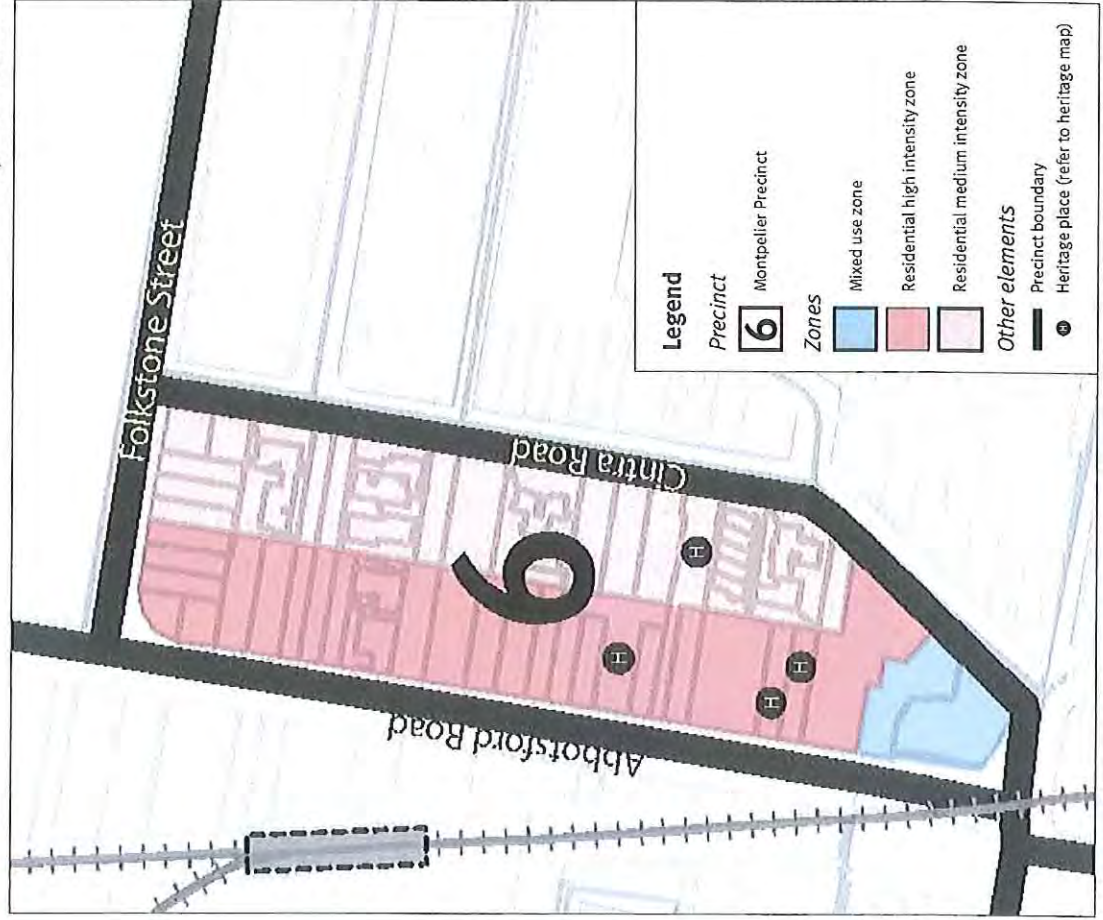
#### Precinct intent

The intent of this precinct is to consolidate and intensify residential activity in medium rise buildings.

The precinct will act as a transition from the high intensity development of the emerging Bowen Hills Heart to the Montpellier Hill residential uses to the east.

The precinct contains the Twelfth Night Theatre which is a valued use within this precinct.

Map 13: Precinct 6



#### Precinct outcomes

- Development along Abbotsford Road must take advantage of the precinct's elevation, topography and relatively lengthy allotments by stepping down the slope.
- Development on the corner of Abbotsford and Montpellier Roads must create a positive visual and functional relationship with the Twelfth Night Theatre.
- Built form and landscape treatment on the corner of Abbotsford Road and Montpellier Road must reinforce the gateway location of the site.

#### Preferred land uses

The preferred uses in the mixed use zone are:

- home based business
- multiple residential
- office
- other residential
- service industry - not exceeding 250m<sup>2</sup> of GFA per tenancy
- shop - located at ground level and not exceeding 250m<sup>2</sup> of GFA per tenancy.

The preferred uses in the residential zones are:

- home based business
- multiple residential
- other residential.



Precinct 6: Montpellier Precinct - level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 - UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
<p>All development specified in Schedule 1.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> <li>sales office and display home</li> <li>home based business.</li> </ul>	<p>Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i>.</p> <p>Material change of use for a "preferred land use" where not involving building work and complying with the applicable<sup>1</sup> car parking ratios.</p> <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>All development (other than development specified in Column 3b) carried out in a heritage place as identified in Map 4.</p> <p>All development (other than development specified in Column 1, Column 2 or Column 3b) carried out on premises adjoining a heritage place as identified in Map 4.</p> <p>All other development not specified in Column 1, Column 2 or Column 3B.</p>	<p>Material change of use for:</p> <ul style="list-style-type: none"> <li>extractive industry</li> <li>general industry</li> <li>heavy industry</li> <li>in the residential zone:               <ul style="list-style-type: none"> <li>all uses listed under -industrial</li> <li>all used listed under retail and commercial, excluding home based business</li> </ul> </li> <li>sport, recreation and entertainment.</li> </ul>

<sup>1</sup> as required for the precinct or previously approved.

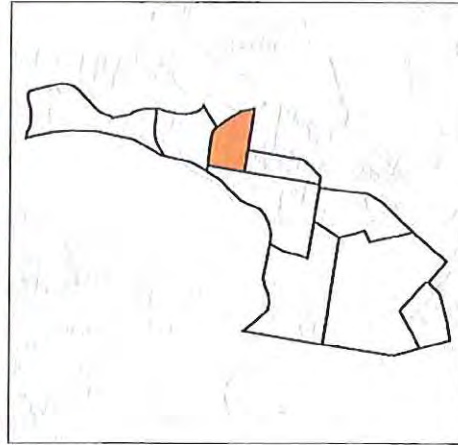
Precinct 6: Development intensity and built form requirements

Maximum plot ratio	Residential medium intensity zone	1.0
	Other zones	2.0
Maximum building height	Residential medium intensity zone	4 storeys
	Other zones	8 storeys
Frontage setbacks	Ground level	3 - 6 metres with continuous awnings for retail and awnings over entries for other uses
	Levels 2 and above	3 - 6 metres with residential balconies to 3 metres
Minimum side boundary setbacks	Up to level 4	3 metres
	Levels 5 & above	3 metres

Minimum rear boundary setbacks	Up to level 4	6 metres, deep planting zone
	Levels 5 & above	9 metres
Car parking configuration	Within building footprint in basement and semi-basement	
	For residential	On average - 1 space per dwelling (including visitor parking)
Car parking ratios	For office	A maximum of 1 space per 100m <sup>2</sup> of GFA
	For shop, food premises & service industry	A maximum of 1 space per 50m <sup>2</sup> of GFA
	For all other uses	As per the planning scheme for the local government for the area



### Precinct 7: Perry Park Precinct



#### Precinct intent

Perry Park is to be retained as a major sport, recreation and green space for Bowen Hills.

#### Precinct outcomes

- Development within this precinct should provide an arrival point into the precinct from the UDA heart and railway station.
- Development must consolidate formal sporting facilities within the park and provide enhanced opportunities for more informal recreating facilities and accessible open space.
- Development within this precinct must deliver a high quality pedestrian and cycle linkage from Abbotsford Road and connecting to adjoining networks.

Map 14: Precinct 7



#### Preferred land uses

The preferred uses in the civic and open space zones are:

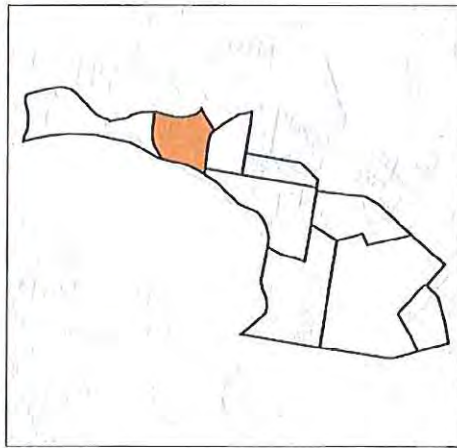
- indoor sport and recreation
- outdoor sport and recreation.

Precinct 7: Perry Park Precinct - level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 - UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
<p>All development specified in Schedule 1.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> <li>sales office and display home</li> <li>home based business.</li> </ul>	<p>Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i>.</p> <p>Material change of use for a "preferred land use" where not involving building work and complying with the applicable<sup>1</sup> car parking ratios.</p> <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>All development (other than development specified in Column 3b) carried out in a heritage place as identified in Map 4.</p> <p>All development (other than development specified in Column 1, Column 2 or Column 3b) carried out on premises adjoining a heritage place as identified in Map 4.</p> <p>All other development not specified in Column 1, Column 2 or Column 3B.</p>	<p>Material change of use for:</p> <ul style="list-style-type: none"> <li>industrial</li> <li>residential.</li> </ul>
<sup>1</sup> as required for the precinct or previously approved.			



### Precinct 8: Thompson Street Precinct



#### Precinct intent

This precinct is intended to be a predominantly commercial precinct, providing for showrooms facing the street.

Commercial uses are intended to occupy buildings from the ground level with top levels delivering residential development.

Commercial development is expected to capitalize on the precinct's strong association with the Bowen Hills Heart.

Residential development is expected to take advantage of the precinct's proximity to Perry Park and the open space and waterway amenity of Breakfast Creek.

A new civic space will provide a focal point for this precinct.

Map 15: Precinct 8



#### Precinct outcomes

- buildings must address the street
- buildings must be activated at ground level.

#### Preferred land uses

The preferred uses in Precinct 8 are:

- educational establishment
- home based business
- multiple residential
- office
- other residential
- service industry
- showroom, storage and display facilities.

Precinct: 8 Thompson Street Precinct (mixed use zone) - level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
<p>All development specified in Schedule 1.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> <li>sales office and display home</li> <li>home based business.</li> </ul>	<p>Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i>.</p> <p>Material change of use for a "preferred land use" where not involving building work and complying with the applicable<sup>1</sup> car parking ratios.</p> <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>All development (other than development specified in Column 3b) carried out in a heritage place as identified in Map 4.</p> <p>All development (other than development specified in Column 1, Column 2 or Column 3b) carried out on premises adjoining a heritage place as identified in Map 4.</p> <p>All other development not specified in Column 1, Column 2 or Column 3B.</p>	<p>Material change of use for:</p> <ul style="list-style-type: none"> <li>extractive industry</li> <li>general industry</li> <li>heavy industry.</li> </ul>
<sup>1</sup> as required for the precinct or previously approved.			

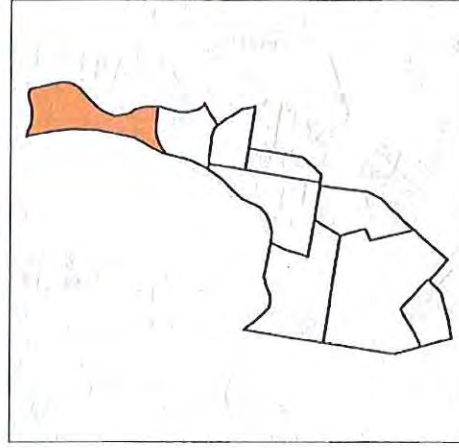


## Precinct 8: Development intensity and built form requirements

		
Maximum plot ratio		3.0 (+ an additional 1.0 for residential)
Maximum building height		8 storeys
Frontage boundary setbacks	Ground level	0 - 3 metres with active frontages and awnings over entrances
	Levels 2 - 6	0 - 3 metres
	Levels 6 and above	3 - 6 metres with balconies to 3 metres
Minimum side boundary setbacks	Up to level 4 storeys	0 metres
	Levels 5 and 6	3 metres
	Level 7 & above	3 metres

Minimum rear boundary setbacks	Up to level 4 storeys	0 metres
	Levels 5 and 6	6 metres
	Level 7 & above	9 metres
Minimum setbacks to Breakfast/ Enoggera Creek	10 metres from high water mark	
Car parking configuration	Integrated within development in basements and at the rear of street facing uses	
Car parking ratios	For residential	An average of 1 space per dwelling (including visitor parking)
	For business, service industry, showroom and warehouse	A maximum of 1 space per 75m <sup>2</sup> of GFA
	For shop & food premises	A maximum of 1 space per 50m <sup>2</sup> of GFA
	For all other uses	As per the planning scheme for the local government for the area

### Precinct 9: Breakfast Creek Precinct



#### Precinct intent

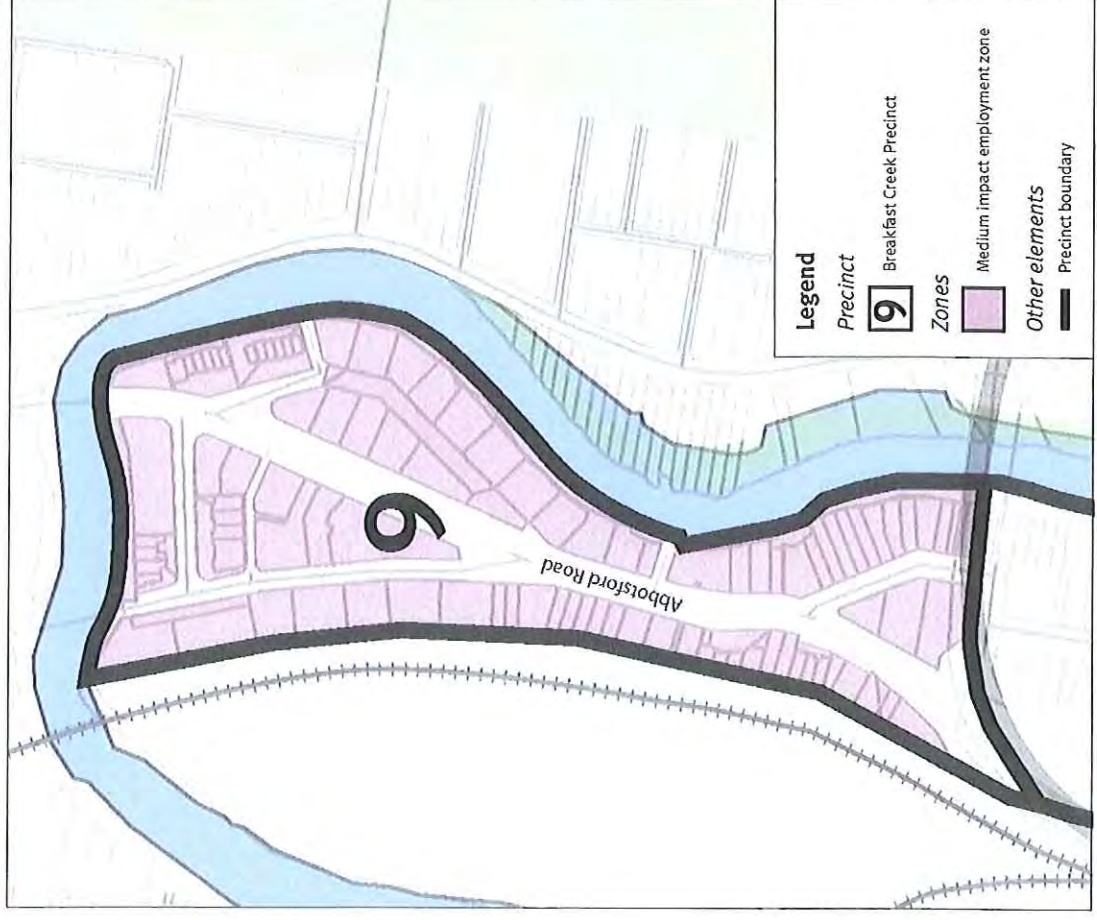
The intent of this precinct in the short term is to retain the industry activities which provide services to the inner city and business support for the activities in nearby areas.

There is opportunity within the precinct for small scale offices.

Opportunity will be taken to provide for public access along Breakfast Creek as redevelopment occurs.

Longer term, there is the potential to combine this precinct with the Queensland Rail land to the west, possibly providing for mixed use, showrooms and other forms of commercial development.

Map 16: Precinct 9



#### Precinct outcomes

- buildings must address the street
- development will be predominantly industry with showrooms at ground level, facing the street.

#### Preferred land uses


- industry - other than intensive
- office
- showroom, storage and display facilities.



Precinct 9: Breakfast Creek Precinct - level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 - UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
<p>All development specified in Schedule 1.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> <li>○ sales office and display home</li> <li>○ home based business.</li> </ul>	<p>Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i>.</p> <p>Material change of use for a "preferred land use" where not involving building work and complying with the applicable<sup>1</sup> car parking ratios.</p> <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>All development (other than development specified in Column 3b) carried out in a heritage place as identified in Map 4.</p> <p>All development (other than development specified in Column 1, Column 2 or Column 3b) carried out on premises adjoining a heritage place as identified in Map 4.</p> <p>All other development not specified in Column 1, Column 2 or Column 3B.</p>	<p>Material change of use for:</p> <ul style="list-style-type: none"> <li>○ home based business</li> <li>○ house</li> <li>○ multiple residential</li> <li>○ other residential</li> <li>○ relocatable home and caravan park.</li> </ul>
1 as required for the precinct or previously approved.			

### Precinct 9: Development intensity and built form requirements

	
Maximum plot ratio	1.0
Maximum building height	4 storeys
Front boundary controls	0 - 3 metres with awnings over entrances
Minimum side boundary setbacks	0 metres
Minimum rear boundary controls	6 metres
Minimum setback to Breakfast/ Enoggera Creeks	10 metres from high water mark
Car parking configuration	At the rear of street facing uses
Car parking ratios	For industry
	For all other uses
	A maximum of 1 space for every 50m <sup>2</sup> of floor space
	As per the planning scheme for the local government for the area

Listed below is the infrastructure required to be delivered in order to achieve the ULDA's vision for the Bowen Hills UDA.  
The funding mechanisms to achieve the delivery of this infrastructure are detailed in Chapter 5.0 Implementation Strategy.

#### Proposed catalyst infrastructure

Infrastructure	Description of works
Bowen Hills Railway Station	<ul style="list-style-type: none"> <li>Stage 1 upgrade to improve safety, amenity and visual and physical access from Hudd Street.</li> </ul>
Hudd Street	<ul style="list-style-type: none"> <li>Delivery of Hudd Street as a "main" street, through its widening and extension to Abbotsford Road.</li> </ul>
Abbotsford Road	<ul style="list-style-type: none"> <li>Street tree planting around Hudd Street intersection.</li> </ul>
Jamieson Street	<ul style="list-style-type: none"> <li>Realignment and public realm improvements east to Abbotsford Road and south to Campbell Street.</li> </ul>

#### Proposed infrastructure improvements

Infrastructure	Description of works
Road and street improvements	<ul style="list-style-type: none"> <li>New road west of the railway corridor linking Hudd Street through to Abbotsford Road at Edmondstone Street.</li> <li>Widening of Mayne Road and public realm improvements.</li> <li>Widening of O'Connell Terrace and public realm improvements.</li> <li>Widening of Campbell Street east of Mayne Road through to Abbotsford Road and public realm improvements.</li> <li>Widening of Tufton Street and public realm improvements.</li> <li>Extension of Edgar Street and public realm improvements.</li> <li>Extension of Tufton Street through to the junction of Mayne Road and Hudd Street.</li> <li>Extension of Diggles Close to connect with Water Street.</li> <li>Public realm improvements to Hazelmount Street.</li> <li>Public realm improvements to Brookes Street between Gregory and O'Connell Terraces.</li> <li>Public realm improvements to Hamilton Place.</li> <li>Public realm improvements to Markwell Street.</li> <li>Public realm improvements to Abbotsford Road.</li> <li>Intersection modifications to the junction of Campbell Street and Abbotsford Road / Markwell Street to allow for additional right turn lane when accessing Markwell Street heading south.</li> <li>Intersection modifications at the junction of Campbell Street, Hamilton Place and Mayne Road.</li> <li>Intersection modifications at the junction of Abbotsford Road, Edmondstone Street and the new road west of the railway corridor, allowing for a dedicated turn left lane into Abbotsford Road.</li> </ul>

## Proposed infrastructure improvements

Infrastructure	Description of works
	<ul style="list-style-type: none"> <li>Intersection modifications at the junction of Gregory Terrace and Brookes Street by removal of the pedestrian crossing on the southern side of Brookes Street.</li> <li>Intersection modifications at the junction of O'Connell Terrace, Hamilton Place and Brookes Street to allow for both lanes from O'Connell Terrace to turn right into Brookes Street.</li> <li>Intersection modifications at the junction of Brookes Street and St Pauls Terrace to allow for two lanes to turn right from Brookes Street into St Pauls Terrace heading south.</li> <li>Intersection signalisation at the junction of Hudd Street and the new road west of the railway corridor linking through to Abbotsford Road at Edmondstone Street.</li> <li>Intersection signalisation at the junction of Tufton Street and O'Connell Terrace.</li> <li>New shared pedestrian and vehicle route linking Gregory and St Pauls Terraces west of Alexandria Street.</li> </ul>

## Proposed water and sewerage infrastructure

Infrastructure	Description of works
	<ul style="list-style-type: none"> <li>Water and sewer networks within the UDA will be upgraded at the time of developments being undertaken.</li> </ul>

## Proposed community facilities, transport and affordable housing

Infrastructure	Description of works
Community facilities	<ul style="list-style-type: none"> <li>New public plaza linking Mayne Road through to the Tufton Street extension north of Campbell Street.</li> <li>New public plaza south of Hudd Street, west of Abbotsford Road and east of the realigned Jamieson Street (Market Plaza).</li> <li>Public realm improvements to Perry Park.</li> <li>New public open green space linking Gregory and St Pauls Terraces, west of Alexandria Street.</li> <li>New public open green space in precinct 3.</li> <li>New public open space connecting with the existing green space in precinct 5.</li> <li>New public open space in precinct 8.</li> </ul>
Transport	<ul style="list-style-type: none"> <li>Upgrades to Bowen Hills Railway Station.</li> <li>New bus station linking to the Bowen Hills Railway Station.</li> </ul>
Public utilities	<ul style="list-style-type: none"> <li>Zone substation.</li> </ul>

## 5.1 Introduction

As described in earlier sections of the development scheme, the purpose of the ULDA Act is to facilitate:

- (i) the availability of land for urban purposes
- (ii) the provision of a range of housing options to address diverse community needs
- (iii) the provision of infrastructure for urban purposes
- (iv) planning principles that give effect to ecological sustainability and best practice urban design
- (v) the provision of an ongoing availability of affordable housing options for low to moderate income households.

The mission formulated by the ULDA to achieve the purposes of the Act is to create vibrant inclusive communities and to:

*Create sustainable world class precincts all Queenslanders can be proud of. These outstanding new urban communities will incorporate best practice urban design principles and a range of affordable housing options.*

In achieving that vision, the values the ULDA seek to exhibit in its achievement of that outcome are:

- bold leadership
- collaboration and partnership
- creativity and innovation
- sustainability
- integrity.

Consequently, the implementation strategy and actions of the ULDA need to address aspects broader than the Act's purposes and need to address, not only what is to be achieved, but also how it is to be achieved.

In many aspects this implementation strategy will be a living document, responding to circumstances as they arise, learning from the lessons as the ULDA develops and adopting innovation arising from technological change and innovation from industry.

However, the following section provides a framework, indicating the implementation strategy elements, desired outcomes and planned actions formulated at this time to give effect to the Act's purposes and the ULDA's mission.

The key elements determined as essential in the achievement of the ULDA's mission are indicated below and detailed in the following sections:

- urban land availability for development
- housing options
- ecological sustainability
- best practice urban design
- urban infrastructure provision.

All elements in each section must be achieved to the greatest extent practical having regard to each of the other elements of the implementation strategy.

However, the ULDA also recognises that there are other aspects to creation of development in the ULDA that bear recognition. In particular leadership and placemaking.

### Leadership

The ULDA has been provided with an Act that allows for a 'blank slate' approach to urban development. This blank slate allows the ULDA to try alternative methods of delivering successful urban development outcomes.

The ULDA recognises that while it has the ability to have a direct impact on outcomes within the ULDA, it also has a potential to have an indirect outcome by way of demonstration of the impact of alternative approaches.

Consequently, if successful, the processes, provisions or systems put in place may be suitable for adoption by other authorities in the State.

### Place making

The ULDA recognises that the creation of successful urban spaces starts with establishing a vision for the ULDA which is meaningful, respects the location and site's characteristics and will find acceptance by the wider community, and in particular the development community so that development occurs. The land use plan and infrastructure strategy provide the main means of achieving good urban spaces.

However, the ULDA recognises that there are other, more subtle aspects that need to be considered to create truly special places, that do not neatly fit into the following structure, namely:

- the arrangement and type of uses within spaces
- the role of the community in the development and change of spaces over time
- event management to enliven and activate spaces.

These aspects are not addressed in this section but will be instituted as part of the ULDA's activities as the ULDA develops.



### 5.2 Urban land

#### availability for development

The development scheme, to be successful and achieve the ULDA's aims, needs to lead to development on the ground, rather than be just a planning document. For landowners and the development industry, the development scheme's provisions need to create an environment where commercially viable development projects are fostered.

A measure of this success will be the willingness of private industry to seek to develop sites within the UDA.

Element	Measure	Actions
Urban land availability for development	Development occurs within the UDA.	<p>A development scheme that:</p> <ul style="list-style-type: none"> <li>includes development requirements that allow a commercial outcome</li> <li>provide certainty of development potential (uses and yield)</li> <li>responds to changes in market conditions</li> <li>allows for alternative design solutions.</li> </ul> <p>An infrastructure strategy that:</p> <ul style="list-style-type: none"> <li>ensures necessary infrastructure is co-ordinated and constructed to facilitate development</li> <li>does not require development contributions that are so high that land owners have no incentive to redevelop their properties</li> <li>has a charging regime that balances upfront costs with payments over time, and recognises the importance of time of payments to the industry</li> <li>has a transparent and easily calculable development contribution schedule.</li> </ul> <p>An approval system that:</p> <ul style="list-style-type: none"> <li>minimises time delay to the developer</li> <li>highlights early the level of detail required for a specific development application</li> <li>allows for consideration of alternative solutions in an expeditious manner</li> <li>allows a development proponent to be provided with a degree of certainty early in the process so that a development proposal will be acceptable</li> <li>provides consistency from the pre-lodgement process, through approval to project commencement.</li> </ul> <p>The ULDA will seek to facilitate development in specific areas by:</p> <ul style="list-style-type: none"> <li>working with landowners to find solutions to specific issues</li> <li>building catalyst infrastructure where it will lead to early development within a precinct</li> <li>brokering discussions with government agencies where required to facilitate resolution of issues</li> <li>working with government agencies to bring land to the market where the land is surplus to their requirements</li> <li>undertaking studies to address area wide issues.</li> </ul>

### 5.3 Housing options

There has been a decline in housing affordability in Queensland which has been exacerbated by increases in interest rates and strong growth in the economy until market events in 2008. Declining housing affordability is particularly pronounced in the inner suburbs of Brisbane as a result of inner urban gentrification.

The ULDA Act specifically states that one of the main purposes of the Authority is to facilitate the provision of 'an ongoing availability of affordable housing options for low to moderate income households'.

Consequently, the ULDA seeks to achieve the development of diverse and inclusive communities by improving housing delivery, affordability, design and choice and specifically the ULDA will seek to increase the provision of affordable, appropriate and accessible housing for low to moderate income earners.

A measure of this success will be:

- achieving a minimum of 15% of all dwellings built in the UDAs as affordable to people on low to moderate incomes
- achieving a mix of incomes, tenures and price points in all UDAs and within a number of precincts within the UDAs including social, affordable rental and affordable owner occupier housing.

Element	Measure	Actions
Housing options	<p>Achieving a minimum of 15% of all dwellings across the UDAs as affordable.</p> <p>Achieving diversity in housing options.</p>	<p>Implement the following strategies to deliver affordable housing in the UDAs:</p> <ul style="list-style-type: none"> <li>○ <i>Development contributions: sharing uplift of land value</i> In private development in UDAs where there is significant uplift of land value arising from the development scheme, a development contribution towards affordable housing will be required (refer to infrastructure strategy).</li> <li>○ <i>Development contributions: housing diversity requirements</i> In all residential developments through appropriate design, reduction in unit and lot sizes, and changes to building practices, residential product will be required to provide diverse housing options.  In addition, a minimum of 5% of residential product will be required to be affordable to rent by the target market i.e. able to be rented spending no more than 30% of gross household income for households earning the median level income in BCC statistical district.</li> <li>○ <i>Facilitating Not for Profit housing (NFP)</i>  This will occur through ensuring a timely development approval process and in some circumstances reduced requirements through the development scheme.</li> <li>○ <i>ULDA development activities</i> The ULDA Act allows the ULDA to develop land. Surplus income generated from these activities will be utilised for the purposes of funding the ongoing operations of the ULDA and to deliver additional affordable housing outcomes.</li> <li>○ <i>Provision of social housing (Subject to DoH funding):</i> The provision of social housing in all UDAs which is funded by the Department of Housing (DoH) and managed by the department or a Not for Profit (NFP) community housing organisation and meets the needs of the lowest income and highest need households on the housing register.</li> <li>○ <i>Facilitating social housing</i>   <ul style="list-style-type: none"> <li>○ The ULDA is working closely with DoH to facilitate the provision of social housing through their standard purchase program.</li> </ul> </li> </ul>

### 5.4 Ecological sustainability

The provisions of the land use plan and infrastructure plan reflect an ecological sustainable balance that integrates:

- protection of ecological processes and natural systems at local, regional, state and wider levels
- economic development
- maintenance of the cultural, economic, physical and social wellbeing of people

and communities.

Element	Measure	Actions
Ecological sustainability		<p>The ecological sustainability principles within the land use plan are enforced.</p> <p>Preparation of additional guidelines to promote and facilitate incorporation of ecological sustainable principles in projects within the UDA.</p> <p>The development industry is encouraged to better the land use plan's provisions and obtain an exemption from the payment of the component of the uplift of land value identified to be applied to ecological sustainability.</p> <p>Expenditure of the funds collected from the uplift of land value component on ecological sustainability projects within the UDA.</p> <p>Establishment of a close working relationship with tertiary institutions and private industry to identify projects demonstrating ecological sustainable outcomes to be instituted in the UDA.</p> <p>Documentation and promotion of ecological sustainable examples developed within the UDA.</p>

### 5.5 Best practice urban design

The land use plan and infrastructure plan have been prepared to result in urban design outcomes of a high standard.

A measure of this success will be the acceptance by the industry and community of the resulting built form.

Element	Measure	Actions
Best practice urban design	Built form outcome is accepted by the industry and community.	<p>The vision for the UDA and its precincts, and the principles contained within the structure plan are protected through the development approval process.</p> <p>The development requirements are continually assessed and reviewed for their relevance and appropriateness.</p> <p>Design innovation and alternative outcomes are encouraged with an incentive program to be developed to reward excellence in design.</p> <p>ULDA review panels provide a multi-disciplinary review of development proposals.</p> <p>Establishment of a close working relationship with tertiary institutions and private industry to identify projects demonstrating superior design outcomes to be instituted in the UDA.</p> <p>Documentation and promotion of good design outcomes developed within the UDA.</p>

## 5.6 Urban infrastructure provision

### Funding principles to facilitate development

Prudent investment in infrastructure is necessary to facilitate the increase in development intensity required to deliver the vision for the UDA.

Contributions towards the delivery of this infrastructure will be shared as the funding of the required infrastructure is not commercially viable for any one developer, owner or government entity due to the fragmentation of land ownership or the overall sizeable costs of some of the infrastructure works.

The use of public funds as the primary source of funding to pay for the necessary infrastructure, resulting in a significant increase in development yield and hence a windfall gain to private land owners, is not considered appropriate.

Consequently, redevelopment of areas within the UDA are not likely to occur unless a specific infrastructure funding package can be developed, which is acceptable to landowners, the industry and government.

The overarching infrastructure funding principles proposed to facilitate redevelopment are:

- (i) infrastructure funding will be based on ensuring that the vision of the UDA can be achieved

- (ii) infrastructure and activities will be funded in a fair and equitable manner and will be based on the most appropriate mechanism. These include:

- user charges
- special rates and charges
- state and federal funding
- conditions for the provision of infrastructure
- state infrastructure agreements and
- negotiated infrastructure agreements

- (iii) where infrastructure can be fairly apportioned to users, infrastructure charges as per the *Integrated Planning Act 1997* will be used. Impact mitigation payments may be imposed if unanticipated development occurs

- (iv) special rates and charges will be used generally for maintaining infrastructure and for infrastructure / projects / activities / services where there is a direct nexus between development within the UDA and the item(s) that are being charged. In some instances special rates and charges will be used for establishing strategic infrastructure and services

- (v) land value uplift will be captured and expended on infrastructure and projects that are of a strategic nature and have a community benefit. This may include part funding some of the items captured under the infrastructure charges schedule or special rates and charges or infrastructure not included in these charging mechanisms. This could

include funding affordable housing, shortfalls or gaps in funding required for infrastructure provision and / or strategic projects of a broad nature for community assets and high level shared infrastructure

- (vi) State infrastructure funding will be sought through normal budgetary processes and will be part of approved State agency capital programs.

### Financing of works

#### Network infrastructure

The funding of network infrastructure will be achieved through an Infrastructure Contribution Schedule (ICS).

The ICS will cover the following items:

- water
- sewer
- waterways
- transport
- community facilities.

The methodology to calculate the rates for these items will be consistent with the *Integrated Planning Act 1997* methodology.

These contributions will be required to be paid prior to development commencing.

#### Major infrastructure and affordable housing

The major infrastructure works, affordable housing and ecologically sustainable outcomes will be funded by way of the sharing of the land value uplift arising from the UDA's development scheme. To ensure transparency and simplicity the land value

uplift will be at a rate determined for the UDA or a precinct within the UDA and equate to a charge applied for every square metre of additional GFA in excess of that shown on Map 3 or in a development approval.

This rate will be determined by considering various development scenarios and developing a business model, using standard industry assumptions and using this information to then determine the residual land value.

The contribution will apply as per section 3.5.3 of the land use plan.

#### Local area improvement works

In addition to major infrastructure and affordable housing, the ULDA will identify key infrastructure considered necessary to initiate the redevelopment of the UDA. This may include works such as new or upgraded streets and roads, improved road connections and improved public transport access.

The infrastructure plan in the development scheme identifies those local area works that are proposed to be constructed by the ULDA within the first five years to catalyse development (the catalyst works).

#### Infrastructure contributions

Charges for infrastructure will be determined and reviewed from time to time and be published in the ULDA's infrastructure contributions framework.

Where special rates and charges are proposed consultation with the local community will assist in determining the contribution area and scope and scale of works.

## Schedule 1: Exempt development

<b>Building work</b>
Carrying out building work associated with a material change of use that is UDA exempt development.
Minor building work or demolition work except where the building is identified as a heritage registered place.
<b>Material change of use of premises</b>
Making a material change of use of premises implied by building work, plumbing work, drainage work or operational work if the work was substantially commenced by the state, or an entity acting for the state, before 31 March 2000.
Making a material change of use of premises for a class 1 or 2 building under the Building Code of Australia (BCA) part A3, if the use is for providing support services and short term accommodation for persons escaping domestic violence.
<b>Reconfiguring a lot</b>
Reconfiguring a lot under the <i>Land Title Act 1994</i> , if the plan of subdivision necessary for the reconfiguration is: <ul style="list-style-type: none"> <li>(a) a building format plan of subdivision that does not subdivide land on or below the surface of the land</li> <li>(b) for the amalgamation of two or more lots</li> <li>(c) for incorporation, under the <i>Body Corporate and Community Management Act 1997</i>, section 41, of a lot with common property for a community titles scheme</li> <li>(d) for the conversion, under the <i>Body Corporate and Community Management Act 1997</i>, section 43, of lessee common property within the meaning of that Act to a lot in a community titles scheme</li> <li>(e) in relation to the acquisition, including by agreement, under the <i>Acquisition of Land Act 1967</i> or otherwise, or land by: <ul style="list-style-type: none"> <li>(i) a constructing authority, as defined under that Act, for a purpose set out in paragraph (a) of the schedule to that Act</li> <li>(ii) an authorised electricity entity</li> </ul> </li> <li>(f) in relation to land held by the State, or a statutory body representing the State and the land is being subdivided for a purpose set out in the <i>Acquisition of Land Act 1967</i>, schedule, paragraph (a) whether or not the land relates to an acquisition</li> <li>(g) for the reconfiguration of a lot comprising strategic port land as defined in the <i>Transport Infrastructure Act 1994</i></li> <li>(h) for the <i>Transport Infrastructure Act 1994</i>, section 240</li> <li>(i) in relation to the acquisition of land for a water infrastructure facility.</li> </ul>
Subdivision involving road widening and truncations required as a condition of development approval.
<b>Operational work</b>
Carrying out operational work associated with a material change of use that is UDA exempt development.



## 6.0 Schedules

Clearing of vegetation:
(a) other than significant vegetation as defined in Schedule 2
(b) carried out by, or on behalf of Brisbane City Council or a public sector entity, where the works being undertaken are authorised under a state law
(c) in accordance with the conditions of a UDA development approval for material change of use or reconfiguring a lot.
Erecting no more than one satellite dish on a premises, where the satellite dish has no dimension greater than 1.8 metres.
Filling or excavation:
(a) to a depth of one vertical metre or less from ground level on land to that is not referred to in Brisbane City Plan's Acid Sulphate Soil Code, Wetland Code and/or Waterway Code and where the site is not listed on the Contaminated Land Register or Environmental Management Register, or
(b) where top dressing to a depth of less than 100 vertical millimetres from ground level on land that is not referred to in Brisbane City Plan's Wetland Code and/or Waterway Code.
Placing an advertising device on premises.
Operational work (including maintenance and repair work) if the work is carried out by or on behalf of a public sector entity authorised under a state law to carry out the work.
<b>Plumbing or drainage work</b>
Carrying out plumbing or drainage work.
<b>All aspects of development</b>
All aspects of development a person is directed to carry out under a notice, order or direction made under a state law.
All aspects of development including maintenance that are incidental to and necessarily associated with a park.
All aspects of development including maintenance that are incidental to and necessarily associated with the RNA show activities.
All aspects of development undertaken by the State, or a statutory body representing the State, for the purposes of social housing.
All aspects of development for a utility installation, being an undertaking for the supply of water, hydraulic power, electricity or gas, of any development required for the purpose of that undertaking by way of:
(a) development of any description at or below the surface of the ground
(b) the installation of any plant inside a building or the installation or erection within the premises of a generating station of any plant or other structures or erections required in connection with the station
(c) the installation or erection of an electricity distribution or supply network (and any components of such a network) which operates at voltages up to and including 33 kilovolts, excluding new substations

<p>(d) the installation or erection of a new electrical transmission line on land on which such a line has already been erected and which is identified as a future line on Plan No: A4H303666-Powerlink Electricity Network and Plan No: 7775-A4/A-Energex 110kV Feeder Network</p> <p>(e) the augmentation of a Powerlink substation identified on Plan No: A4-H-303666-Powerlink Electricity Network and of any Energex substation existing as at the date this clause took effect</p> <p>(f) the placing of pipes above the surface of the ground for the supply of water, the installation in a water distribution system of booster stations and meter or switchgear houses - any other development not specifically referred to above except where it involves erection of new buildings or reconstruction or alteration of existing buildings that would materially affect their design or external appearance</p> <p>(g) any other development not specifically referred to above except where it involves erection of new buildings or reconstruction or alteration of existing buildings that would materially affect their design or external appearance.</p> <p>This exemption does not apply for a utility installation, where it involves:</p> <p>(i) the erection of new buildings</p> <p>(ii) power generation plant where burning 100kg or more of fuel an hour</p> <p>(iii) reconstruction or alteration of existing buildings that would materially affect their design or external appearance</p> <p>(iv) waste handling, treatment and disposal facility.</p> <p>All aspects of development involving the construction, maintenance or operation of roads, busways and rail transport infrastructure, and things associated with roads, busways and rail transport infrastructure by, on behalf of, or under contract with the ULDA, Brisbane City Council or the Queensland Government.</p> <p>Things associated with roads, busways and rail transport infrastructure include but are not limited to:</p> <ul style="list-style-type: none"> <li>○ activities undertaken for road construction</li> <li>○ traffic signs and controls</li> <li>○ depots</li> <li>○ road access works</li> <li>○ road construction site buildings</li> <li>○ drainage works</li> <li>○ ventilation facilities, including exhaust fans and outlets</li> <li>○ rest area facilities and landscaping</li> <li>○ parking areas</li> <li>○ public passenger transport infrastructure</li> <li>○ control buildings</li> <li>○ toll plazas</li> <li>○ rail transport infrastructure.</li> </ul>
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## Schedule 2: Definitions

### Use definitions

#### Commercial

- Business
- Home based business
- Medical centre
- Office
- Sales office and display home
- Veterinary clinic
- Veterinary hospital.

#### Industrial

- Extractive industry
- General industry
- Heavy industry
- Light industry
- Service industry
- Warehouse.

#### Residential

- House
- Multiple residential
- Other residential
- Relocatable home and caravan park.

#### Retail

- Food premises
- Fast food premises
- Market
- Service station
- Shop
- Shopping centre
- Showroom, storage and display facilities.

#### Rural

- Agriculture
- Animal keeping and husbandry.

#### Service, community and other

- Car park
- Cemetery
- Child care centre
- Community facility
- Crematorium
- Educational establishment
- Emergency services
- Environmentally relevant activities
- Funeral parlour
- Hospital
- Landing
- Marina
- Place of assembly
- RNA showgrounds
- Utility installation.

#### Sport, recreation and entertainment

- Indoor sport, recreation and entertainment
- Outdoor sport, recreation and entertainment
- Park.

#### Tourism

- Tourist facility
- Visitor accommodation.

#### Administrative terms

- Affordable housing
- Authority
- Basement
- Building height
- Development scheme
- Filling or excavation
- Ground level
- Gross floor area
- High water mark
- Mezzanine
- Minor building or demolition work
- Noise sensitive use
- Plot ratio
- Private open space
- Setback
- Significant vegetation
- Site cover
- Storey
- Tidal works
- Uplift of land value
- Urban design.

## Use Definitions

### Commercial

#### (a) Business

Premises used for administration, clerical, technical, professional, medical or veterinarian services or other business activity where no goods or materials are made, sold or hired on the premises.

#### (b) Home based business

House or multiple residential unit used for an occupation or business activity as a secondary use where:

- (i) the floor area used specifically for the home business does not exceed 50m<sup>2</sup>
- (ii) any visitor accommodation does not exceed 4 visitors
- (iii) there is no hiring out of materials, goods, appliances or vehicles
- (iv) there is no repairing, servicing, cleaning or loading of vehicles not normally associated with a house
- (v) the maximum height of a new building, structure or object does not exceed the height of the house and the setback is the same as, or greater than, buildings on adjoining properties.

#### (c) Medical centre

Premises used for the medical care and treatment of persons not resident on the site. The term includes medical centre, dental clinics, pathology labs, naturopath clinics, chiropractic clinics, natural medicine

practices, counselling rooms, psychiatric and psychological consulting rooms, premises used for nursing services and the like. The term does not include home based businesses, hospitals, retirement villages or aged care facilities.

#### (d) Office

Premises used primarily for administration, clerical, technical or professional activities where any goods or materials made, sold or hired on the premises are ancillary.

#### (e) Sales office and display home

Premises, including a caravan or relocatable home structure, used for the promotion and/or sale of land and/or buildings within an estate, where such premises are located within the estate which is proposed to be promoted or sold.

#### (f) Veterinary clinic

Premises used for the veterinary care, surgery and treatment of animals, whether or not provision is made for the overnight short stay accommodation of the animals on the premises. The term does not include animal keeping and husbandry or veterinary hospital.

#### (g) Veterinary hospital

Premises used for the treatment of sick or injured animals where such animals are accommodated overnight or for long stay periods on the premises. The term does not include animal keeping and husbandry or veterinary clinic.

### Industrial

#### (a) Extractive industry

Premises used for extraction of sand, gravel, soil, rock, stone or similar substance from land. The term includes ancillary storage, loading or cartage and any crushing, screening, washing, blending or other treatment processes of material extracted from the site.

#### (b) General industry

Premises used for making, assembling, dismantling, break up, servicing, storing, repairing goods, or treating waste where potential impacts exist. The use includes, but is not limited to the following:

- fuel burning
- boat maintenance
- battery recycling
- water treatment
- beverage production
- bottling and canning
- concrete batching
- tyre retreading
- metal forming
- edible oil processing
- seafood processing
- milk processing.

#### (c) Heavy industry

Premises used for making, assembling, dismantling, break up, servicing, storing, repairing goods or treating waste of significant impacts which are likely to be noxious and/or hazardous and require isolation or significant buffering from other buildings and uses. The use includes, but is not limited to the following:

- alcohol distilling
- boiler making
- metal recovery
- sugar milling or refining
- meat processing
- crushing, milling and grinding
- rendering
- pet, stock or aquaculture food manufacturing
- textile manufacturing
- tyre manufacturing
- chemical manufacturing, processing or mixing
- chemical storage
- coke producing
- gas producing
- paint manufacturing
- crude oil or petroleum product storage (excluding service stations)
- oil refining or processing
- fuel gas refining or processing

- o metal works, surface coating and foundry
- o mineral processing
- o battery manufacturing
- o manufacturing of plastic, plaster, pulp or paper
- o sawmilling or wood chipping or chemically treating timber chemical or oil recycling.

The term does not include any other industrial uses or service station.

#### (d) Light industry

Premises used for making, assembling, dismantling, break up, servicing, storing, repairing goods or treating waste of a small scale and low impact similar to those activities set out below and ancillary activities that support the industrial use such as administration offices or sales and display areas for products. The use includes but is not limited to the following:

- o printing
- o all industrial activities not environmentally relevant activities, except where defined.

#### (e) Research and technology facility

Premises used for scientific or technological research development or testing.

#### (f) Service industry

Premises used for a small scale, low impact industrial activity which is intended to provide services to the general public or is similar to those activities set out below and ancillary activities that support industrial use such as administration offices or sales and display areas for products manufactured, assembled or finished on the site including:

- o making of the following:
  - o artificial flowers
  - o bread, cakes and pastry
  - o dental prostheses
  - o fashion accessories
  - o garments
  - o jewellery
  - o optical goods, being spectacles and the like
  - o soft furnishings
  - o toys.
- o assembling the following from components manufactured elsewhere:
  - o aids and appliances for people with a disability
  - o audio-visual equipment
  - o barbecues
  - o blinds
  - o domestic light fittings and accessories
  - o furniture

- o portable domestic electrical appliances
- o scientific instruments
- o sports equipment, other than ammunition, vehicles and watercraft
- o television and video equipment.
- o repairing and servicing:
  - o blinds
  - o cameras or other photographic equipment
  - o canvas goods, tents and camping soft goods
  - o computers and computer equipment
  - o electronic instruments and equipment
  - o garments
  - o mowers, including motor mowers and portable gardening equipment
  - o optical goods, being spectacles and the like
  - o domestic electrical appliances
  - o power and other tools
  - o scientific instruments.

providing the following services:

- o book binding
- o car washing
- o document duplicating, copying or photocopying
- o engraving by hand
- o laboratory facilities
- o locksmith services

- o photographic film processing
- o picture framing
- o plan printing
- o restoration of small articles of a personal or domestic nature, works of art
- o studio facilities for film, theatre or television.

The term does not include any other industrial use.

#### (g) Warehouse

Premises used for the storage of goods whether or not in a building, including self storage facilities or storage yards.



## Residential

### (a) House

Premises used for residential purposes where freestanding on its own lot used as one self contained dwelling.

### (b) Multiple residential

Premises used for residential purposes if there are two or more dwelling units on any one lot. Multiple residential dwelling units may be contained on one lot or each dwelling unit may be contained on its own lot subject to community title schemes. The term multiple residential does not include a house, as defined herein.

### (c) Other residential

Premises used for the accommodation and care of aged and retired people, small groups of disadvantaged persons or persons who are being nursed, require ongoing supervision / support or are convalescing. This term may include but is not limited to ancillary dining and recreation facilities, administration offices, laundries, kitchens, ancillary medical facilities and residential accommodation for management and staff.

### (d) Relocatable home and caravan park

Premises used for the parking or location of relocatable homes, caravans, self contained cabins, tents and similar structures for the purpose of providing residential accommodation.

The term includes ancillary facilities such as amenities, laundries, kitchens, a kiosk and recreation facility residential accommodation for persons associated with the development. It also includes a manager's office and residence.

## Retail

### (a) Fast food premises

Premises used for the preparation and sale of food to the public generally for immediate consumption off the premises. The term may include drive through facilities and ancillary facilities for the consumption of food on the premises.

### (b) Food premises

Premises used for the preparation and sale of food and drink to the public for consumption on or off the site. The term includes a cafe, restaurant, coffee shop, bistro, tea room, milk bar, snack bar, kiosk, take-away, but does not include fast food premises as separately defined.

### (c) Market

Premises used for the display and sale of goods to the public on a regular but infrequent basis, where goods are primarily sold from temporary structures such as stalls, booths or trestle tables. The use includes ancillary food and beverage sales and ancillary entertainment provided for the enjoyment of customers.

### (d) Service station

Premises used for the retail sale of fuel including petrol, liquid petroleum and automotive distillate to refuel motor vehicles.

### (e) Shop

Premises used for the display, sale or hire of goods to the public. The term includes the incidental storage of goods on the premises and the ancillary or incidental preparation of food. It also includes hairdressing, minor appliance repairs, alterations, retail dry cleaning, liquor store, department store, discount department store, discount variety stores and betting agencies. The term does not include the types of repairs as separately defined by light industry.

### (f) Shopping centre

Premises used for display, sale or hire of goods comprising two or more individual tenancies, comprising primarily shops and which function as an integrated complex.

### (g) Showroom, storage and display facilities

Premises used for the display and sale of goods, by retail or by auction. The term also includes storage.

## Rural

### (a) Agriculture

Premises used for commercial purposes for the:

- growing and harvesting of trees, crops, pastures, flowers, fruit, turf, vegetables and the like for commercial or business purposes. The definition includes the storage and packing of produce grown on the subject site and the repair and servicing of machinery and other ancillary activities
- breeding, keeping, rearing, training, boarding or stabling of animals.

### (b) Animal keeping and husbandry

Premises used for keeping, depasturing, grazing or stabling of any animal, bird, insect and reptile. The term includes the use of land for keeping, breeding, stabling, training or boarding animals.

## Service, community and other

### (a) Car park

Premises used for the parking of motor vehicles where such parking is not ancillary to some other development on the same site.

### (b) Cemetery

Premises used for the interment of the dead. The term does not include a crematorium or funeral parlour.

### (c) Child care centre

Premises used for the minding or care, but not residence of children generally under school age. The use includes but is not limited to a kindergarten, crèche or early childhood centre.

### (d) Community facility

Premises used for social or community purposes, such as a community centre, library, public building or the like.

### (e) Crematorium

Premises used for cremating human corpses after death. The term does not include a funeral parlour or cemetery.

### (f) Educational establishment

Premises used for systematic training and instruction, including any other ancillary facility. This definition includes prep facilities, primary school, secondary school,

college, university, technical institute, academy or other educational centre.

This term may include residential accommodation and other ancillary uses provided for the employees and the students of such premises.

### (g) Emergency services

Premises used for services which respond to community need in an emergency.

### (h) Environmentally relevant activities

As defined in the *Environmental Protection Act 1994*.

### (i) Funeral parlour

Premises used for arranging and conducting funerals, memorial services and the like, but does not include burial and cremation. The definition includes the storage and preparation of bodies for burial or cremation and includes a mortuary and funeral chapel. The term does not include a cemetery or crematorium.

### (j) Hospital

Premises used for the medical or surgical care or treatment of persons accommodated on the premises to receive this care or treatment.

The use includes care or treatment of persons such as emergency patients or out-patients not residing on the premises

### (k) Landing

Structure for mooring or launching boats and / or for passengers to embark and disembark.

### (l) Place of assembly

Premises used for worship and activities of a religious organisation, community or association.

### (m) RNA Showgrounds

Premises used for RNA activities.

### (n) Utility installation

Premises used for the purpose of providing utility or telecommunications services, which does not fall within the Schedule of Facilities and Areas under the *Telecommunications Act 1997*. The term may include but is not limited to:

- a telecommunications tower more than 5m in height
- an equipment shelter of more than 7.5m<sup>2</sup> in area and 3m in height.

## Sport, recreation and entertainment

### (a) Indoor entertainment

Premises used for sport, physical exercise, recreation and public entertainment predominantly within a building. The term includes facilities commonly described as sports centre, gymnasium, convention centres, amusement and leisure centres, cinema, nightclub, adult entertainment theatre and hotel.

### (b) Outdoor sport and recreation

Premises used for any sporting or recreational activity, or other leisure past time, which is conducted wholly or mainly outside of a building.

The term includes such typical premises as (outdoor) public swimming pools, golf courses and driving ranges, outdoor courts and sportsgrounds, and the like. The term also includes the provision of a clubhouse and other ancillary facilities.

### (c) Park

Premises used by the public for free recreation and enjoyment, but used infrequently for events.

Facilities for park users may include children's playground equipment, informal sports fields, vehicle parking and other public conveniences.

## Administrative Terms

### Tourism

#### (a) Tourist facility

Premises used, or intended to be used, for providing entertainment, recreation or similar facilities for the general touring or holidaying public. The term includes associated short term accommodation or facilities providing meals.

#### (b) Visitor accommodation

Premises used for short term accommodation for the general touring, holidaying or visiting public. The term includes associated facilities providing meals.

#### (a) Affordable housing

Affordable housing is housing which can be reasonably afforded by low to moderate income households. Housing can reasonably be afforded by low income households, if the household spends no more than 30% of its combined annual gross income on rent or 35% of its combined annual gross income on home ownership.

Affordable housing encompasses:

- private rental housing and home purchase options (including housing aimed at the first home owners market)
- social housing (including public and community housing).

#### (b) Authority

The Urban Land Development Authority.

#### (c) Basement

A storey either below ground level or where the underside of the ceiling projects no more than one metre above ground level.

#### (d) Building height

The maximum vertical distance between the natural ground level and the roof or parapet at any point but not including an antenna, aerial, chimney, flagpole or the like.

#### (e) Development scheme

As defined in the *Urban Land Development Authority Act 2007*.

#### (f) Filling or excavation

Operational work for filling or excavating that materially affects premises or their use.

#### (g) Ground level

The levels on a site which precede development excluding any site works that are subject to a related development approval, unless approved by the ULDA or established as part of a reconfiguration of the land preceding development.

#### (h) Gross floor area

The total floor area of all storeys of a building, including mezzanines, measured from the outside of external walls or the centre of a common wall, excluding areas used for:

- building services
- ground floor public lobby
- a public mall in a shopping complex
- the parking, loading and manoeuvring of motor vehicles
- private balconies whether roofed or not.

#### (i) High water mark

Means the ordinary high-water mark at spring tides.

#### (j) Mezzanine

An intermediate floor within a room.

#### (k) Minor building or demolition work

- internal building or demolition work
- external building work up to 25m<sup>2</sup> for roofs over existing decks or paved areas, sun hoods, carports and the like
- building work up to 10% of approved GFA or lawfully existing GFA at the time of commencement of this development scheme
- raising a house where the resultant height does not exceed 8.5m
- external demolition of post-1946 additions, alterations, extensions or outbuildings or pre-1946 free standing outbuildings at the rear of the building.

#### (l) Noise sensitive use

Means any of the following:

- house, multiple residential, other residential
- childcare centre, community facility, hospital or place of assembly
- park.

#### (m) Plot ratio

The ratio between the gross floor area of a building and the total area of the site.

#### (n) Podium

A continuous projecting base of a building.

**(o) Private open space**

An outdoor area for the exclusive use of the occupants.

**(p) Public realm**

Refers to spaces that are used by the general public including streets, squares, parks and environmental areas.

**(q) Setback**

The shortest distance measured horizontally from the outer most projection of the building or structure to the vertical projection of the boundary of the lot.

**(r) Significant vegetation**

Vegetation, whether living or dead, including its root zone<sup>1</sup> that:

- maintains biodiversity
- preserves natural landforms
- contributes to the character of a landscape
- has cultural or historical value
- has amenity value.

Below is a list of known significant vegetation within the Bowen Hills UDA:

- all vegetation including marine plants along Breakfast / Enoggera Creek<sup>2</sup>

<sup>1</sup> The zone of the soil and roots described by the vertical projection of the foliage limit of the tree, to the depth of 1 metre and including buttress roots on and above the soil surface.

<sup>2</sup> Includes all vegetation within 10m of the high water mark.

- all trees<sup>3</sup> in Bowen Park

- all trees<sup>3</sup> in Perry Park

- all trees<sup>3</sup> surrounding the secondary oval in the RNA grounds on Lot 3 on SP109738

- all trees<sup>3</sup> to the north and north-east of the main oval in the RNA grounds on Lot 481 on SP196765

- all trees<sup>3</sup> in the RNA grounds on Lot 484 on SL4553.

**(s) Site cover**

The proportion of the site covered by buildings, including roof overhangs.

**(t) Storey**

Means a space within a building which is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above. This does not mean:

- (i) a space that contains only:

- a lift shaft, stairway or meter room
- a bathroom, shower room, laundry, toilet or other sanitary compartment
- accommodation intended for not more than 3 vehicles

- a combination of the above, or
- (ii) a mezzanine.

<sup>3</sup> Other than species listed by the ULDA as pest vegetation or with a diameter of less than 60cm measured at 1 metre above the ground level.

**(u) Sub-precinct plan**

Refer to sub-precinct development Requirements in Section 3.2.6 of the land use plan.

**(v) Tidal works**

As defined in the *Coastal Protection and Management Act 1995*.

**(w) Uplift of land value**

The increase in development yield or land value arising from the development scheme<sup>4</sup>.

**(x) Urban design**

Refers to the holistic design of urban environments, including the overall townscape, individual buildings, street networks, streetscapes, parks and other public spaces.

<sup>4</sup> Refer to the ULDA Affordable Housing Strategy for more information.

### Schedule 3: Amendments

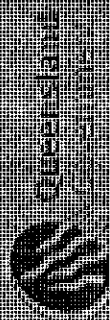
Amendment 1: 1 April 2010

page 19 - Conduits for future electricity cables are to be installed within all new roads, road widenings and upgrades.

page 27 - Map 9(a): Precinct 2 building heights

page 31 - As per Map 9(a)

page 60 - (vi) State infrastructure funding will be sought through the normal budgetary processes and will be part of approved State agency capital programs

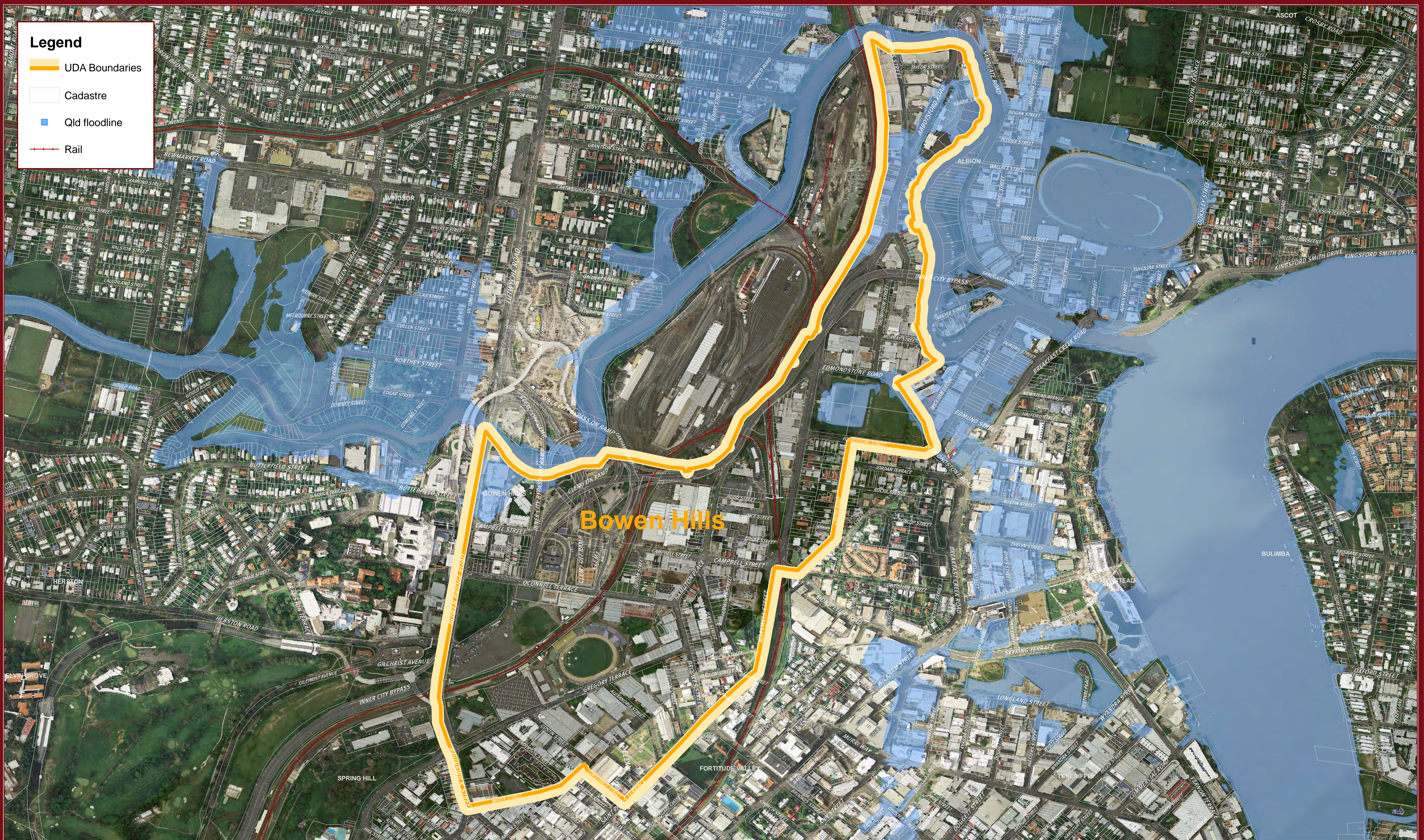


Environet HX



July 2002







# Northshore

## Disclaimer

The information shown on this map does not represent Commonwealth, State or Local Government policy. The Department of Infrastructure and Planning does not guarantee or make any representations as to its accuracy or completeness, nor will they accept any responsibility for any loss or damage arising from its use.

Source  
BCC (Aerial 2005), OUM

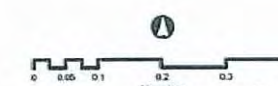
Version  
October 2007

## Working Draft Only

Not Commonwealth, State or Local Government Policy



- Key**
- Parcels, May 2007
  - Northshore Precinct Local Plan boundary
  - Government owned land
  - Possible Urban Land Development Authority boundary



Produced by the Office of Urban Management,  
Department of Infrastructure and Planning  
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## Northshore Neighbourhood Plan

### 1. Introduction

This Neighbourhood Plan contains specific additional local planning requirements. Where it conflicts with the requirements of the City Plan, this Neighbourhood Plan prevails. In using this Neighbourhood Plan, reference should also be made to Section 1.1 – Using a Local Plan at the front of this chapter.

For the purpose of Chapter 3, section 4.1 of the City Plan, this Neighbourhood Plan is taken to be a structure plan and no further structure plan is required before development can occur.

### 2. Development Principles

The Northshore urban redevelopment will support a healthy and diverse community with access to a variety of housing types, open space, a thriving Urban Centre, community facilities and choice in transport and mobility. Map A illustrates the location of various land uses and the major road system within the Neighbourhood Plan area.

2.1 The Northshore urban form will be based on a high-density commercial and residential centre at Barcham Street where a number of public transport options will be provided to serve the whole Neighbourhood Plan area. Higher-density residential land uses will occur around the Barcham Street Urban Centre and along the river. Non-residential uses will buffer existing industry or provide suitable land uses at Kingsford Smith Drive.

2.2 The western end of Northshore will contain a mix of residential accommodation (including short term accommodation) and offices. Retail uses supporting the Brisbane Cruise Ship Terminal (including entertainment uses, restaurants and convenience retailing) are envisaged in this part of Northshore as part of a mixed use area serviced by public transport. The scale, intensity and breadth of non residential uses in this part of Northshore will maintain the primacy of the Barcham Street centre.

2.3 Northshore will provide housing choice and diversity through a mix of densities, types, designs and affordability to cater for a range of lifestyles, incomes and lifecycle needs. Low income affordable housing will be provided in areas close to and including the Urban Centre.

2.4 High residential and public amenity will be achieved by managing separation distances between higher and lower density residential and relating building setbacks from roads and public spaces to building height.

2.5 The design, siting and layout of development will ensure that buildings address the street in a traditional manner. Car parking areas will be located within

basements, integrated within buildings or located behind active street frontages.

2.6 The Barcham Street Urban Centre will accommodate a range and scale of retail, commercial, office and community uses sufficient to cater for the convenience needs of the Northshore business and residential community. It will be centrally located to maximise pedestrian accessibility and connectivity to the surrounding residential areas in Northshore, with a traditional main street, high quality public realm and integration with public transport. Other retail, commercial or office proposals will maintain the primacy of the Barcham Street Centre for the Northshore area.

2.7 Northshore will be an inclusive community with a strong sense of local identity established by a range of cultural, service, open space and recreational facilities, and social infrastructure to be established progressively as the area develops and based on community need. With a strong connection to the Brisbane River, Northshore will be a memorable place incorporating modern architecture and recognition of the area's historic maritime uses. Views to and from the river will be preserved and enhanced.

2.8 An active, safe and interesting river edge will be established through the design, siting and layout of development including appropriate vehicle, pedestrian and cycleway access, maintaining views to the river, removal of the existing wharfs and provision by developers of a high quality public riverwalk along the entire river frontage. Refer to Figures b and c for further detail.

2.9 The road network will support road based public transport and dedicated pedestrian and bicycle paths as illustrated on Map C, with stops provided within a radius of 400 metres from new development. Development will provide appropriate connections within and external to Northshore, including linkages to Council's Regional Bikeway system. The opportunity to integrate Northshore to the existing heavy rail system via the Northshore–Doomben Link is to be preserved.

2.10 An interconnected open space network catering for the recreational needs of all residents will be provided. The open space network will include a district level park with co-located community facilities, as well as a range of other parks generally within 400 metres of all future residents. MacArthur Avenue will be established as a sub-tropical tree-lined boulevard with part of the road reserve being developed as a linear park. Land intended for public open space or recreation purposes shall first be removed from the contaminated land register.

2.11 Development will be designed, built and managed to incorporate best practice measures, which:

- maximise water conservation and reuse;
- minimise energy use and waste production;
- incorporate sub-tropical design principles;

- incorporate water quality management so that no adverse impacts occur to receiving environments;
- incorporates crime prevention through environmental design (CPTED);
- incorporate large shade trees into private and public development.

2.12 Some areas in Northshore are close to existing industries producing a range of external impacts. These areas are included in the Emerging Community Area in the City Plan and are identified within Residential Investigation Areas on Map D. While these areas are potentially well suited for the types of uses envisaged by this Neighbourhood Plan, issues of air quality, odour impacts and risk need to be further investigated and quantified before development can occur. Investigations may include plume mapping, and the suitability of different building heights for different kinds of development.

2.13 Other areas within Northshore will continue to be used for port or industrial uses in the short to medium term. New residential development will therefore be staged with appropriate buffer distances maintained to protect these ongoing operations and provide appropriate levels of residential amenity. Only where it can be demonstrated that public health and safety and high levels of residential amenity can be achieved, or these existing port and industrial uses are decommissioned or relocated, can development in accordance with this Neighbourhood Plan proceed.

2.14 Progressive development of Northshore Neighbourhood Plan area will require upgrading of public transport and road infrastructure to service new residents and businesses. Accordingly each stage of development will require upgrading of road and public transport infrastructure. Development will only receive approval where no net loss of capacity to the road network occurs.

### 3 Precinct intents

*Map A – North shore Precinct Map* indicates the precincts of this Neighbourhood Plan. *Maps B(a) to B(d) – Northshore Precincts* indicates the location of each precinct.

#### 3.1 Precinct 1 – Urban Centre Precinct

3.1.1 The Urban Centre Precinct will provide a vibrant place for people to shop, work and socialise. It is the central location for community, business and commercial uses in Northshore and will be developed as the dominant Multi-Purpose Centre serving the needs of the Northshore community. It will function as a Suburban Centre and will be developed at a greater scale and intensity than the extent of other non-residential uses both within and adjacent to Northshore.

The Urban Centre Precinct will contain a neighbourhood sized supermarket, convenience retailing, restaurants, offices and small scale commercial and community support uses up to 10 storeys. Residential uses including low income affordable housing will be encouraged at higher levels of buildings.

3.1.2 Barcham Street will be developed as a main street characterised by contemporary architecture, minimal building setbacks, active street frontages, continuous awnings for shelter and shade and high quality landscaping, paving, street furniture and public art. Buildings along Barcham Street will comprise smaller shop frontages to provide retail choice and visual interest. Refer to figure a for further detail.

Development on the northern frontage near the entrance to the Urban Centre will feature high quality and contemporary architecture to function as a landmark.

3.1.3 The Urban Centre will integrate land use and public transport to facilitate easy access for all residents in Northshore. High-quality, safe and convenient pedestrian connections to the Mixed Use precinct will be provided. A detailed centre concept plan will be required prior to the development commencing, to ensure integration of residential, community and commercial land uses, public transport and open space.

3.1.4 The Urban Centre will provide community uses linked to the district-sized park located to the north of the precinct. Based on a future community needs assessment, community uses and facilities may include a library, community hall/centre, childcare facilities and other similar uses.

#### 3.2 Precinct 2 – Mixed Use

3.2.1 The Mixed Use Precinct is intended to provide a mix of residential (both short and long term) and office development. Some retail uses will support the mixed use precinct such as restaurants, cafes, taverns, shops, indoor sport and recreation and convenience retailing to serve residents or workforce in the precinct.

The Mixed Use Precinct will be secondary to the Barcham Street Centre in relation to the scale and breadth of non-residential uses. The Mixed Use Precinct is divided into three sub precincts where different outcomes are expected for each discrete mixed use area as follows:

- a/ The Waterfront East Sub Precinct;
- b/ The Waterfront West Sub Precinct; and
- c/ The Kingsford Smith Drive West Sub Precinct

3.2.2 The Waterfront East Sub Precinct will provide high-density residential development with appropriately located non-residential uses at the ground level of buildings. Non-residential uses may include restaurants, cafes, taverns, shops, indoor sport and recreation and other leisure and recreation type uses. Building and landscape design will be of a sub-tropical character featuring awnings, movable shutters, partially enclosed winter gardens and views to the Brisbane River.

An integrated bus interchange, pedestrian and cycle network will form part of the Urban Centre within the Waterfront East Sub Precinct. CityCat services may also be provided in this locality in the future.

- 3.2.3. Development within the Waterfront East Sub Precinct will provide a high level of public amenity at ground level by maintaining appropriate separation distances between buildings, relating building setbacks to building height and providing quality landscaping. The precinct will be characterised by a signature building of up to 20 storeys that will function as a landmark because of its architectural excellence. Car parking areas will not present to any frontage within this sub precinct.

- 3.24 The Waterfront West Sub Precinct contains the Brisbane Cruise Ship Terminal (including entertainment uses, restaurants and specialty retailing). New development will accentuate this location as a destination point for residents and visitors of Brisbane, and link with other parts of Northshore.

A mix of residential (short and long term) and office space is intended for this sub precinct. Public transport integration will occur in this part of Northshore to support people travelling to and from this mixed use area.

Building height will reflect existing and approved development. A detailed centre structure plan will be required to demonstrate visual and pedestrian connectivity with adjoining precincts and sub precincts particularly the Kingsford Smith Drive West Sub Precinct.

- 3.25 The Kingsford Smith Drive West Sub Precinct will contain a mix of office and residential uses. Ground floor retail may be supported where it serves the daily convenience needs of workers or residents in that development. Some showroom or display and sales (cars) uses may be supported at the ground floor.

Development will be lower rise (generally six storeys) on Kingsford Smith Drive and higher towards the River. A detailed centre structure plan will be required to demonstrate visual and pedestrian connectivity with adjoining precincts and sub precincts in particular the Waterfront West sub Precinct. This sub precinct will provide integrated public transport solutions for this part of Northshore through the Hercules Street link.

### 3.3 Precinct 3 – Waterfront Residential

- 3.3.1 The Waterfront Residential Precinct will provide high-density residential development in a high-quality sub-tropical setting. Development will contribute to a transition in building height to achieve an overall 'tapering' or 'stepping effect' of buildings in the precinct.

- 3.3.2 Publicly accessible cul-de-sacs from MacArthur Avenue to the Brisbane River will be provided to assist with building separation, maintain sightlines to the Brisbane River at ground level and provide public access to the river.

- 3.3.3 Residential development fronting MacArthur Avenue and the riverwalk will achieve high amenity, safe and accessible public spaces and residential privacy through design outcomes including low-rise development or a lower rise podium, separation distances between buildings and ensuring car parking is located within basements, integrated within buildings or located behind active street frontages.

- 3.3.4 The ability to work from home will be encouraged through the location of small scaled offices at the ground level of buildings fronting MacArthur Avenue.

- 3.3.5 Development adjacent to Portside Wharf and the Brisbane Cruise Ship Terminal (parcel WR7) will provide for tie up of cruise vessels by retaining the existing wharf or providing other maritime structures within the site's frontage. Development will also ensure urban design issues such as pedestrian and cycleway connections, public access, site security and grade differences are resolved. Some appropriately scaled non-residential uses adjacent to Portside Wharf will assist in mitigating potential amenity impacts from the cruise ship terminal operations.

### 3.4 Precinct 4 – Variable Density Residential

- 3.4.1 The Variable-Density Residential Precinct will provide varying density residential development including small lot, detached and attached terrace style housing forms and multi unit dwellings up to 5 storeys. Refer to Figure d for further detail. Low income affordable housing will be encouraged in areas close to the Urban Centre Precinct.

- 3.4.2 Development will protect and rehabilitate urban habitat for flora and fauna with a particular focus on enhancing the existing mangrove community along the northern and eastern boundaries of the Neighbourhood Plan area.

- 3.4.3 Small-scale convenience shopping facilities will be provided within the eastern portion of the precinct.

- 3.4.4 A limited range of non-residential uses may be provided south of Curtin Avenue to assist in mitigating potential amenity impacts from the General Industry Area located north of Curtin Avenue. Refer to Map B(c) for details. These non-residential uses will not themselves be susceptible to potential amenity impacts. Adaptable buildings that are capable of reversion to residential uses once amenity impacts have ceased will be considered highly. Otherwise residential uses in this area will be supported only where it can be shown that potential amenity impacts can be satisfactorily addressed.

- 3.4.5 The ability to work from home will be encouraged through the location of small scaled offices at the ground level of buildings fronting McArthur Avenue.
- 3.4.6 There is some opportunity for non-residential uses fronting Kingsford Smith Drive east of Remora Road. Potentially suitable uses may include short term accommodation, offices, commercial services and retail showrooms. Areas of higher risk from industrial uses may require low population uses. Higher buildings may also be considered appropriate in this location where buildings maintain amenity for pedestrians at street level and important view corridors.
- 3.4.7 A district sports park will be provided to the north of the Urban Centre and subject to a community needs assessment, may include co-located community facilities. Any road dissecting the park will be designed to reduce impacts on usability and functionality and will accommodate suitable pedestrian and vehicular connections to the two parts of the park. New residential development in close proximity to the park will be adequately buffered from noise and lighting impacts to enable the provision of a range of sporting, cultural, social or community services.

#### 4. Level of assessment

The following tables contain exceptions to the level of assessment, overriding the levels of assessment in Chapter 3.

A preliminary approval may change the level of assessment identified in these tables.

### 3.5 Precinct 5 – Service Industry

- 3.5.1 The Service Industry Precinct will provide for uses that support and are allied to the existing industrial uses of the area. This precinct will also function as a buffer between the rail line, existing industrial uses and future development in the Variable-Density Residential Precinct. Development in this precinct must not compromise the future residential development in the adjoining Variable-Density Residential Precinct.
- 3.5.2 The form of development will include high quality industrial and showroom uses that may benefit from being close to existing industrial uses, infill residential uses and regional transport infrastructure.

The trigger for assessment in the level of assessment table is material change of use and/or building work (associated with a use or structure specified in the level of assessment table) unless otherwise specified.

#### 4.1 Precinct 1 – Urban Centre Precinct

Self Assessment	Applicable Codes
1. Centre Activities (except Cinema, Convention Centre, and hotel or multi unit dwelling) where: <ul style="list-style-type: none"> <li>complying with the Acceptable Solutions in the Centre Amenity and Performance Code;</li> <li>not involving building work;</li> <li>not located in a Residential Investigation Area; and</li> <li>not located in a Risk Buffer Area identified in Map E unless it can be demonstrated that the uses/activities have permanently ceased as certified by a suitably qualified professional.</li> </ul>	For all development: Northshore Local Area Code  Centre Amenity and Performance Code Centre Design Code
Code Assessment	Applicable Codes
1. Centre Activities (except Cinema, Convention Centre, and hotel or multi unit dwelling) where: <ul style="list-style-type: none"> <li>involving building work;</li> <li>complying with the Acceptable Solutions for GFA, building setbacks and height in Table 1 and Figure e;</li> <li>where not located in a Residential Investigation Area; and</li> <li>where not located in a Risk Buffer Area identified in Map E unless it can be demonstrated that the uses/activities have permanently ceased as certified by a suitably qualified professional.</li> </ul>	For all development: Northshore Local Area Code  Centre Amenity and Performance Code Centre Design Code



Impact Assessment Generally Appropriate	Applicable Codes
<p>1. Cinema and Convention Centre where</p> <ul style="list-style-type: none"> <li>complying with the Acceptable Solutions for GFA, building setbacks and height in Table 1 and Figure e;</li> <li>not located in a Residential Investigation Area; and</li> <li>not located in a Risk Buffer Area identified in Map E unless it can be demonstrated that the uses/activities have permanently ceased as certified by a suitably qualified professional.</li> </ul> <p>2. Multi Unit Dwelling, Single Unit Dwelling or Hotel where</p> <ul style="list-style-type: none"> <li>complying with the Acceptable Solutions for GFA and building height in Table 1;</li> <li>not located within 150 metres of an existing industrial use identified in Chapter 3, Industrial Areas – Schedule 1 or Schedule 2 of the City Plan; or</li> <li>not located within the Residential Investigation Area identified on Map D; and</li> <li>not located in a Risk Buffer Area identified in Map E unless it can be demonstrated that the uses/activities have permanently ceased as certified by a suitably qualified professional.</li> </ul>	<p>For all development: Northshore Local Area Code</p> <p>Centre Amenity and Performance Code Centre Design Code</p> <p>Centre Amenity and Performance Code Centre Design Code</p> <p>Residential Design – High Density Code</p>

**4.2 Precinct 2 – Mixed Use**  
**4.2.1 Waterfront East Sub Precinct**

Self Assessment	Applicable Codes
<p>1. Centre Activities (except Cinema, Convention Centre, and hotel or multi unit dwelling) where:</p> <ul style="list-style-type: none"> <li>complying with the Acceptable Solutions in the Centre Amenity and Performance Code;</li> <li>not involving building work;</li> <li>not located in a Residential Investigation Area; and</li> <li>not located in a Risk Buffer Area identified in Map E unless it can be demonstrated that the uses/activities have permanently ceased as certified by a suitably qualified professional.</li> </ul>	<p>For all development: Northshore Local Area Code</p> <p>Centre Amenity and Performance Code Centre Design Code</p>
Code Assessment	Applicable Codes
<p>1. Centre Activities (except Cinema, Convention Centre, and hotel or multi unit dwelling) where:</p> <ul style="list-style-type: none"> <li>involving building work;</li> <li>complying with the Acceptable Solutions for GFA, building setbacks and height in Table 1; and Figure f;</li> <li>where involving a shop, individual tenancies do not exceed 500m<sup>2</sup> GFA;</li> <li>not located in a Residential Investigation Area; and</li> <li>not located in a Risk Buffer Area identified in Map E unless it can be demonstrated that the uses/activities have permanently ceased as certified by a suitably qualified professional.</li> </ul>	<p>For all development: Northshore Local Area Code</p> <p>Centre Amenity and Performance Code Centre Design Code</p>
Impact Assessment Generally Appropriate	Applicable Codes
<p>1. Cinema and convention centre where:</p> <ul style="list-style-type: none"> <li>complying with the Acceptable Solutions for GFA,</li> </ul>	<p>For all development: Northshore Local Area Code</p> <p>Centre Amenity and Performance Code</p>



- complying with the Acceptable Solutions for GFA and height in Table 1;
- not located within a risk buffer identified on Map E, unless it can be demonstrated that the uses/activities have permanently ceased as certified by a suitably qualified professional; and
- not within a Residential Investigation Area identified on Map D.

Residential Design – High Density Code

2. Multi Unit Dwelling, House or Single Unit Dwelling where:

- complying with the Acceptable Solutions for GFA and height in Table 1;
- not located within 150 metres of an existing industrial use identified in Chapter 3, Industrial Areas – Schedule 1 or Schedule 2 of the City Plan;
- not located within the Residential Investigation Area identified on Map D; and
- not located in a Risk Buffer Area identified in Map E unless it can be demonstrated that the uses/activities have permanently ceased as certified by a suitably qualified professional.

#### 4.3 Precinct 3 – Waterfront Residential

Code Assessment	Applicable Codes
<p>1. Centre Activities being an Office, Restaurant, Shop, and Short Term Accommodation where:</p> <ul style="list-style-type: none"> <li>▪ located on parcel WR7 shown on Map B(b);</li> <li>▪ complying with the Acceptable Solutions for GFA, and height in Table 1;</li> <li>▪ where involving a shop, individual tenancies do not exceed 500m<sup>2</sup> GFA;</li> <li>▪ not located in a Residential Investigation Area; and</li> <li>▪ not located in a Risk Buffer Area identified in Map E unless it can be demonstrated that the uses/activities have permanently ceased as certified by a suitably qualified professional.</li> </ul>	<p>For all development: Northshore Local Area Code</p> <p>Centre Amenity and Performance Code Centre Design code</p>
<p>2. Office or Restaurant where:</p> <ul style="list-style-type: none"> <li>▪ involving building work;</li> <li>▪ complying with the Acceptable Solutions for GFA, building setbacks and height in Table 1 and Figures g to k;</li> <li>▪ where less than 250m<sup>2</sup> of GFA and located on the ground level of any building with a frontage to MacArthur Avenue;</li> <li>▪ not located in a Residential Investigation Area; and</li> <li>▪ not located in a Risk Buffer Area identified in Map E unless it can be demonstrated that the uses/activities have permanently ceased as certified by a suitably qualified professional.</li> </ul>	<p>Centre Amenity and Performance Code Centre Design code</p> <p>Residential Design - High Density Code</p> <p>Subdivision Code</p>
<p>3. Multi Unit Dwelling where:</p> <ul style="list-style-type: none"> <li>▪ complying with the Acceptable solutions for GFA, building setbacks and height in Table 1 and Figures g to k;</li> <li>▪ not located within 150 metres of an existing industrial use identified in Chapter 3, Industrial Areas – Schedule 1 or Schedule 2 of the City Plan;</li> </ul>	

<p>Areas - Schedule 1 and Schedule 2 of the City Plan;</p> <ul style="list-style-type: none"> <li>not included in a Risk Buffer in Map E unless it can be demonstrated that the uses/activities have permanently ceased as certified by a suitably qualified professional; and</li> <li>not located in a Residential Investigation Area in Map D.</li> </ul>	
<b>Impact Assessment</b>	<b>Applicable Codes</b>
<b>Generally Appropriate</b>	
<p>1. Multi Unit Dwelling where:</p> <ul style="list-style-type: none"> <li>not complying with the Acceptable solutions for GFA, building setbacks and height in Table 1a and Figures g to k; or</li> <li>not located within 150 metres of an existing industrial use identified in Chapter 3, Industrial Areas - Schedule 1 and Schedule 2 of the City Plan; or</li> <li>not located within a risk buffer identified on Map E, unless it can be demonstrated that the uses/activities have permanently ceased as certified by a suitably qualified professional; or</li> <li>not located in a Residential Investigation Area in Map D.</li> </ul> <p>2. House or Single Unit Dwelling where:</p> <ul style="list-style-type: none"> <li>not located in a Residential Investigation Area; and</li> <li>not located in a Risk Buffer Area identified in Map E unless it can be demonstrated that the uses/activities have permanently ceased as certified by a suitably qualified professional.</li> </ul>	<p>For all development: Northshore Local Area Code</p> <p>Residential Design – High Density Code</p> <p>Subdivision Code</p>

#### 4.4 Precinct 4 – Variable Density Residential

<b>Self Assessment</b>	<b>Applicable Codes</b>
<p>House where:</p> <ul style="list-style-type: none"> <li>not exceeding a height of 12 metres and 3 storeys; and</li> <li>complying with the Acceptable Solutions of the House Code except A2; and</li> <li>located in excess of 150 metres from an existing industrial use identified in Chapter 3, Industrial Areas - Schedule 1 or Schedule 2; and</li> <li>not located within the ANEF 20 Contour for the Brisbane Airport; and</li> <li>not located within a risk buffer identified on Map E, unless it can be demonstrated that the uses/activities have permanently ceased as certified by a suitably qualified professional; and</li> <li>not located within the Residential Investigation Area identified on Map D; and</li> <li>located on a lot less than 3,000m<sup>2</sup></li> </ul>	<p>For all development: Northshore Local Area Code</p> <p>House Code and Residential Design – Small Lot Code</p>
<b>Code Assessment</b>	<b>Applicable Codes</b>

<p>1. Home Business, where:</p> <ul style="list-style-type: none"> <li>not located in a Residential Investigation Area; and</li> <li>not located in a Risk Buffer Area identified in Map E unless it can be demonstrated that the uses/activities have permanently ceased as certified by a suitably qualified professional.</li> </ul> <p>2. Office or Restaurant where:</p> <ul style="list-style-type: none"> <li>involving building work;</li> <li>complying with the Acceptable Solutions for GFA, building setbacks and height in Table 1 and Figures l, m and n;</li> <li>where less than 250m<sup>2</sup> of GFA and located on the ground level of any Multi Unit Dwelling building with a frontage to MacArthur Avenue;</li> <li>not located in a Residential Investigation Area; and</li> <li>not located in a Risk Buffer Area identified in Map E unless it can be demonstrated that the uses/activities have permanently ceased as certified by a suitably qualified professional..</li> </ul> <p>3. House where:</p> <ul style="list-style-type: none"> <li>on a lot less than 450m<sup>2</sup> or with an average width less than 15m, or on a rear lot less than 600 m<sup>2</sup> (excluding access way);</li> <li>building setbacks are in accordance with Figure p;</li> <li>not located in a Residential Investigation Area; and</li> <li>not located in a Risk Buffer Area identified in Map E unless it can be demonstrated that the uses/activities have permanently ceased as certified by a suitably qualified professional..</li> </ul> <p>3. Multi Unit Dwelling, Single Unit Dwelling or House where:</p> <ul style="list-style-type: none"> <li>complying with the Acceptable Solutions for GFA, building setbacks and height in Table 1 and Figures l, m and n; and</li> <li>located in excess of 150 metres from an existing industrial use identified in Chapter 3, Industrial Area – Schedule 1 or Schedule 2; and</li> <li>not located within a risk buffer identified on Map E, unless it can be demonstrated that the uses / activities have permanently ceased as certified by a suitably qualified professional; and</li> <li>not located on a site within the ANEF 20 Contour for the Brisbane Airport; and</li> <li>not located within the Residential Investigation Area identified on Map D .</li> </ul> <p>4. Short Term Accommodation where:</p> <ul style="list-style-type: none"> <li>on land with a frontage to Kingsford Smith Drive; and</li> <li>not located within a risk buffer identified on Map E, unless it can be demonstrated that the uses / activities have permanently ceased as certified by a suitably qualified professional;</li> <li>not located within the Residential Investigation Area identified on Map D.</li> </ul> <p>5. Uses where located in the area shown as 'Preferred location for non-residential uses' on Map B(c) involving;</p> <ul style="list-style-type: none"> <li>Club; or</li> <li>Community Facility; or</li> </ul>	<p>For all development: Northshore Local Area Code</p> <p>Home Business Code</p> <p>Centre Amenity and Performance Code Centre Design Code</p> <p>House Code and Residential Design – Small Lot Code</p> <p>Residential Design-Medium Density Code or House Code</p> <p>Short Term Accommodation Code</p> <p>Centre Amenity and Performance Code Centre Design Code</p>
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<ul style="list-style-type: none"> <li>▪ Education Purpose; or</li> <li>▪ Garden Centre; or</li> <li>▪ Health Care Purposes; or</li> <li>▪ Hotel; or</li> <li>▪ Medical Centre; or</li> <li>▪ Office; or</li> <li>▪ Restaurant; or</li> <li>▪ Retail showroom; or</li> <li>▪ Short Term Accommodation; or</li> <li>▪ Youth Club; and</li> <li>▪ complying with the Acceptable Solutions for GFA, building setbacks and height in Table 1 and Figures l, m and n;</li> <li>▪ not located in a Residential Investigation Area; and</li> <li>▪ not located in a Risk Buffer Area identified in Map E unless it can be demonstrated that the uses/activities have permanently ceased as certified by a suitably qualified professional..</li> </ul> <p>6. Centre Activities being an Office, Restaurant, Shop, Short Term Accommodation and Multi Unit Dwelling where:</p> <ul style="list-style-type: none"> <li>▪ located on parcel VDR2 shown on Map B(b);</li> <li>▪ complying with the Acceptable Solutions for GFA, building setbacks and height in Table 1 and Figures l, m and n;</li> <li>▪ where involving a shop, individual tenancies do not exceed 500m<sup>2</sup> GFA;</li> <li>▪ not located in a Residential Investigation Area; and</li> <li>▪ not located in a Risk Buffer Area identified in Map E unless it can be demonstrated that the uses/activities have permanently ceased as certified by a suitably qualified professional.</li> </ul> <p>7. Reconfiguring a Lot where any resulting lot is 400m<sup>2</sup> or less but no less than 250m<sup>2</sup>, not located in a Residential Investigation Area, or not located in a Risk Buffer Area identified in Map E unless it can be demonstrated that the uses/activities have permanently ceased as certified by a suitably qualified professional.</p>	<p>Centre Amenity and Performance Code Centre Design Code</p> <p>Subdivision Code</p>
<p><b>Impact Assessment Generally Appropriate</b></p>	<p><b>Applicable Codes</b></p>
<p>1. Multi Unit Dwelling or Single Unit Dwelling where:</p> <ul style="list-style-type: none"> <li>▪ not complying with the Acceptable Solutions for GFA, building setbacks and height in Table 1 and Figures l, m or n;</li> <li>▪ not located within 150 metres from an existing industrial use identified in Chapter 3, Industrial Area – Schedule 1 or Schedule 2;</li> <li>▪ not located in a Residential Investigation Area; and</li> <li>▪ not located in a Risk Buffer Area identified in Map E unless it can be demonstrated that the uses/activities have permanently ceased as certified by a suitably qualified professional..</li> </ul>	<p>For all development: Northshore Local Area Code Residential Design-Medium Density Code</p> <p>Residential Design-Medium Density Code</p>



## 5 Northshore Hamilton Neighbourhood Plan Code

This Code provides additional and/or alternative Acceptable Solutions to the Codes in Chapter 5 and takes precedence over the Codes in Chapter 5.

Where an Acceptable Solution or the corresponding Performance Criterion in this Neighbourhood Plan Code directly varies from an Acceptable Solution and Performance Criterion in the Neighbourhood Plan Code in Chapter 5, the Acceptable Solution and Performance

Criterion in this Neighbourhood Plan Code takes precedence. All remaining Acceptable Solutions and Performance Criteria from applicable or relevant generic Codes in Chapter 5 will continue to apply.

The purpose of this Code is to ensure that development in the Neighbourhood Plan area is consistent with the Development principles and Precinct intentions of this Neighbourhood Plan.

### 5.1 General

Performance Criteria	Acceptable Solution
<b>Gross Floor area and Height</b>	
<p><b>P1</b> Building bulk and scale must be consistent with the character and intent stated for each precinct</p> <p>Higher density development will be sensitively located toward the river and within the Urban Centre to take full advantage of this unique location and access to public transport connections</p>	<p><b>A1</b> The maximum gross floor area complies with Table 1 - <i>Maximum gross floor area and storeys</i></p>
<p><b>P2</b> Northshore and in particular the Urban Centre and Mixed Use Precincts must be easily identifiable within the region</p> <p>The Waterfront Residential precinct must provide a 'stepped' building height profile starting from its most easterly and westerly ends culminating at a landmark building located within the Waterfront Mixed-Use precinct</p>	<p><b>A2.1</b> The height difference between buildings on adjoining parcels in the Waterfront Residential Precinct is at least 3 metres</p> <p><b>A2.2</b> The maximum building height does not exceed building heights listed in Table 1 - <i>Maximum gross floor area and storeys</i></p>
<b>Building setbacks and separation</b>	
<p><b>P3</b> Setbacks to streets and the riverwalk are scaled according to building height to create pedestrian amenity at ground level</p>	<p><b>A3.1</b> Building setbacks to the river and streets are in accordance with the setbacks in figures e to n for the relevant precincts</p>
<p><b>P4</b> Separation distances between buildings create a sense of privacy and provide view corridors from within and into Northshore</p>	<p><b>A4.1</b> Separation distances between buildings in the Waterfront Residential Precinct are in accordance with Figures h and k</p>
<p><b>P5</b> Separation distances between buildings in parcel WR7 and the adjoining cruise ship terminal must be maintained to provide buffering from the operational impacts of the cruise terminal and to protect residential amenity</p>	<p>No acceptable solution prescribed</p>
<b>Accessibility, permeability and movement</b>	
<p><b>P6</b> The design and layout of development must achieve adequate accessibility, permeability and movement consistent with the intent of the Northshore Neighbourhood Plan</p>	<p><b>A6.1</b> Roads, pedestrian and cycleway paths are located generally in accordance with the location of Mobility Paths on Maps B(a) to B(d) and Map C (Northshore – Mobility and Circulation Plan)</p> <p><b>A6.2</b> Pedestrian pathways within road reserves have a minimum width of 1.5 metres</p>
<b>Diversity and safety</b>	
<p><b>P7</b> Mobility, circulation and access throughout Northshore must be designed to be safe and secure and to cater for a range of users</p>	<p><b>A7.1</b> Development provides adequate lighting across the pedestrian and cycleway networks</p> <p><b>A7.2</b> Development ensures all surfaces and finishes at ground level are safe, anti-slip and universally accessible</p>

Performance Criteria	Acceptable Solution
	<p><b>A7.3</b> The design and layout of development maximises casual surveillance of public access, circulation and mobility paths</p> <p><b>A7.4</b> Pedestrian and cycleway paths are clearly delineated and separated</p> <p><b>A7.5</b> All access points, ramps, and configurations are designed and constructed in accordance with AS1428 - Design for Access and Mobility</p> <p><b>A7.6</b> Tactile devices such as Braille are provided to signage or relief tiles to ground and other references to cater for the visually impaired</p>
<b>P8</b> Development must be designed and located to minimise opportunities for crime and enhance people's sense of safety	<p><b>A8.1</b> Development incorporates crime prevention through environmental design principles (CPTED) including maximising opportunities for casual surveillance of public areas by locating large windows (adjoining well-used internal areas) and useable veranda spaces overlooking streets, parks and communal areas</p>
<b>P9</b> The pedestrian and cycleway network must feature high-quality materials drawn from a chosen palette	<p><b>A9.1</b> All materials and specifications are of a quality consistent with BCC's Design and Maintenance Manual and all relevant guidelines and legislation</p>
<b>Working from Home</b>	
<b>P10</b> Home businesses in the form of small scaled offices will be encouraged within residential buildings fronting MacArthur Avenue to provide opportunities for residents to work from home.	<p><b>A10.1</b> Offices allocated to working from home use does not exceed a total GFA of 250m<sup>2</sup> for each multi unit dwelling building</p> <p><b>A10.2</b> The office is used by one or more of the permanent residents of the multi unit dwelling building</p> <p><b>A10.3</b> The office is located on the ground floor of the multi unit dwelling building with a frontage to MacArthur Avenue</p> <p><b>A10.4</b> The office has a clearly defined entrance either from MacArthur Avenue or the main entrance to the multi unit dwelling</p>
<b>Balcony requirements</b>	
<b>P11</b> Residential development must provide adequate balcony space and privacy for residents	<p><b>A11.1</b> The minimum area for balconies for a 1 bedroom dwelling is 9m<sup>2</sup> and 15m<sup>2</sup> for all others. The minimum dimension of the balcony in any direction is 3.0m</p> <p><b>A11.2</b> Lower level balconies (up to 3 levels) use opaque glass or other appropriate screening measures to maintain privacy for residents</p>
<b>P12</b> Building form and facades must present to the street in an interesting and articulated manner	<p><b>A.12</b> Balcony and facade proportions are provided and maintained in accordance with Figure o</p>
<b>Sustainability - Requirements for Commercial and Mixed Use Development</b>	

Performance Criteria	Acceptable Solution
<b>P13</b> Development must utilise a combination of design and construction techniques that actively reduces energy consumption, and greenhouse gas emissions	<b>A13</b> Commercial and mixed use office development achieves an Australian Building Greenhouse Rating Scheme (ABGR) rating of four-stars or equivalent
<b>P14</b> Development must maximise water use efficiency through the utilisation of water saving devices	<b>A14</b> Public amenities use minimum 4 star rated Water Efficiency Labelling Scheme (WELS) water efficient urinals, infrared operated or water-less urinals
<b>Sustainability - Requirements for Residential Development</b>	
<b>P15</b> Building and urban design outcomes must reduce reliance on artificial heating and cooling	<b>A15</b> The thermal performance of development achieves an R value of 1.5 for external walls, 2.5 for roof and ceiling structures, and 3.0 for roof and ceiling structures where air-conditioning is used
<b>P16</b> Buildings and public domain areas must be designed for maximum energy efficiency and thermal comfort	<b>A16</b> Development achieves a minimum of four-stars through a nationally accredited rating scheme
<b>P17</b> A high level of indoor air quality must be achieved for all buildings within the development	<b>A17</b> All residential living areas are naturally ventilated with opening windows and cross-ventilation opportunities
<b>Sustainability – Integrated water management</b>	
<p><b>P18</b> Development must include water sensitive urban design measures to integrate water supply, wastewater and stormwater to ensure protection of the water cycle by:</p> <ul style="list-style-type: none"> <li>▪ reducing potable water usage</li> <li>▪ minimising wastewater production</li> <li>▪ minimising impacts on the water cycle</li> <li>▪ minimizing use of pesticides, herbicides and artificial fertilizers;</li> <li>▪ protecting waterway health by improving stormwater quality and reducing site run-off</li> <li>▪ incorporate water reuse infrastructure to maximise recycling opportunities</li> <li>▪ use of alternative water sources.</li> <li>▪ incorporation of water conservation fixtures, fittings and appliances</li> </ul> <p><i>Note: An Integrated Water Management Plan (IWMP) identifies the range of strategies and actions proposed to integrate water supply, wastewater and stormwater and thus ensure protection of affected waterways and catchment areas. An IWMP also identifies those Water Sensitive Urban Design measures proposed to be incorporated in a development to ensure protection of the water cycle</i></p> <p><i>The IWMP must provide sufficient information on how these matters are to be dealt with for the particular site. Detailed design of the drainage network and Water Sensitive Urban Design measures will usually be required as subsequent application for operational works or as a condition of approval. The Stormwater Management Code and Council's Subdivision and Development Guidelines provide detailed guidance on the implementation of Water Sensitive Urban Design</i></p>	<p><b>A18.1</b> A site based Integrated Water Management Plan (IWMP), incorporating Water Sensitive Urban Design, is submitted at development application stage including any but not restricted to the following measures:</p> <ul style="list-style-type: none"> <li>▪ swale systems</li> <li>▪ swale/bioretention systems</li> <li>▪ on-site infiltration/porous pavements</li> <li>▪ conveyance and non-conveyance bioretention systems</li> <li>▪ filter/buffer strips</li> <li>▪ Nusewer welded PE sewers and low pressure sewer systems</li> <li>▪ Reticulated non-drinking water system</li> <li>▪ a pressure limiting device where mains water pressure exceeds 300kPa. The device must ensure that the maximum operating pressure at any outlet within a building does not exceed 300kPa</li> <li>▪ dual flush 6/3 toilets are installed</li> <li>▪ minimum 4 star (WELS) appliances are installed</li> <li>▪ minimum 4 star rated (WELS) showerheads are installed in all showers</li> <li>▪ minimum 4 star rated (WELS) taps are installed</li> <li>▪ garbage grinders are not installed;</li> <li>▪ swimming pools are provided with covers;</li> <li>▪ disposal of swimming pool water to accord with BCC Subdivision and Development Guidelines 2000, Part C, Chapter 11</li> </ul> <p><b>A18.2</b> The IWMP includes details of when the proposed measures are to be adopted and how implementation is to be ensured such as covenants on each lot conditioned through development</p> <p><b>A18.3</b> Development provides or connects to a reticulated non-drinking water network. This is then connected to:</p>

Performance Criteria	Acceptable Solution
	<ul style="list-style-type: none"> <li>▪ Fire hydrants and fire service</li> <li>▪ Outdoor taps</li> <li>▪ Watering systems to landscaped areas</li> <li>▪ Outdoor watering system of parks, gardens and recreation areas</li> <li>▪ Wash down areas</li> <li>▪ Other uses where appropriate in preference to potable water</li> </ul> <p><b>A18.4</b> Development includes a rainwater harvesting system such as a rainwater tank:</p> <ul style="list-style-type: none"> <li>▪ with at least 50% of the roof area connected to the rainwater storage system</li> <li>▪ that is used for water supply to the toilet cistern/s and laundry cold water tap/s</li> <li>▪ with a backup reticulated water supply</li> <li>▪ with a suitable backflow prevention device to protect the reticulated water supply from contamination, in accordance with AS/NZS 3500:2003</li> </ul>
<b>Sustainability – Energy</b>	
<p><b>P19</b> Development must adopt renewable power sources wherever practicable</p>	<p><b>A19.1</b> Development utilizes renewable, non – polluting energy (such as solar power) from on-site generation.</p> <p><b>A19.2</b> Development provides an energy smart hot water system (energy efficient gas, heat pump or gas-boosted solar hot water are the minimum standard)</p> <p><b>A19.3</b> Development provides LP gas connections for all cooking appliances</p>
<p><b>P20</b> Energy-efficient appliances must be utilised to achieve best practice energy efficiency</p>	<p><b>A20.1</b> Buildings are installed with minimum four-star energy efficient devices, equipment and appliances that meet the National Minimum Energy Performance Standards (MEPS, refer to <a href="http://www.energyrating.gov.au">www.energyrating.gov.au</a>)</p> <p><b>A20.2</b> Multi unit dwellings incorporate centrally located energy efficient chilled and heated water plants</p> <p><b>A20.3</b> Air-conditioning systems not more than 10kW<sub>r</sub> in capacity achieve a Cooling/ Heating Star rating of not less than 4.5 Stars (<a href="http://www.energyrating.gov.au">www.energyrating.gov.au</a>), systems between 10kW<sub>r</sub> and 65kW<sub>r</sub> have an Energy Efficiency ratio (EER) not less than 3.0 with Coefficient of Performance (COP) not less than 3.3 and insulation and sealing to air-conditioning pipework and ducts complies with BCA Specifications J5.2</p> <p><b>A20.4</b> All equipment is properly maintained to ensure design efficiency performance</p>
<p><b>P21</b> Building and urban design outcomes must reduce reliance on artificial heating and cooling</p>	<p><b>A21.1</b> Site planning and individual building orientation is based on passive solar design and energy-efficiency principles</p> <p><b>A21.2</b> Buildings include provision for adequate natural ventilation for all habitable areas. All windows other than small fixed lights are adjustable and opening</p> <p><b>A21.3</b> Buildings include light coloured roofs that</p>

Performance Criteria	Acceptable Solution
	<p>incorporate ventilation</p> <p><b>A21.4</b> Eaves and external shade structures are incorporated into buildings to limit summer sun and maximise winter sun</p> <p><b>A21.5</b> Trees are strategically placed to protect buildings from western sun and other local microclimatic factors</p> <p><b>A21.6</b> Natural ventilation of car parks is used wherever possible rather than mechanical ventilation</p>
<p><b>P22</b> Development must utilise a combination of design and construction techniques to reduce energy consumption, reduce peak energy loads and greenhouse gas emissions</p>	<p><b>A22.1</b> All buildings are designed to maximise natural lighting and minimise energy use for artificial lighting</p> <p><b>A22.2</b> Development includes energy-efficient lighting systems such as fluorescent fittings and solar power lighting to common areas.</p> <p><b>A22.3</b> Development utilizes off peak energy and timers to reduce peak load from uses such as swimming pool filters.</p>
<b>Sustainability – Transport</b>	
<p><b>P23</b> The use of bicycles and other forms of non-motorised transport must be facilitated within development</p>	<p><b>A23.1</b> Development is designed to include safe and highly visible connections to pedestrian and cycle networks through landscape design elements and treatments</p> <p><b>A23.2</b> Secure bicycle-storage facilities for the use of apartment owners and tenants are provided at a rate of one bicycle space per two dwellings</p>
<b>Sustainability – Biodiversity</b>	
<p><b>P24</b> Development must maintain and enhance the biodiversity values of the site and the Brisbane River</p>	<p><b>A24.1</b> Landscape areas include at least 50% locally occurring native plants or species and species that provide habitat and food resources for local fauna</p> <p><b>A24.2</b> An Environmental Management Plan (EMP) is provided for both the construction and operational phases of development which addresses biodiversity</p>
<p><b>P25</b> Development must protect and enhance existing mangrove vegetation</p>	<p><b>A25.1</b> Landscape species are endemic to the area and are non-invasive</p> <p><b>A25.2</b> Development fronting the mangrove creek on the north and eastern boundaries integrates the mangrove creek into the landscape and open space areas of the development</p>
<b>Sustainability – Air</b>	
<p><b>P26</b> A high level of indoor air quality must be achieved for all buildings</p>	<p><b>A26</b> Buildings include adequate seals and screening to assist with indoor pest control.</p>
<b>Sustainability – Waste</b>	
<p><b>P27</b> Landfill waste must be minimised through the recycling of materials and effective management of waste product</p>	<p><b>A27.1</b> Buildings are designed and equipped with sorting facilities to separate waste</p> <p><b>A27.2</b> High quality and clean recycled materials</p>

Performance Criteria	Acceptable Solution
	<p>(timber, crushed concrete and cleaned bricks) are used where possible within the development construction</p> <p><b>A27.3</b> Development is designed to maximize use of standard sizes of materials wherever possible to minimize waste.</p> <p><b>A27.4</b> Development must provide for the collection and reuse of garden/ green waste.</p>
<b>Sustainability – Landscaping</b>	
<b>P28</b> Development must provide landscaping that includes a subtropical design response including the use of extensive native vegetation and large shade trees in private and public spaces	<p><b>A28.1</b> 10% of the site area is used for deep planting</p> <p><b>A28.2</b> Landscaping is to incorporate native drought tolerant species</p> <p><b>A28.3</b> Any proposed roof and podium planting is to have a non-potable water supply for irrigation</p>
<b>Sustainability- Materials</b>	
<b>P29</b> Building materials must be selected based on whole-life-cycle considerations	<p><b>A29.1</b> Building materials are sourced from local manufacturers and/or suppliers where possible, or utilize the most economical method of transportation with regard to fossil fuels</p> <p><b>A29.2</b> Products are selected based on minimal ongoing maintenance requirements and durability</p> <p><b>A29.3</b> Building materials, products and systems low in embodied energy (with low levels of pollution emitted during manufacture) are used</p>
<b>P30</b> Development utilises non-toxic and low emission products	<p><b>P30.1</b> Use of non-toxic or low toxicity paints on at least 90% of all internal painted surfaces</p> <p><b>P30.2</b> Use of non-toxic or low toxicity floor coverings on at least 80% of all indoor covered areas</p> <p><b>P30.3</b> Use of low-toxicity sealants and adhesives where possible</p> <p><b>P30.4</b> Use of non-allergic materials for furnishings where possible</p>
<b>Acoustic amenity</b>	
<b>P31</b> Development must protect residential amenity from potential noise impacts generated from traffic, aircraft and industrial uses	<p><b>A31.1</b> For land within the ANEF 20 Contour for the Brisbane Airport, an acoustic assessment report demonstrating compliance with State Planning Policy 1/02 -Development in the Vicinity of Certain Airports and Aviation Facilities and Supporting Guideline is submitted</p> <p><b>A31.2</b> For land outside the ANEF 20 Contour for the Brisbane Airport, an acoustic assessment report complying with the requirements of the City Plan Noise Impact Assessment PSP is submitted, and appropriate recommendations are incorporated into the design, siting and layout of development</p>
<b>Air quality amenity</b>	
<b>P32</b> Development must: <ul style="list-style-type: none"> <li>maintain public health and protect residential amenity from potential air quality impacts generated from ongoing port operations within Northshore and existing</li> </ul>	<b>A32.1</b> Residential or sensitive development does not locate within a Residential Investigation Area identified on Map D unless it can be demonstrated that existing or potential air quality impacts are within acceptable



Performance Criteria	Acceptable Solution
<p>industrial uses external to Northshore; and</p> <ul style="list-style-type: none"> <li>maintain health, safety and amenity of future residents by ensuring new dwellings are not adversely affected by existing industry in the locality.</li> </ul>	<p>limits</p>
<p><b>Existing industrial uses</b></p>	
<p><b>P33</b> Development must:</p> <ul style="list-style-type: none"> <li>maintain public health and safety and protect building occupants from potential risks associated with ongoing port uses within Northshore</li> <li>not compromise the operation of existing industrial uses external to Northshore</li> <li>maintain health, safety and amenity by ensuring new buildings are not adversely affected by existing industry in the locality</li> </ul>	<p><b>A33.1</b> Residential or sensitive development does not locate within a risk buffer area as identified on Map E, unless it can be demonstrated that the industrial use/activity has permanently ceased as certified by a suitably qualified professional or the level of risk is within accepted limits</p> <p><b>A33.2</b> Residential or sensitive development does not locate within 150 metres of an existing industrial use identified in Chapter 3, Industrial Areas – Schedule 1 and Schedule 2 of the City Plan, unless it can be demonstrated that the industrial use or activity has permanently ceased or that potential impacts are within acceptable limits</p> <p><b>A33.3</b> Residential or sensitive development does not locate within a Residential Investigation Area identified on Map D, unless it can be demonstrated that potential impacts are within acceptable limits</p>
<p><b>Riverwalk – Continuous public access</b></p>	
<p><b>P34</b> Development on land fronting the Brisbane River must provide a continuous and publicly owned and accessible riverwalk including design elements that add variety and interest for users of the riverwalk</p>	<p><b>A34.1</b> Land and development adjoining the Brisbane River includes a riverwalk provided by the developer that has the following attributes:</p> <ul style="list-style-type: none"> <li>a minimum 20 metre building setback is maintained from high water mark to the outer most projection of the building;</li> <li>all land within 15 metres of the high water mark shall be dedicated to Brisbane City Council as park; and</li> <li>the minimum dimension of pathways are: <ul style="list-style-type: none"> <li>for the Waterfront Residential Precinct in accordance with Figure r;</li> <li>for the Mixed Use precinct, in accordance with figure f;</li> <li>for the Variable Density Residential Precinct, 6 metres</li> </ul> </li> <li>linkages between the bikeway/walkway and adjoining riverfront properties are provided</li> </ul>
<p><b>Riverwalk – Safety and security</b></p>	
<p><b>P35</b> The riverwalk must provide a safe and secure place</p>	<p><b>A35.1</b> The existing wharf structures are removed and replaced with a new land-based structure in accordance with Figure r, except for development parcel WR7 where the wharf may be retained for tie up of ships associated with the use of the adjoining cruise wharf</p> <p><b>A35.2</b> Development provides adequate lighting across the length of the riverwalk in accordance with relevant BCC standards</p> <p><b>A35.3</b> The design and layout of development maximises casual surveillance and incorporates other relevant CPTED principles where appropriate</p>

Performance Criteria	Acceptable Solution
	<p><b>A35.4</b> The riverwalk is designed to ensure all surfaces and finishes at ground level are safe, anti-slip and universally accessible</p>
<b>Riverwalk – Vistas</b>	
<p><b>P36</b> The riverwalk must be designed to protect views from the site to the river and provide a visual connection between the river edge and adjoining development, while minimising impact on privacy of residents</p>	<p><b>A36.1</b> The design of the riverwalk maximises vistas from private residential areas to the river</p> <p><b>A36.2</b> Artwork, solid planes or bulky objects such as vegetation or signage are carefully placed and designed to maintain views and sightlines to the river</p> <p><b>A36.3</b> Change of levels, planting buffers or other design devices are incorporated to highlight the separation of public and private areas, increase the sense of security and privacy for those living in proximity to the riverwalk, and improve the sense of security for those using the riverwalk</p>
<b>Riverwalk – Interface between private properties</b>	
<p><b>P37</b> The riverwalk must be designed to provide a seamless integration between public and private realms, the water and the land</p>	<p><b>A37.1</b> The riverwalk experience is continuous and consistent between nodal points/viewing platforms at the end of river access roads</p> <p><b>A37.2</b> Between street ends, material design features and themes are carried through with matching levels, widths, complementary treatments and finishes along adjoining sections of the riverwalk, assisting visual blending at the boundary interface</p> <p><b>A37.2</b> If developed incrementally, subsequent segments of the riverwalk are consistent with the overall design, palette of colours, material treatments and tree species approved as part of the first segment of the riverwalk</p>
<b>Riverwalk – Accessibility, permeability and legibility</b>	
<p><b>P38</b> The riverwalk must be designed to provide a shared movement environment accessible to pedestrians, cyclists and users with varied degrees and types of disabilities</p>	<p><b>A38.1</b> All access points, ramps, and configurations are in accordance with Australian Standard AS1428– Design for Access and Mobility</p> <p><b>A38.2</b> An adequate number of clear entry and exit points are provided, along with dedicated and strategically placed lookouts and water access points</p> <p><b>A38.3</b> Riverwalk levels within the Waterfront Residential Precinct are typically lower than adjoining development to facilitate vistas to and from the river generally in accordance with Figures i and r</p> <p><b>A38.4</b> The riverwalk area is designed to provide easy pedestrian and cyclist navigation and negotiation</p> <p><b>A38.5</b> Tactile devices such as Braille to signage or relief tiles to ground and other references are provided for visually impaired people</p> <p><b>A38.6</b> High-quality public artwork with vertical emphasis is featured along the riverwalk to assist in marking distances, mental mapping and relative location, supported by audio activation devices where</p>

Performance Criteria	Acceptable Solution
	appropriate
<b>P39</b> The riverwalk must feature high quality materials drawn from an approved palette	<b>A39</b> All materials and specifications are to be of a quality consistent with the BCC Public Riverside Facilities Design and Maintenance Manual
<b>Riverwalk – River experience viewing platforms</b>	
<b>P40</b> Nodal points /viewing platforms are provided at key locations along the riverwalk, particularly at river access street ends	<p><b>A40.1</b> The design of nodal points / viewing platforms are undertaken generally in accordance with Figure s</p> <p><b>A40.2</b> The nodal points provide appropriate transition between various sections of the riverwalk provided in association with the land-based development</p>
<b>Artwork</b>	
<b>P41</b> Development involving building work must incorporate artwork in public places	<p><b>A41.1</b> Artwork will be located in the Urban Centre Precinct, Mixed Use Precinct and Waterfront Residential Precinct</p> <p><b>A41.2</b> Artwork is to be located in public spaces and selected with a view to enhancing the interest and vitality of these spaces</p> <p><b>A41.3</b> Artwork is to be positioned so that it can be observed and appreciated by the public at all times</p> <p><i>Note: At the applicant's discretion, artwork may be located off the site to enhance its visibility. Any off-site location will need to be agreed by the Assessment Manager to ensure pedestrian and vehicular movement and safety is not compromised</i></p>
<b>Development Staging</b>	
<p><b>P42</b> Development is staged to occur in conjunction with ongoing infrastructure investment for:</p> <ul style="list-style-type: none"> <li>▪ traffic capacity of routes to and from Northshore; and</li> <li>▪ public transport infrastructure for residents and workers in Northshore</li> </ul> <p>Development will only receive approval where no net loss of capacity to the road network occurs.</p>	<b>A42</b> Development occurs in accordance with Table 2 Staging and Map F Staging Plan, or in accordance with infrastructure agreement.

## 5.2 Precinct 1 – Urban Centre

Performance Criteria	Acceptable Solution
<p><b>P1</b> The total retail and commercial floorspace in the Urban Centre Precinct reflects:</p> <ul style="list-style-type: none"> <li>▪ its role and function as a Suburban Centre; and</li> <li>▪ Its primary role in the Northshore Neighbourhood Plan area as the main commercial centre</li> </ul>	<p><b>A1.1</b> Retail GFA is limited to 10,000m<sup>2</sup> retail floor area including one full line supermarket.</p> <p><b>A1.2</b> Total retail floor area for supermarket is limited to serve Northshore Neighbourhood Plan Area</p>
<b>P2</b> Building setbacks must be consistent with the desired streetscape for the Urban Centre	<b>A2</b> Building setbacks comply with Figure e
<b>P3</b> Buildings along Barcham Street must provide small shop frontages and tenancies to provide retail choice and visual interest	<b>A3</b> Buildings have a minimum average width of 10 metres for each tenancy frontage or tenancy
<b>P4</b> A neighbourhood community facility must be located	<b>A4</b> The location of a community facility is generally in

Performance Criteria	Acceptable Solution
within the precinct for future residents use	accordance with Map B(a)
<b>P5</b> Development must provide facilities for convenient, safe and comfortable movement of pedestrians in and to the Urban Centre. The finished levels must allow easy pedestrian, bicycle, vehicular and car parking interconnection between properties and buildings in the Urban Centre	<b>A5</b> The pedestrian/vehicle movement system within the Urban Centre is provided generally in accordance with Map B(a)

### 5.3 Precinct 2 – Mixed Use

Performance Criteria	Acceptable Solution
<b>P1</b> Development must contribute positively towards the permeability of the precinct through the incorporation of appropriate mobility paths, building design and layout	<p><b>A1</b> For the Waterfront East Sub Precinct the building form, access to the site and circulation within the site is in accordance with the preferred mobility paths identified on Map B(a)</p> <p>For other sub precincts no acceptable solution prescribed.</p> <p><i>Note: For all sub precincts including Waterfront East Sub Precinct an integrated Centres Concept Plan will be required.</i></p>
<b>P2</b> Building setbacks must be consistent with the desired streetscape for the precinct	<p><b>A2</b> For the Waterfront East Sub Precinct building setbacks comply with;</p> <ul style="list-style-type: none"> <li>i) where development is located within VC5 a minimum 20 metre building setback</li> <li>ii) where development is located within VC4 in accordance with Figure f</li> </ul> <p>For other sub precincts no acceptable solution prescribed.</p>
<b>P3</b> Development must provide facilities for convenient, safe and comfortable movement of pedestrians to the Urban Centre, waterfront and public transport nodes. The finished levels must allow easy pedestrian, bicycle, vehicular and car parking interconnection between properties and buildings in the precinct	<p><b>A3</b> For the Waterfront East Sub Precinct the pedestrian/vehicle movement system within the Waterfront Mixed-use Precinct is provided generally in accordance with Map B(a).</p> <p>For other sub precincts no acceptable solution prescribed.</p> <p><i>Note: For all sub precincts including Waterfront East Sub Precinct an integrated Centres Concept Plan will be required.</i></p>
<p><b>P4</b> Vehicle access and parking must be safe and convenient for residents, visitors and service providers. Sufficient resident and visitor parking must be provided according to:</p> <ul style="list-style-type: none"> <li>(i) the number, size and type of dwellings proposed</li> <li>(ii) the availability and acceptability of kerbside parking adjacent to the site</li> <li>(iii) local traffic or parking management</li> <li>(iv) the likely preference of the occupier or target market</li> </ul> <p>Note: Resident parking provision may be reduced from the rate specified in the Acceptable Solution where public transport is available within a reasonable walking distance or where low demand is indicated, through detailed studies and evidence</p>	<p><b>A4.1</b> Off-street parking spaces are provided:</p> <ul style="list-style-type: none"> <li>(i) where qualifying for a subsidy for aged persons or persons with disabilities accommodation under any law, one car space per three dwellings</li> <li>(ii) otherwise, as shown below, the total rounded up to the nearest whole number.</li> </ul> <p><b>A4.2</b> For residential development, vehicle spaces for different dwelling sizes and number of bedrooms are provided as follows:</p> <p>Average vehicle spaces per dwelling</p> <ul style="list-style-type: none"> <li>Small (&lt;75m<sup>2</sup>) or one bedroom 1 space</li> <li>Medium (75–110m<sup>2</sup>) or two bedroom 2 spaces</li> <li>Large (&gt;110m<sup>2</sup>) or three bedroom 2 spaces</li> </ul>

Performance Criteria	Acceptable Solution
	<p>Plus 0.25 per dwelling for visitors</p> <p>Note: Tandem parking may only be used where two spaces are provided for one dwelling</p>
<b>P5</b> Development in the Waterfront West Sub Precinct and Kingsford Smith Drive West Sub Precinct is integrated around waterfront access, public transport accessibility, and pedestrian and visual connectivity.	<p>No Acceptable Solution Prescribed</p> <p><i>Note: For Waterfront West and Kingsford Smith Drive sub precincts an integrated Centres Concept Plan will be required.</i></p>
<b>P6</b> Built form in the Kingsford Smith Drive West Sub Precinct provides lower scale built form to Kingsford Smith Drive	A6.1 Building form within 40 metres of Kingsford Smith Drive is limited to 6 storeys and 21 metres.
<b>P7</b> The total volume of shop space in Kingsford Smith Drive West and Waterfront West Sub Precincts is limited to reflect the primary role of the Barcham Street Centre	<p><b>A7.1</b> Shop tenancies are no greater than 500m<sup>2</sup> each.</p> <p><b>A7.2</b> Shop and restaurant uses are located in the Waterfront West Sub Precinct.</p> <p><b>A7.3</b> Shop or restaurants in the Kingsford Smith Drive West Precinct serve only the sub precinct in which they are located.</p> <p><b>A7.4</b> Display and sales activities are greater than 1000m<sup>2</sup> and less than 1,500m<sup>2</sup></p>

#### 5.4 Precinct 3 – Waterfront Residential

Performance Criteria	Acceptable Solution
<b>P1</b> The extent of non residential uses adjacent to Portside Wharf will reflect its role as a subordinate centre to the Urban Centre Precinct	<b>A1</b> Total non residential uses adjacent to Portside Wharf (on Parcel WR7) does not exceed 4,000m <sup>2</sup> which includes a maximum of 2,500m <sup>2</sup> of restaurant and shop uses
<b>P2</b> Tower design must mitigate visual impacts on regional view sheds. Spacing between buildings must allow for light penetration, air circulation, views and vistas, and outlook	<p><b>A2.1</b> Building setbacks comply with Sections h to l</p> <p><b>A2.2</b> Mid-block separation of buildings is provided in accordance with Figure q</p>
<p><b>P3</b> Vehicle access and parking must be safe and convenient for residents, visitors and service providers. Sufficient resident and visitor parking must be provided according to:</p> <ul style="list-style-type: none"> <li>(i) the number, size and type of dwellings proposed</li> <li>(ii) the availability and acceptability of kerbside parking adjacent to the site</li> <li>(iii) local traffic or parking management</li> <li>(iv) the likely preference of the occupier or target market.</li> </ul> <p>Note: Resident parking provision may be reduced from the rate specified in the Acceptable Solution where public transport is available within a reasonable walking distance or where low demand is indicated</p>	<p><b>A3.1</b> Off-street parking spaces are provided:</p> <ul style="list-style-type: none"> <li>(i) where qualifying for a subsidy for aged persons or persons with disabilities accommodation under any law, one car space per three dwellings</li> <li>(ii) otherwise, as shown below, the total rounded up to the nearest whole number.</li> </ul> <p><b>A3.2</b> Vehicle spaces for different dwelling sizes and number of bedrooms as follows:</p> <p>Average vehicle spaces per dwelling</p> <ul style="list-style-type: none"> <li>Small (&lt;75m<sup>2</sup>) or one bedroom 1 space</li> <li>Medium (75–110m<sup>2</sup>) or two bedrooms 2 spaces</li> <li>Large (&gt;110m<sup>2</sup>) or three bedrooms 2 spaces</li> <li>Plus 0.25 per dwelling for visitors</li> </ul> <p>Note: Tandem parking may only be used where two spaces are provided for one dwelling</p>



Performance Criteria	Acceptable Solution

## 5.5 Precinct 4 – Variable Density Residential

Performance Criteria	Acceptable Solution
<b>P1</b> A small scale convenience centre will be located in the eastern area of the Precinct (VDR2) to provide for the daily shopping needs of residents	<b>A1</b> Total non-residential uses is in the order of 1,000m <sup>2</sup>
<b>P2</b> Building height for a house is consistent with the intent of the precinct	<b>P2</b> Building height is a maximum of 3 storeys and 12 metres
<b>P3</b> Houses on lots of between 250m <sup>2</sup> and 400m <sup>2</sup> must minimise amenity impacts on adjoining dwellings and must complement setbacks prevailing in the street	<b>P3</b> For detached houses side, rear and front boundary setbacks comply with Figure p (small lot housing); or For two or more houses which have built to boundary walls: <ul style="list-style-type: none"> <li>▪ they are approved and constructed at the same time</li> <li>▪ the front rear and side boundary setbacks comply with Figure p (2 storey terrace)</li> <li>▪ external side boundaries are not less than 1.5 metres</li> </ul>
<b>P4</b> Building setbacks for small lot and terrace style residential product must reflect and respond to the urban intent of the precinct	<b>A4</b> Development of terrace or small lot housing is in accordance with Figure p
<b>P5</b> Building setbacks for multi unit dwellings must be consistent with the desired streetscape for the precinct	<b>A5</b> Building setbacks comply with Figures l, m and n

**Table 1 - Maximum gross floor area and storeys**

Precinct	Maximum GFA (times site area)	Maximum number of storeys and metres above RL 5.5
Urban Centre Precinct		
VC1	3	10 storeys / 30 metres
VC2	3	10 storeys / 30 metres
VC3	2	10 storeys / 30 metres
NB: Maximum non-residential GFA is 13,500m2 including up to 3,500m² GFA of office uses. Total GFA is made up of maximum non-residential GFA and residential GFA.		
Waterfront Mixed Use Precinct		
Waterfront East Sub Precinct - VC 4	3.0 NB: Total GFA is made up of maximum non-residential GFA and residential GFA Maximum non-residential GFA 2,500m²	20 storeys /65 metres
Waterfront East Sub Precinct - VC 5	3.0	18 storeys /60 metres
Waterfront West Sub Precinct	Development to reflect existing and approved plot ratio and height of buildings south of Kingsford Smith Drive and west of Remora Road.	
Kingsford Smith Drive West Sub Precinct	Development to reflect existing and approved plot ratio and height of buildings south of Kingsford Smith Drive and west of Remora Road	
Waterfront Residential Precinct		
WR 1	1.75	10 storeys / 30 metres
WR 2	2.5	12 - 14/ 36 - 42 metres
WR 3	3.0	16 storeys/ 48 metres
WR 4	3.5	18 storeys/ 54 metres
WR 5	3.0	16 storeys/ 48 metres
WR 6	2.5	14 storeys/ 42 metres
WR 7	2.0	13 storeys/ 39 metres
Variable Density Residential Precinct		
VDR 1	1.5	5 storeys/ 15 metres
VDR 2	2.5	10 storeys/ 30 metres
VDR 3	1.5	5 storeys/ 15 metres
VDR 4	1.5	5 storeys/ 15 metres

**Table 2 – Staging**

<b>Staging inaccordance with Map F Staging Plan</b>	<b>Residential Investigation Area Implications</b>	<b>Traffic Capacity and Movement</b>
Stage 1.	Refer to Map F Staging Plan.	Development allowed for up to 5,000 vehicles per day as an equivalent replacement for existing General Industry use of Northshore Neighbourhood Plan Area.
Following stages.	Other stages available for residential development subject to removal or reduction of Residential Investigation Areas.	<p>No additional development in excess of 5,000 vpd until additional traffic and / or public transport infrastructure added.</p> <p>Development will only receive approval where no net loss of capacity to the road network occurs.</p>

DRAFT



# Northshore Hamilton Urban Development Area Development Scheme

July 2009



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### 1.1 The Urban Land Development Authority

The Urban Land Development Authority (ULDA) is a statutory authority under the *Urban Land Development Authority Act 2007* (the Act) and is a key element of the Queensland Housing Affordability Strategy.

The role of the ULDA is to facilitate the development of declared Urban Development Areas (UDAs) to move land quickly to market and achieve housing affordability and urban development outcomes. This enables the Government to be more effective and proactive in providing land for urban development, particularly through major strategic infill and redevelopment sites. The ULDA is also a vehicle to deliver the Government's transit oriented development (TOD) projects throughout the State where they occur in UDAs.

The ULDA, which became operational on 26 November 2007, is working with local governments, community, local landowners and the development industry to deliver commercially viable developments that include diverse, affordable, sustainable housing and use best-practice urban design principles.

### 1.2 Urban Development Areas

The Northshore Hamilton Urban Development Area (UDA) was declared by regulation by the Minister for Infrastructure and Planning on 27 March 2008.

### 1.3 Purpose of the development scheme

The Northshore Hamilton UDA Development Scheme has been prepared in accordance with the Act and is applicable to all development on land within the boundaries of the UDA. It is a statutory instrument and has the force of law.

From the date of approval, it replaces the Interim Land Use Plan for the UDA which was in place at the time of the declaration, and during the period of preparation of this development scheme. A development scheme is one of the primary mechanisms the ULDA uses to deliver on the main purposes of the Act.

As described by the Act, the main purposes of the development scheme are to facilitate:

- (i) the availability of land for urban purposes
- (ii) the provision of a range of housing options to address diverse community needs
- (iii) the provision of infrastructure for urban purposes

- (iv) planning principles that give effect to ecological sustainability and best practice urban design

- (v) the provision of an ongoing availability of affordable housing options for low to moderate income households.

Through the development scheme, development in the Northshore Hamilton UDA will contribute to achieving the following goals:

- o **Promoting and maintaining liveable communities.**

Communities in the Northshore Hamilton UDA will be diverse, safe and healthy, have access to services, jobs and learning, foster active local participation and will be pleasant places to live, work and visit while enhancing the value of existing neighbourhoods.

- o **Promoting planning and design excellence.**

The Northshore Hamilton UDA will become a modern resilient and adaptable urban form that promotes connectivity, safety and accessibility whilst recognising the local values and aspirations.

- o **Providing economic benefit.**

Economic benefit is maximised in the Northshore Hamilton UDA by facilitating the release of urban land, considering lifecycle costs, operational savings, long term employment opportunities, creating partnering opportunities and creating long term value.

- o **Protecting ecological values and optimising resource use.**

The Northshore Hamilton UDA protects and manages natural systems, habitats and biodiversity, and promotes the innovative and efficient use and management of precious resources such as materials, water and energy to minimise impacts on the climate.

### 1.4 Elements of the development scheme

The Northshore Hamilton UDA Development Scheme consists of three components being:

- o **the land use plan**
- o **the infrastructure plan**
- o **the implementation strategy.**

The land use plan regulates orderly development and articulates the preferred form of development in the UDA, its precincts and sub-precincts.

The infrastructure plan details essential infrastructure. The implementation strategy outlines proposed financing mechanisms to deliver the infrastructure.

The implementation strategy also describes how the ULDA will deliver the purpose of the Act drawing together the components of the land use plan and infrastructure plan.



## 2.1 Location

Located six kilometres from the Brisbane CBD, the Northshore Hamilton Urban Development Area (UDA) covers 304 hectares of land, with a 3.8 kilometre river frontage.

The Northshore Hamilton UDA includes land between Kingsford Smith Drive and the Brisbane River, extending from Bretts Wharf to the west and the Gateway Motorway to the east. The boundaries of the Northshore Hamilton UDA are shown in Map 1.

The Northshore Hamilton UDA is close to some of Brisbane's most important economic drivers, including the Brisbane Airport and Australia TradeCoast.

Key features in and around the Northshore Hamilton UDA include:

- Bretts Wharf
- Portside Wharf complex including the Brisbane Cruise Ship Terminal
- Eagle Farm and Doomben racecourses
- Royal Queensland Golf Club
- The Brisbane River
- Kingsford Smith Drive and the Gateway Motorway.

Map 1: Northshore Hamilton Urban Development Area





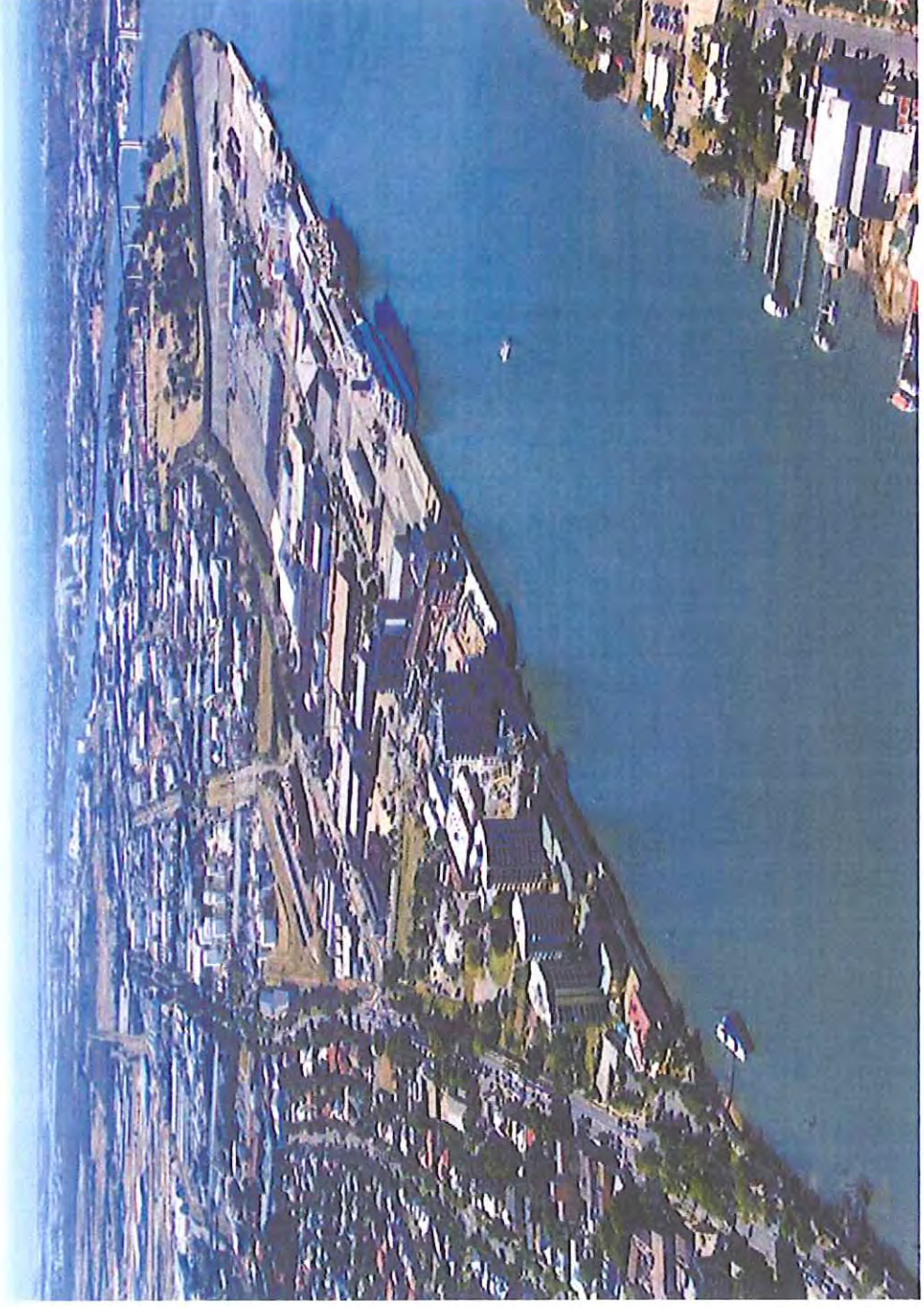
## 2.2 Vision

The Northshore Hamilton UDA is the most significant waterfront development opportunity in Brisbane since Expo 88 and Southbank. The Northshore Hamilton UDA is larger than the Brisbane CBD, and its river frontage is greater than the river edges of Southbank and the CBD combined. It possesses remarkable locational advantages, being within 6km of the city, with outstanding views and adjoining Hamilton, one of the most sought after residential addresses in Brisbane.

As well, the regional economic and transport infrastructure in the area is driving intensification and redevelopment. The UDA also sits at the heart of Brisbane's rapidly growing inner northeast corridor, anchored by the CBD and Australia TradeCoast, the city's two largest concentrations of employment.

The final phases of the port relocation have been occurring over the past few years with the dry and liquid bulk export facilities expected to vacate over the next 10 years. The relocation of port operations from Hamilton to Fisherman Island was first investigated in the 1970s when the volume of shipping, longer turnaround times and increasing size of vessels necessitated the development of a deepwater port. This underutilised part of Brisbane represents a unique opportunity for a major brownfield regeneration project which maximises its location on the Brisbane River.

Looking over the Northshore Hamilton UDA.





The redevelopment of the UDA presents a number of challenges, in particular the effective transition of the area while having regard to the on-going port and industrial activities and the future amenity of new residents. Similarly, traffic impacts associated with Kingsford Smith Drive must be addressed to cater for the anticipated growth of both Northshore Hamilton and the Australia TradeCoast. Northshore Hamilton, while a complex site with many constraints, has overwhelming scope to be a world class development that celebrates its location along one of South East Queensland's most outstanding natural features, the Brisbane River.

### The vision in detail

The vision for the Northshore Hamilton UDA responds to these opportunities.

#### A vibrant Brisbane waterfront community

Northshore Hamilton will be a vibrant engaging and memorable urban community that celebrates its waterfront location. It will be connected by a hierarchy of interlinked public spaces, streets, parks and walkways. The Brisbane River is an asset to be enjoyed by all, accessible and public in nature, and a focus for high intensity residential and activity centre development. It will incorporate uninterrupted riverside pedestrian access within the UDA.

#### Diverse commercial opportunities

Northshore Hamilton will generate a wide range of employment opportunities from home-based business to international corporate and commercial operations. It will build upon its strategic location and support the established functions of Australia TradeCoast, the Brisbane Airport and the Port of Brisbane. Commercial uses as well as clean, high technology industry and research facilities will support these major regional economic drivers. Catalyst works and projects will stimulate renewal and redevelopment and enable a new community to be created that respects the current industrial and port activities.

#### An inner city Brisbane transit hub and transit oriented community

Northshore Hamilton will be a key inner city transit hub and transit oriented community, developed according to a range of measures that promotes public transit over the private car. The land use pattern will provide for a variety of mixed uses that respond effectively to local constraints and optimise local amenity, enterprise and containment. Connections to surrounding areas are safe, accessible and there is a strong focus on walking, cycling and frequent and flexible public transport alternatives.

#### A subtropical Brisbane city living environment

Northshore Hamilton will include development that respects, reflects and expresses its subtropical, Brisbane city context. It will include a mix of protected sunlit places for cooler months, open shady places for warmer months, buildings and landscapes that allow air movement and promote breezes during humid months, and a strong presence of water.

Private and public green spaces will incorporate large shade-trees to reflect Brisbane's sub-tropical character. Development will be sensitive to the environment by ensuring self-sufficiency through alternative sources of energy, water and waste disposal.

#### A healthy and diverse community

Northshore Hamilton will provide a range of housing choices to cater for the changing needs of the local community through a mix of densities, types, designs and price points as well as home ownership and rental options.

Specific initiatives will deliver housing for low to moderate income households throughout the community.

A socially diverse community will ensure Northshore Hamilton becomes a truly sustainable place.

## 2.3 Structure plan

The structure plan (refer to Figure 1) for the Northshore Hamilton UDA illustrates the following key elements:

The UDA will include a series of mixed use activity nodes which will create a unique waterfront experience.

The western activity node will include a 'catalyst' waterfront development which will support a wide range of uses. It will complement the existing Portside development and Brisbane Cruise Ship Terminal.

The central activity node will support higher order retail uses and will be located in close proximity to Barcham Street.

The eastern activity node is the smallest of the nodes. It is proposed to be more orientated toward tourism related uses and will benefit from its proximity to Northshore Riverside Park. This area has been identified as a potential harbour development.

The residential areas are positioned on the waterfront to take advantage of the expansive stretch of the Brisbane River and views to Brisbane city.



Figure 1: Northshore Hamilton Urban Development Area structure plan



The mixed use areas in the northern and western sections of the UDA will benefit from a high level of commercial exposure to Kingsford Smith Drive. The mixed use areas on the eastern section of the UDA can be developed for residential purposes in the longer term where it can be demonstrated that there are no adverse impacts from nearby industrial uses.

The medium impact employment area allows for a mixture of employment uses and strictly controls the future expansion of those industries which have the potential to impact future residential amenity.

The existing Royal Queensland Golf Course configuration remains.

The road pattern has a strong north to south focus which terminates at the Brisbane River. A primary east to west spine of MacArthur Avenue links the three activity nodes.

The open space network provides a continuous public river edge and connects deep into the site with an internal network of linked parklands.

The UDA will be serviced by an at-grade rapid transit system. Dedicated future bus and heavy rail corridor options are preserved within the urban structure.



### 3.1 Purpose of the land use plan

The purpose of the land use plan is to regulate orderly development and articulate the preferred form of development within the Urban Development Area (UDA), its precincts and sub-precincts.

Figure 2 details the components of the land use plan and explains their relationship to each other.

### 3.2 Development assessment procedures

#### 3.2.1 Land use plan outcomes

The development scheme's land use plan seeks to achieve outcomes for the Northshore Hamilton UDA which are specified in the following:

- (i) the broad statements of planning intent for the UDA specified in the vision
- (ii) the requirements about the carrying out of development for the UDA.

#### 3.2.2 UDA vision

The vision for the UDA specifies planning outcomes which:

- (i) seek to achieve for the UDA the purposes of the Act
- (ii) are the basis for the requirements about the carrying out of development for the UDA.

The UDA outcomes are spatially represented in Figure 1: Northshore Hamilton Urban Development Area structure plan.

#### 3.2.3 Development requirements

The development requirements are as follows:

- (i) maps that indicate the future development of the following:
  - the whole UDA
  - designated parts of the UDA (precincts)
  - designated parts of precincts (sub-precincts)
- (ii) criteria for the whole UDA (UDA-wide criteria)
- (iii) zones, statements of intent, outcomes, preferred land uses and development parameters for each precinct (precinct criteria) and sub-precinct (sub-precinct criteria)
- (iv) tables specifying the level of assessment for development for each precinct (level of assessment table).

Figure 2: Components of the land use plan and their relationship





## 3.2.4 Levels of assessment

The levels of assessment for the carrying out of development for the UDA are specified in the land use plan in the relevant level of assessment table which state in:

- (i) column 1, UDA exempt development
- (ii) column 2, UDA self assessable development (self assessable development)
- (iii) column 3A, UDA assessable development which is not prohibited (permissible development)
- (iv) column 3B, UDA assessable development which is prohibited (prohibited development).

## 3.2.5 Development consistent with the land use plan

Self-assessable development which complies with any applicable development requirements is consistent with the land use plan.

Permissible development is consistent with the land use plan where:

- (i) the development complies with the requirements about the carrying out of development for the UDA, or
- (ii) the development does not comply with the requirements about the carrying out of development for the UDA but:
  - the development does not conflict with the structure plan or otherwise compromise the UDA planning outcomes in the vision for the UDA

## 3.2.6 Sub-precinct development requirements

Permissible development in a sub-precinct may not occur unless a detailed plan for the sub-precinct (sub-precinct plan) has been approved or the ULDA advises that, in its opinion, a sub-precinct plan is not required as the development will not compromise the principles and outcomes of the sub-precinct and will not unreasonably prejudice the opportunities for the development of the remaining area in the sub-precinct.

In respect of the first permissible development that requires a sub-precinct plan, a UDA development application relating to all land in the sub-precinct and a sub-precinct plan must be made.

Any variation to an approved sub-precinct plan will require a new sub-precinct plan which must be accompanied by a UDA development application.

A sub-precinct plan must demonstrate how sub-precinct principles and outcomes are achieved and include the following:

- (i) such additional requirements for development in the sub-precinct
- (ii) such other matters specified in a guideline issued by the ULDA.

A sub-precinct plan must be consistent with the vision for the UDA.

## 3.2.7 Consideration in principle

The ULDA may accept, for consideration in principle, a proposed UDA development application (application for consideration in principle).

The ULDA will consider the application for consideration in principle and may decide the following:

- (i) whether it supports the application, with or without qualifications that may amend the application
- (ii) whether it opposes the application
- (iii) whether it cannot accept the proposal until a detailed assessment is made and those details should be the subject of a UDA development application, or
- (iv) whether it has no established view on the proposal and no indication of support or opposition can be given at that time.

The ULDA when considering a UDA development application:

- (i) is not bound by any decision made regarding an application for consideration in principle
- (ii) may give such weight as it considers appropriate to the decision in respect of the application for consideration in principle.



### 3.2.8 Land not included in a zone

This section applies to land which is not shown in the land use plan as being included in a zone or precinct (unallocated land).

Where the unallocated land is adjoined by land included in the same zone or precinct, the unallocated land is deemed to be included in that zone or precinct.

Where the unallocated land is adjoined by land included in different zones or precincts, the unallocated land is deemed to be included in those zones or precincts with the centreline of the unallocated land being the boundary between the zones or precincts.

### 3.2.9 Notification requirements

A UDA development application will require public notification if the development application:

- (i) is accompanied by a sub-precinct plan
- (ii) is for use, size or type which in the opinion of the ULDA warrants public notification.

### 3.2.10 Relationship with local government planning scheme and IPA

This development scheme replaces the Northshore Hamilton Interim Land Use Plan (ILUP).

Unless this development scheme specifically applies a provision of the planning instrument or a plan, policy or code made under the *Integrated Planning Act 1997* (IPA)

or another Act, the development scheme is inconsistent with the provision of the planning instrument or plan, policy or code.

The development scheme prevails to the extent of an inconsistency with any of the following instruments:

- (i) a planning instrument
- (ii) a plan, policy or code made under the IPA or another Act.

## 3.3 UDA Zones

Land within a UDA may be allocated a zone.

The zones that may apply within a UDA are grouped in the following four categories:

mixed use, residential, employment and other.

Within each of these categories there are a number of zones. The zones included in the Northshore Hamilton UDA are described below.

### Mixed use category

The **Mixed Use Centre Zone** caters for the widest range, highest order and greatest intensity of commercial, retail, administrative, civic, community, indoor entertainment and leisure facilities, cultural activities and mixed residential.

The **Mixed Use Zone** caters for a range of commercial, retail, administrative, civic, community, indoor entertainment and leisure facilities, cultural activities and residential uses.

### Residential category

The **Residential High Intensity Zone** caters for a range of residential types including multiple residential, other residential (including special needs accommodation). The zone also caters for housing that is affordable, accessible and appropriate, reflecting local housing need.

Densities in this zone will generally be between 60 and 100 dwellings per hectare.

Non-residential land uses such as local shops, food premises, schools, child care centres, churches and community infrastructure that provides direct support to residential uses may be suitable in all residential zones. Non-residential uses can only be established where residential character and amenity are maintained, when the uses cater for the needs of the immediate community and do not undermine the viability of any centres. Home based businesses may occur in all residential zones where residential character and amenity are maintained.

The **Residential Medium Intensity Zone** caters for a range of residential types including houses, multiple residential, other residential (including special needs accommodation). The zone also caters for housing that is affordable, accessible and appropriate, reflecting local housing need.

Densities in this zone will generally be between 30 and 60 dwellings per hectare.

### Employment category

The **Medium Impact Employment Zone** caters for commercial, service and light industry uses which service the local population and visitors and facilitate the expansion of small to medium scale business activities. The Medium Impact Employment Zone can also cater for showrooms (including supporting office and retail) and display facilities, services and trades, such as mechanical workshops and service stations and facilities required by the travelling public such as food premises, visitor accommodation, recreation and amusement. Non-commercial development can also be accommodated where such development complements the intended commercial/enterprise character of the locality.

### Other category

The **Civic and Open Space Zone** caters for a full range of publicly accessible outdoor sport and recreation uses, from informal sports or events on a casual basis and the facilities associated with these such as picnic amenities, children's playground, non-organised sporting facilities, outdoor cultural and educational activities, public swimming pools, outdoor courts and parkland, and sports grounds.

Any structures in the civic and open space zone will only occupy a small part of any site and may include facilities for spectators, club buildings and associated off-street parking facilities.



### 3.4 Purpose of development criteria

The following development criteria apply to all UDA assessable and self-assessable development in the Northshore Hamilton UDA. To the extent that they are relevant, they are to be taken into account in the preparation of UDA development applications and in the assessment of those applications by the ULDA.

In addition to these UDA-wide development requirements, land may be subject to precinct specific development requirements and sub-precinct development principles. Precincts and sub-precincts for the Northshore Hamilton UDA are identified in Figure 6 Precinct and zoning plan.

UDA wide development criteria should be read in conjunction with the relevant precinct specific development requirements or sub-precinct development principles.

The infrastructure plan and implementation strategy may include further information which should be taken into account in design and project feasibility planning for development proposals.

The Northshore Hamilton UDA-wide development criteria cover the following topics:

- maximum development yield and development contributions
- affordable housing
- urban design
- transport, access, on-site parking and servicing

- sustainability and the environment
- community well-being
- lot design
- clean industry, research and development facilities
- harbour, foreshore and marinas.

### 3.5 Maximum development yield and development contributions

#### 3.5.1 Context

The development scheme provides higher development yield in many of the precincts within the declared UDAs.

Within the Northshore Hamilton UDA, considerable infrastructure investment is required to enable higher development yield across the UDA above that currently allowed for under the Brisbane City Council City Plan 2000.

The infrastructure works required to service this higher development yield are greater than can be funded by Brisbane City Council's (BCC) standard infill infrastructure charging regime.

Consequently, the creation of a healthy, sustainable and well serviced community in the Northshore Hamilton UDA will require positive intervention by the ULDA in relation to the achievement of essential infrastructure, affordable, accessible and appropriate housing and ecologically sustainable outcomes.

However, it is not considered responsible to use public money to pay for the infrastructure when the infrastructure and associated higher development yield will result in a windfall gain to private land owners.

To fund these works, and to retain an incentive for the landowner to develop, a portion of the uplift of land value gained through the higher development yield created through the development scheme will be required to be paid as a development contribution.

In addition, to achieve sustainable and healthy high density outcomes, proactive intervention will be required in the provision of affordable housing and achievement of ecologically sustainable outcomes.

The contribution arising from the uplift of land value, called a major infrastructure and affordable housing development contribution, will be applied within the UDAs to fund the provision of major infrastructure, affordable housing and ecological sustainability.

For fairness, landowners that do not want to develop above current permitted BCC City Plan densities should not be required to pay the major infrastructure and affordable housing development contribution. In this circumstance only the standard BCC Infrastructure Charges Schedule (ICS) type charge would apply. However, the 5% diversity requirement under the ULDA's Affordable Housing Strategy will still apply.

#### 3.5.2 Maximum development yield

The maximum development yield allowable under this development scheme will be the greater of that:

- (i) shown in land use plan: precincts where a ULDA development agreement has been entered into with the ULDA in accordance with the infrastructure plan and implementation strategy
- (ii) as provided for under section 3.2.5 where a ULDA development agreement has been entered into with the ULDA in accordance with the infrastructure plan and implementation strategy
- (iii) shown in map 2 or
- (iv) where evidence is provided that there is a BCC development approval that has not lapsed (a "valid approval") - the development yield permitted by the valid approval.

#### 3.5.3 Development contribution rate

The development contribution rate included in a development agreement entered into pursuant to section 3.5.2 shall:

- be at a rate determined for the UDA or a precinct in the UDA
- except as provided for in section 3.2.5, equate to a charge applied for every square metre of additional GFA in excess of that shown on Map 2 or permitted under a valid approval



- apply in addition to any other infrastructure contribution required under this development scheme and
- be apportioned to infrastructure, affordable housing outcomes (the “affordable housing contribution”) and ecologically sustainable development outcomes, as determined by the ULDA.

### 3.5.4 Development agreement

The development agreement entered into pursuant to section 3.5.2 may include amongst other things provisions prescribing:

- the amount, timing and bonding of monetary contributions
- the arrangements for providing a bank guarantee securing payment of the monetary contribution
- the arrangements for credit for the provision of works or product in lieu of monetary contributions
- mechanisms to ensure an affordable product retains its affordability over the long term and
- any other matter that the ULDA deems appropriate in the achievement of the Act’s purpose.

### 3.5.5 Transitional provisions

For the purposes of calculating the total development contribution to be included in a development agreement entered into pursuant to section 3.5.2, the ULDA may adopt a development yield greater than that shown in Map 2, where the landowner purchased the property prior to 27 March

2008 (being the date of declaration of the Northshore Hamilton UDA) on the basis of a reasonable expectation that a higher development yield than that shown in Map 2 would have been approved by BCC.

In support of a claim under this section, a land owner is to provide information that demonstrates a higher development yield would have been achieved. This information may include:

- a valuation showing that the purchase price was based on achieving a higher development yield
- a development feasibility prepared at or about the time of purchase, but prior to 27 March 2008, based on the higher development yield
- evidence, prepared prior to 27 March 2008, from BCC that a higher development yield was supported or had a likelihood of approval or
- any other material that supports a landowner’s request.

A development agreement entered into pursuant to section 3.5.2, and including a total development contribution calculated from the application of this section, may also include provisions stating the total development contribution will revert to that applying under section 3.5.3 where development has not substantially commenced within the time stated in the development agreement, such time being not less than three years from when the development agreement was entered into.

## 3.6 Affordable housing

### Housing diversity

All residential development (including residential components of a mixed use development) must deliver housing choice to suit a variety of households including: families, singles, couples, work-at-home occupiers, students, retirees, group accommodation households and people with special needs, by offering universal design and a variety in size, configuration, cost, location and tenure.

Except as set out in section 3.5, all residential and mixed use developments must have a minimum of 5% of the gross floor area of all residential dwellings as affordable to rent by households on the median household income for the Brisbane City Council local government area (the “affordable housing component”).

Where an applicant can not demonstrate that this requirement will be achieved by the proposed development:

- the applicant will need to enter into a development agreement with the ULDA by which the applicant agrees to pay to the ULDA an equivalent monetary contribution prior to the development approval for building work being given, or
- if a subsidy is proposed by the applicant to achieve the affordability criteria, the subsidy must be protected by a legal arrangement to the ULDA’s satisfaction.

This residential development is to be accessible, appropriate and designed in accordance with universal and sustainable design principles<sup>1</sup> to meet the changing needs of people and households over time.

The affordable housing component of a development must be distributed throughout the development and:

- (i) be finished to a suitable standard with all reasonable fixtures services and appliances
- (ii) achieve high quality design outcomes to avoid identifying them or setting them apart in the community.

### Development agreement – affordable housing

The development scheme may incorporate provisions that, where a proponent elects to utilise the increased density permitted by the development scheme, a percentage of the uplift of land value must be shared with the ULDA as a development contribution.

This contribution will assist the ULDA to:

- deliver essential infrastructure
- provide affordable housing
- achieve ecologically sustainability outcomes.

<sup>1</sup> Refer to “Smart and Sustainable Homes Design Objectives, Department of Public Works (2008). Booklet available from [www.build.qld.gov.au/smart\\_housing/pdf/design\\_objectives\\_08](http://www.build.qld.gov.au/smart_housing/pdf/design_objectives_08)



A development agreement will be required to be entered into with the ULDA where a development proponent wishes to avail themselves of the higher development yield. A development agreement will include specific provisions in relation to affordable housing. The development agreement will be required where:

- a housing diversity requirement leads to the provisions of housing product that require a subsidy to meet the affordable housing target
- a proponent is permitted to 'convert' provision of affordable housing product to a contribution in lieu
- agreement is reached with a proponent to 'convert' a monetary contribution to the provision of product in lieu.

The provisions of a development agreement relating to the provision of affordable housing may include among other things:

- amount, timing and bonding of monetary contributions
- provision of monetary contributions in lieu of built product (refer to Appendix A of the ULDA's Affordable Housing Strategy for development agreement inclusions)
- provision of a bank guarantee securing payment of the monetary contribution
- provision of built product in lieu of monetary contributions (refer to Appendix B of the ULDA's Affordable Housing Strategy for development agreement inclusions)

- mechanisms to ensure an affordable product retains its affordability over the long term.

### Mechanisms to retain affordability

The ULDA is seeking to maximise affordable housing outcomes in the UDAs over the long term.

Affordable housing product delivered using some level of subsidy will require mechanisms to ensure:

- affordable purchase product is not resold providing a windfall gain to the first purchaser
- affordable rental product remains affordable to the target group for a significant period of time.

There are a number of ways to achieve this outcome:

- Where the affordable housing provider has been approved for the National Rental Affordability Scheme (NRAS) they will be required to retain affordability for 10 years under Australian Government program requirements.
- Formal management agreements can be made with either the Department of Communities or a registered community housing organisation.
- Establishment of a shared equity arrangement with an approved equity partner.
- Limiting the trading of a dwelling to a particular target and income group

through a title covenant. This means that affordable owner occupied units are only on-sold to other eligible buyers, with transfer of ownership occurring through a controlled process which excludes wills, private sales or bequests.

- Placing a covenant and management plan on the title of a property which ensures it is rented at affordable levels to an identified target group for 15 years or more and managed by a registered Not for Profit community housing organisation.

The preferred mechanism will be determined on a project by project basis between the ULDA and the development proponent at the time of development approval and will be set out in the Development Agreement.

### Other matters

In addition to the above provisions the ULDA will develop a detailed implementation plan for the affordable housing strategy covering issues such as:

- monitoring and evaluation
- applying the affordable housing strategy within the development assessment process
- universal and sustainable design guidelines
- facilitating access to Australian Government and Queensland Government affordable housing programs
- roles and responsibilities of government, registered Not for Profit housing

- organisations and the private sector policy and program development required to support affordable housing delivery including addressing priorities such as covenants and management plans on title and the potential for development of a shared equity scheme.

### Exemptions

The following development types are exempt from providing the affordable housing contributions specified above:

- development for the purpose of affordable housing (including social and community housing) and developed by:
  - the Queensland Department of Housing
  - a registered community housing or non-profit organisation
  - part of a consortium with a registered community housing or non-profit organisation for the provision of affordable housing equivalent to the value of the affordable housing contribution
- development for the purpose of community facilities and services
- development by a government, non-profit or charitable institution providing a community benefit, or
- development for the purpose of a public utility installation.



### 3.7 Urban design and sustainability

The form, type and arrangement of buildings, streets and public spaces within the Northshore Hamilton Urban Development Area (UDA) must demonstrate good urban design and sustainability by addressing each of the elements contained in this section.

All elements of this section must be achieved to the greatest extent practical, having regard to each of the other elements.

#### Placemaking

Development is to contribute to a sense of place by:

- promoting place identity and distinctive character
- individually and collectively creating an attractive and appealing place for residents, workers and visitors
- contributing to permeability of the site and the surrounding area
- contributing to the legibility of the UDA
- contributing to a public realm that is inclusive, accessible and safe
- creating a positive relationship between public and private realms, in particular at street and first floor levels
- contributing to a wide range and rich variety of activities and uses
- providing opportunities for formal and informal gathering and interaction
- connecting with the surrounding areas

- encouraging pedestrian and cycle use
- facilitating public transport access and use
- helping to build and support a local economy
- helping attract and retain a diverse population.

#### Sub-tropical design

Development is to be climatically responsive by employing appropriate design principles and strategies that ensure:

- buildings are orientated to optimise seasonal solar gain and loss, taking into consideration major site views and vistas
- building form allows for cross ventilation and supports a naturally ventilated and comfortable environment

- weather protection and sun shading (including eaves and overhangs) is incorporated into façades and roof forms to reduce direct solar heat and provide rain protection appropriate to each façade orientation

- building design incorporates light and shade, providing well detailed and articulated façades

- outdoor/semi-outdoor living and 'indoor to outdoor' integration is provided by the use of balconies, courtyards, roof gardens and large windows creating open façades.

#### Community safety and well-being

Crime Prevention through Environmental

Design (CPTED) principles should underpin the design of all development within the UDA.

In particular, regard should be given to the *Crime Prevention through Environmental Design (CPTED) Guidelines* for Queensland.

Development is to incorporate appropriate safety features in line with current standards and best practice guidance including fire safety, emergency vehicle access and flood immunity<sup>2</sup>.

Development must promote community health and well-being through a design<sup>3</sup> that supports a health and active lifestyle.

All buildings and public and private spaces will be designed to be inclusive and accessible and to comply with relevant standards<sup>4</sup>.

Development adjacent to an identified public passenger transport corridor must be designed to ameliorate the risks associated with proximity to this corridor.

Development in operational air space must not cause a permanent or temporary obstruction, or potential hazard to aircraft movements.

<sup>2</sup> Refer to State Planning Policy 1/03, section A4.2 and the State Planning Policy 1/03 Guideline, Appendix 5, Table A. The Defined Flood Event (DFE) is the 1% Annual Exceedance Probability (AEP) Flood.

<sup>3</sup> For example, the design principles in the "Health by Design Guidelines" (National Heart Foundation, Victoria 2004)

<sup>4</sup> Including for example disability discrimination legislation and Australian Standard 1428: Smart and Sustainable Home Design Objectives, Department of Public Works (2008)

#### Character and culture

To help create place identity and a distinctive character for the UDA, development should seek to protect, incorporate, re-use or re-interpret the heritage, character, cultural features and history of the UDA and surrounding area.

#### Building form

##### (a) General provisions

Buildings are to be well articulated with external balconies, doors and doorways, windows, shade and screening devices, outdoor planting and mixed use tenancies.

The use of materials and design details are to contribute both individually and collectively to a distinctive Northshore Hamilton character.

Residential building design is to ensure visual and noise privacy, adequate balcony size, adequate storage space, adequate room sizes, functional room relationship, and the provision of useable and well connected common outdoor spaces.



### (b) Ground level detail

Ground level building elements are to introduce a variety of details and finishes.

#### Entries

Front entries to all buildings are to be emphasised through architectural and landscape treatment, pedestrian paths and awnings so as to be obvious without the need for signage and address requirements for active frontages.

#### Screening and awnings

Buildings are to respond to local microclimatic conditions by incorporating appropriate weather protection, screening and shading structures on the building facades to channel breezes, filter sunlight, block out night lighting and provide rain protection.

At street level, awnings are to be used to provide all year protection from sun and rain. In particular:

- awnings to primary active frontages must be continuous across the entire street alignment, to a minimum width of 3.0 metres and extend over the footpath to within 0.9 metres of the street kerb
- awnings to secondary frontage commercial and mixed use buildings need not necessarily be continuous but must extend over the footpath to within 0.9 metres of the street kerb for the width of the building's main entry

- buildings on corners should provide an awning over the main entry on each frontage

- for residential buildings where awnings are not provided, street trees are to provide protection from climatic conditions and separate pedestrians from traffic movement.

#### Landscaping

Landscaping is to contribute to the visual amenity and liveability of Northshore Hamilton.

For residential development, landscaping must constitute 30% of the site area and provide on site recreation opportunities.

For non-residential and mixed use development, landscaping must be designed and located to provide a positive visual and amenity contribution to the public realm.

In general, landscaping is to be designed and located so that it:

- addresses streets and open spaces and contributes to the amenity of the public realm
- does not undermine personal and property security of the surveillance of footpaths and public open space
- does not encroach into pedestrian and cycle pathways or obscure visibility of path users
- deters crime and vandalism
- responds to microclimatic opportunities.

### Fences and walls

Except for specific feature walls associated with specific uses, fences or walls to ground floor residential uses must be visually permeable. 50% permeability generally provides an appropriate level of visual permeability.

#### Storage and bin areas

External storage and bin areas must be contained within the buildings and/or must not be visible from the public realm.

Building design and external storage and bin areas must facilitate the efficient sorting and disposal of waste to maximise recycling opportunities.

#### Windows to retail tenancies

Window sills to retail tenancies should be within 100 - 300 millimetres above the corresponding footpath level. Floor levels behind the windows can be higher than this on sloping footpaths.

Use of reflective glass in windows is not appropriate.

### (c) Upper level detail

The upper level elements of buildings must incorporate appropriate elements such as overhangs and sun shading to detail the top of the building against the skyline.

#### Balconies

Covered balconies are encouraged in all locations to reflect a sub-tropical character and provide external spaces that can be used

under a variety of weather conditions.

Residential buildings must contain generous balconies attached to major internal living areas overlooking streets and public spaces providing surveillance and connection with the street.

Commercial and mixed use buildings should also feature balconies that overlook streets and public spaces providing surveillance and connection with the street.

In all locations, balconies must be appropriately located and/or screened to maximise privacy between buildings and or to the public realm.

### Roof form

Roofs are to be appropriately designed to ensure plant and equipment is integrated with the overall roof design.

Varied roof forms, building heights and massing of elements is encouraged.

### (d) Building arrangement

High rise buildings are to employ appropriate key massing techniques to achieve distinct lower, middle and upper sections so as to:

- maintain a strong relationship with the street by framing and activating the public realm and entrance spaces while reinforcing the street hierarchy
- deliver a variety of setbacks on the ground floor to create plazas, outdoor dining areas or open vistas
- create internal communal open spaces



and courtyards in both residential and commercial developments

- reduce the visual bulk of the building
- provide roof forms that are more visible and accentuated so as to enliven the skyline of the Northshore Hamilton UDA.

Where residential uses are located above podiums, it is expected that the tower footprints will be smaller to provide roof-space for terraces, roof gardens etc.

#### (c) Building frontages

Buildings in the UDA must contribute to an active and safe public realm.

Map 3 identifies the different frontages within the Northshore Hamilton UDA and describes their role for contributing to an active and safe public realm.

For north eastern facing blocks 30% of the frontages should be to a maximum of three storeys to ensure adequate solar access is achieved at street level and overshadowing is minimised. Refer to Map 4.

#### Primary active frontages

Primary active frontages are the ground level facades which face the street. Within the UDA these frontages are generally concentrated around the three activity centres and plazas.

Buildings on primary active frontages must:

- activate the street for extended hours of the day and night by building up to or near the street edge, generally parallel to the street alignment and supporting a mix of uses

- be visually and physically permeable containing many windows and entrances

- reinforce the priority of the pedestrian by addressing the street, having strongly expressed pedestrian entrances, minimising the number and size of vehicle access points and using appropriate street treatments. If vehicle access points are unavoidable, they should be integrated into the building design to minimise their impact on the safety and amenity of the public realm

- contribute to comfort for pedestrians by delivering continuous awnings providing shelter over footpaths

- incorporate car parking which is either located below ground level or not visible from the public realm

- provide opportunities to overlook the street, increase surveillance and reinforce the active frontage, particularly from upper floors.

#### Secondary active frontages

Buildings on secondary active frontages need not be activated by retail and commercial uses but must:

- address the street and public realm providing casual surveillance
- provide facades that contain well-detailed and articulated access points at frequent intervals along pedestrian networks, and do not include blank walls
- provide awnings located at key entry points.

#### Other frontages

Buildings on other frontages must:

- address the street and public realm but may have a wider variety of setbacks to allow for privacy to be maintained between street and dwelling and cater for courtyards, balconies and deep planting areas
- locate basements, where provided, within building footprints and set back from street alignments to allow areas for deep planting
- emphasise entries through architectural and landscape treatment, pedestrian movement paths, awnings and height.

#### Buildings and public realm relationships

The public realm will provide a network of destination spaces and green links which provide vistas and connections to the Brisbane River and other open space consistent with the structure plan.

The public realm will create a sense of place reflecting the character of the location and the context of its history and uses.

Material and plant selection for the public realm will be appropriate to the location and relative to the sense of place.

Shade trees will be established along streets and within public and private spaces including on-street car parking areas.

Private and public realms will be clearly delineated but integrated.

Buildings and the public realm will have an appropriate climate-based orientation and design, ensuring shade is provided, breezes can be shared and sunlight reaches internal and external spaces.

Setbacks and integration with the public realm will provide for the movement of pedestrians and standing areas for public transport stops.

Continuous awnings in defined locations will be used to provide protection from the rain and sun and will be integrated with street plantings.

At ground level, buildings and the public realm shall be designed to overlap and integrate shopping, dining and other outdoor activities.

Year round weather protection will be located along all buildings that are built to the boundary of the public realm.

Balconies will be provided to enable surveillance and connection with the public realm.

Building and landscape materials will be durable and of a high quality.

#### Private open space

##### (a) Common areas

Common private open space must be provided in all residential developments and:

- provide for a mixture of outdoor uses and activities
- be positioned for good solar orientation



- landscaped appropriately for a subtropical environment
- minimise water use
- respect privacy of users and residents, including those on neighbouring properties.

## (b) Balconies and other private open space

All residential units must incorporate generous balconies or private open space, attached to major internal living areas and providing room for outdoor private activity and furnishings such as a table, chairs, planting, a BBQ and shade. Balconies should be sized proportionately to the unit size and must not be less than 9m<sup>2</sup> with a minimum dimension of three metres. However, it is considered desirable that 16m<sup>2</sup> of private open space or balcony be achieved for all dwelling units.

Balconies must be appropriately located and/or screened to maximise privacy between buildings and/or the public realm without compromising CPTED principles.

Ground floor private open space must provide privacy but still allow overlooking to the street to promote casual surveillance. Fences should be no higher than 1500mm and are to be visually permeable.

## Lighting

External lighting should be designed to light up the building, particularly entrances and vegetated areas, without overspilling into other buildings or the sky.

External materials should not cause unreasonable glare.

## Riverwalk

The riverwalk will provide continuous public space at the river's edge. It will provide both a linking function as well as being a key linear destination for the UDA.

The design of the riverwalk must ensure that the public space will be accessible to all users of the area, and must create a character that connects to the water's edge.

The riverwalk must:

- provide a continuous pedestrian and cyclist path
- ensure that pedestrians and cyclists are separated
- provide shade amenity at appropriate locations along the riverwalk's path
- provide respite areas away from the movement area
- provide nodal areas at the end of street alignments
- provide adequate seating and lighting.

The design of the riverwalk should be similar in nature to other riverwalks in Brisbane<sup>5</sup>.

Figure 3 shows a possible riverwalk outcome for the Northshore Hamilton UDA.

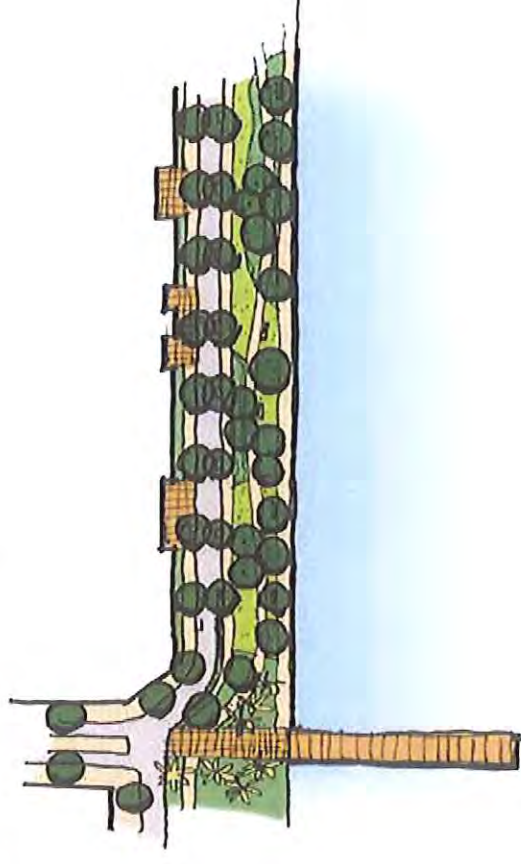


Figure 3: Indicative riverwalk

<sup>5</sup> The design, construction and quality of the riverwalk should be generally consistent with Brisbane City Council's Public Riverside Facilities Design Manual and AUSTRROADS Standards parts 13 and 14.



### 3.8 Transport, access, on-site parking and servicing

#### Public transport

The Northshore Hamilton UDA precincts must be developed at a density that can be serviced by a bus rapid transit service. Floor space limitations have been included in each precinct to achieve this. Sub-precinct plans are to incorporate provisions to give effect to the public transport options indicated on the structure plan (refer to Figure 1).

Priority should be given to pedestrian, cycle and public transport modes, over private vehicle use.

#### Transport corridors

Development does not unreasonably constrain future provision of public transport infrastructure (including rail, light rail, road, busway and cycleway infrastructure) and does not adversely impact on the function or operation of existing or future public transport corridors including rail, light rail or busway corridors<sup>6</sup>.

<sup>6</sup> As the planning for the future provision of infrastructure is ongoing, the ULDA may obtain advice from any public sector entity responsible for the planning for or provision of the infrastructure as to whether the proposed development is likely to constrain the provision of future public transport infrastructure or adversely impact on the function or operation of any existing or proposed public transport corridors. The Authority may have regard to any such advice in deciding the development applications.

#### Car parking

On-site car parking areas, loading bays and service areas are either integrated within or under buildings and sleeved by active frontages, or are located away from the public realm behind buildings.

The use of large blank screens to mask loading areas is not appropriate.

Vehicle service area cross-overs and car parking must not detract from the character of active edges and the public realm.

Co-location of uses and sharing of car parking spaces is encouraged to maximise efficiency.

Development is required to provide car parking (unless otherwise specified in a sub-precinct) in accordance with the following rates<sup>7</sup> identified in Table 1: Car parking rates.

Where a request is made to provide car parking at a rate exceeding that prescribed for the precinct, the request must be accompanied by a strategy to maximise use of pedestrian, cycle and public transport opportunities over private vehicle use.

Where possible, underground car parking areas are to be naturally ventilated. Ventilation grills and structures should be integrated into the building design, located away from the primary street facade and oriented away from windows of habitable rooms and private open space.

<sup>7</sup> Where use is not specified above, car parking will be provided generally consistent with the rates required in the planning scheme for Brisbane City Council

Table 1: Car parking rates

Land Use	Interim period (prior to the provision of first fixed public transport service)	Long term (after the provision of first fixed public transport service)
Commercial	1 space per 50m <sup>2</sup> GFA 50% to be provided on site 50% to be provided in a shared centrally located and managed interim car parking facility	1 space per 100m <sup>2</sup>
Residential	1.5 spaces per dwelling unit (includes visitor parking) 66% to be provided on site 33% to be provided in a shared centrally located and managed interim car parking facility	1 space per dwelling unit (includes visitor parking)
Retail	1 space per 30m <sup>2</sup> GFA 30% to be provided on site 70% to be provided in a shared centrally located and managed interim car parking facility	1 space per 100m <sup>2</sup>



### Circulation

Development is to support increased accessibility, permeability and movement for pedestrians and cyclists and appropriate movement by vehicles, including emergency vehicles and priority for public transport.

Pedestrian and cycle way paths<sup>8</sup> and high quality cycling facilities are to be incorporated in new roads within the UDA.

Development is to be designed to include safe and highly visible connections to pedestrian and cycle networks through building siting, landscape design elements and treatments.

### End of trip facilities

End of trip facilities for pedestrians and cyclists are to be provided as part of development for non-residential uses including secure, undercover bicycle storage facilities, showers and lockers. Such facilities are to be provided to a standard consistent with AS2890.3.

Bicycle facility targets for apartments are:

- residents – to have secure space per dwelling according to AS2890.3
- visitors – to have secure space per 400m<sup>2</sup> according to AS2890.3.

Bicycle facility targets for sites other than apartments are:

- workers – to have secure space per 200m<sup>2</sup> net lettable area (NLA) according to AS2893.0
- visitors – to have secure space per 1000m<sup>2</sup> NLA according to AS2893.0

Bicycle facility targets for sites other than apartments are:

- workers – to have secure space per 200m<sup>2</sup> NLA according to AS2893.0
- visitors – to have secure space per 1000m<sup>2</sup> NLA according to AS2893.0

## 3.9 Sustainability and the environment

### Safety and risk

The following existing activities have the potential to adversely impact development. These activities and their impact areas are:

- fuel storage facilities (Map 8)
- asphalt and concrete batching plants (Map 9)
- chrome plating facility (Map 10)
- marine industry activities (Map 11)
- aircraft operations<sup>9</sup>.

Development within the impact areas for the listed activities must demonstrate how the development will not be adversely affected

<sup>9</sup> The impact areas associated with aircraft operations identified under SP21/02 *Development in the Vicinity of Certain Airports and Aviation Facilities* and the BAC Masterplan.

by the potential environmental impacts associated with the above mentioned ongoing activities<sup>10</sup>.

### Contaminated land

Development must ensure that all land and groundwater will be fit for purpose.

Remediation will meet Environmental Protection Agency (EPA) guidelines for the assessment and management of contaminated land in Queensland.

### Acid sulfate soils (ASS)

The following site works will trigger an acid sulfate soil investigation:

- Development areas below 5m Australian Height Datum (AHD) involving the disturbance of greater than 100m<sup>3</sup> of soil
- Development areas below 5m AHD requiring the placement of greater than or equal to 500m<sup>3</sup> of fill material in layer of greater than or equal to 0.5m in average depth
- Development areas between 5m AHD and 20m AHD requiring the disturbance of greater than or equal to 100m<sup>3</sup> of soil below 5m AHD.

Acid sulfate soils will be treated in accordance with current best practice in

<sup>10</sup> Applicants are required to prepare a safety and risk assessment report for development within the impact area as indicated on Maps 8 - 11. The safety and risk report must detail all proposed buildings, plantings and other physical measures, and operational and management measures to mitigate potential impacts of the listed activities.

Queensland<sup>11</sup>.

### General noise requirements

The design, siting and layout of development must address noise impacts and where necessary incorporate appropriate noise mitigation measures.

Development achieves acceptable noise levels for noise sensitive uses in affected areas<sup>12</sup>.

An acoustic report will be required to evaluate and address potential noise impacts and recommend appropriate noise mitigation measures.

### General air quality

Development will limit exposure and risk associated with pollutants that could have a potentially adverse affect on human health.

Development for industrial uses will be in accordance with best practice air quality guidelines and standards<sup>13</sup>.

### Water management

Development is to demonstrate, to the greatest extent possible, current best practice Water Sensitive Urban Design (WSUD) and Integrated Water Cycle Management (IWCM) principles for Australia.

<sup>11</sup> Consideration should be given to State Planning Policy SP22/02 Planning and Management Involving Acid Sulfate Soils and the Queensland Acid Sulfate Soils Technical Manual.

<sup>12</sup> Refer to *Environmental Protection (Noise) Policy 2008*

<sup>13</sup> Refer to Brisbane City Council's Air Quality Planning Scheme Policy and the Queensland EPA Guidelines on Odour Impact Assessment from Developments.



### Biodiversity and habitat

Development must not adversely affect significant vegetation.

Development is to be setback ten metres from the high water mark except where stated otherwise in precincts and sub-precincts.

On-site stormwater management measures must ensure water quality maintains aquatic ecosystem values.

### Energy efficiency

Development is to promote energy efficiency by encouraging:

- alternative energy supply through the use of renewable energy sources
- passive thermal design of buildings
- energy efficient plant and equipment
- use of natural light and energy efficient lighting.

### Lifecycle costs and material

Development is to encourage sustainable features and smart design to reduce construction and operating costs.

Development is to encourage the efficient use of resources and waste minimisation.

### 3.10 Lot design

Lots must have an appropriate area and dimension for the siting and construction of the buildings, the provision of outdoor space, the relationship to adjoining development and public realm, safe and convenient vehicle access, servicing and parking.

Lot frontages must address streets and civic and open space. This is to facilitate personal and property security, surveillance of footpaths and public open space and to deter crime and vandalism.

Lot sizes and dimensions must enable buildings to be sited to:

- protect natural and cultural features, including significant vegetation
- address site constraints including slope, soil erosion, flooding and drainage<sup>14</sup>
- retain special features such as trees
- ensure that lots are not subject to unreasonable risk, hazard, noise impacts or air quality impacts
- ensure reasonable buffers between existing or potential incompatible land uses
- maximise solar orientation benefits to assist energy rating targets.

### 3.11 Clean industry, research and technology facilities

Clean industry, research and technology facilities will be developed according to the following principles:

- buildings must contribute to the future character and image of the precinct. Each building must be designed to a high commercial standard
- buildings with more than one frontage must address both streets
- offices and administration components must address the street, and be designed as an integral part of the overall building
- design must be contemporary in style to create an interesting character
- entry points must be highly visible and legible
- car parking, loading area and storage areas must not be visible from road frontages. High quality and densely planted landscape areas must screen these areas.

### 3.12 Harbour, foreshore and marinas

Where proposed:

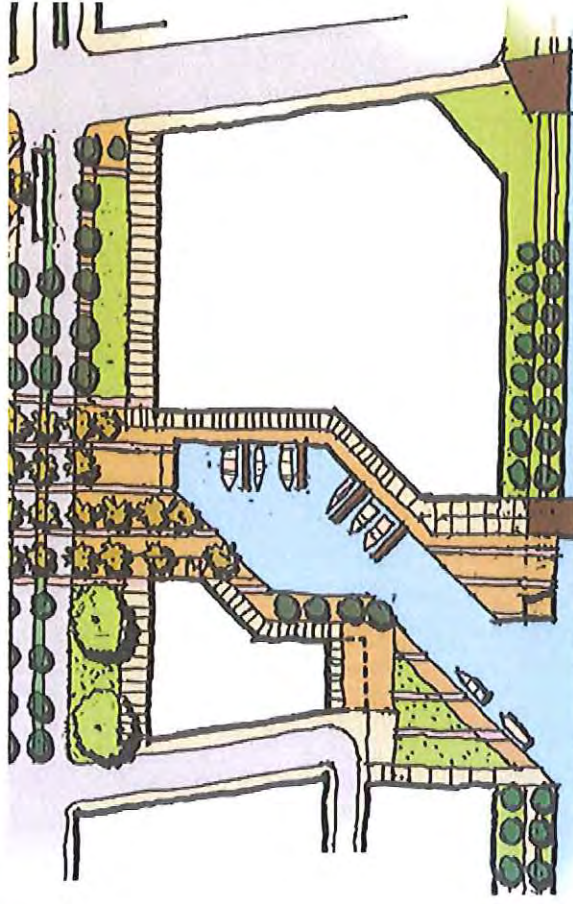
- a harbour must enhance the appearance and function of the waterfront land
- harbours and marinas must contribute to an efficient marine transport network within the Brisbane River and at broader spatial scales
- harbours must provide safe public access along the foreshore and to maritime facilities
- harbours and marinas must be built in accordance with relevant engineering standards and will not present a hazard to maritime navigation
- harbours and marinas must be designed, constructed and operated to avoid, minimise and mitigate adverse impacts on coastal processes and coastal environmental values
- public access must be maintained.

Figures 4 and 5 show a range of possible harbour outcomes for the Northshore Hamilton UDA.

<sup>14</sup> Having regard to State Planning Policy 1/03: Mitigating the adverse impacts of Flood, Bushfire and Landslide.



Figure 4: Indicative Northshore Urban Village harbour

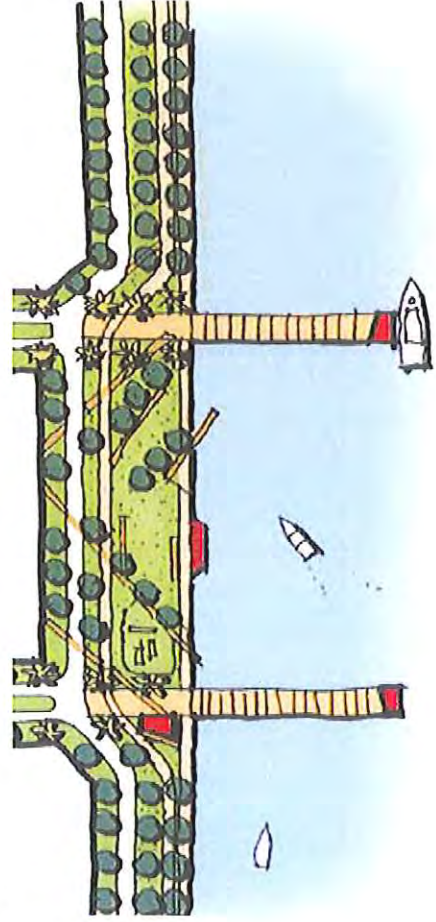


Tidal works (including prescribed tidal work) will be assessed in accordance with the following:

- the Prescribed Tidal Work Code included in the *Coastal Protection and Management Regulation 2003*
- the Environmental Protection Agency's operational policy for the Building and Engineering Standards for Tidal Works
- AS4997-2005 Guidelines for the Design of Maritime Structures.

These requirements do not apply to works carried out on strategic port land.

Figure 5: Indicative marina





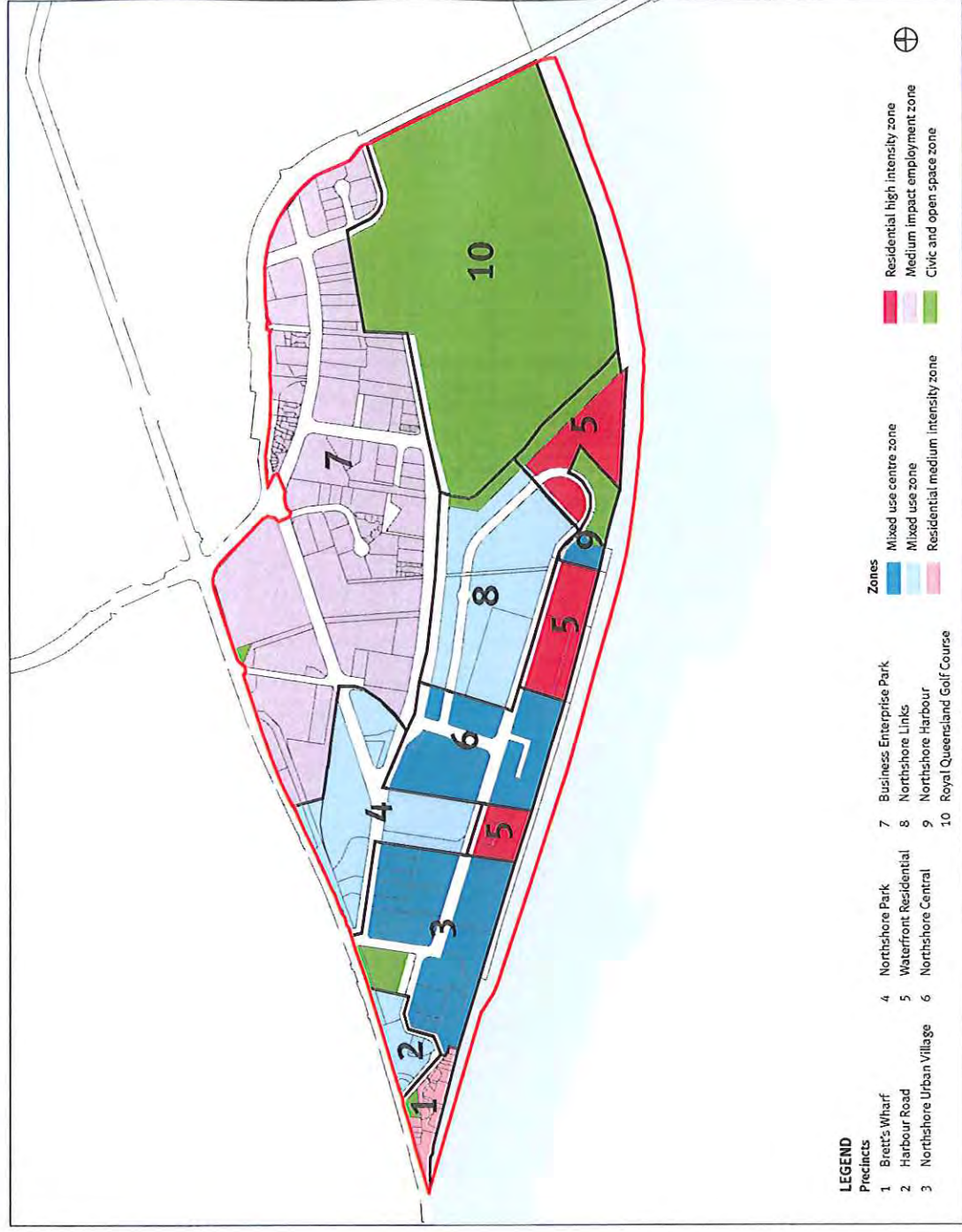
## Introduction

The Northshore Hamilton UDA is divided into ten precincts and 14 sub-precincts. Land within the UDA is also allocated a zone.

The location and boundaries of the precinct and sub-precincts are shown in Figure 6: Zoning and precinct plan.

The zones are explained in detail section 3.3 of the land use plan.

Figure 6: Zoning and precinct plan

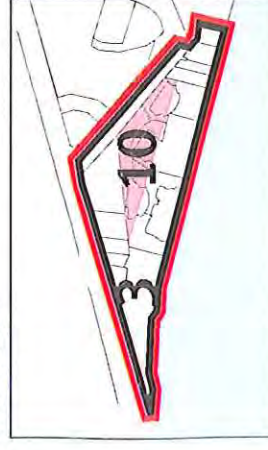


### Precinct 1: Bretts Wharf

Figure 7: Precinct 1



Figure 8: Precinct 1 – building heights plan



#### Precinct intent

The area bordered by Kingsford Smith Drive, the Brisbane River and the Harbour Road Precinct will consolidate as a residential area of varying densities. It is the entry point to the Northshore Hamilton UDA and functions as the river arrival access for visitors travelling from the Brisbane Airport to the CBD. It is in close proximity to Racecourse Road and to the Bretts Wharf CityCat terminal. Building heights and setbacks to the Brisbane River will be strictly controlled to respect the existing residential amenity associated with this precinct.

The maximum residential<sup>15</sup> GFA for this precinct will be in the order of 40,000m<sup>2</sup>.

The maximum retail GFA for the precinct will be in the order of 1,500m<sup>2</sup>.

#### Precinct outcomes

The precinct is identifiable as the entry point to the Northshore Hamilton UDA.

New development will be consistent with existing setbacks to the Brisbane River within this precinct.

Heights will range from three to ten storeys.

New development will not prejudice the free flow of traffic on Kingsford Smith Drive, including future road widenings.

<sup>15</sup> The maximum GFA for this sub-precinct includes existing GFA.

A vista at the end of Racecourse Road is to be established through any redevelopment, creating a strong visual and physical relationship with the Brisbane River.

Public access along the Brisbane River will be maintained and enhanced.

#### Preferred land uses

##### Precinct wide

- community facility
- market.

##### In the residential medium intensity zone

- food premises where located at ground level and not exceeding 250m<sup>2</sup> GFA per tenancy
  - home based business
  - house
  - multiple residential
  - office not exceeding 250m<sup>2</sup> GFA per tenancy
  - other residential
  - service industry not exceeding 250m<sup>2</sup> GFA per tenancy
  - shop where located at ground level and not exceeding 250m<sup>2</sup> GFA per tenancy
  - visitor accommodation.
- In the civic and open space zone*
- outdoor sport and recreation
  - park.



Precinct 1: Bretts Wharf level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
<p>All development specified in Schedule 1.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> <li>sales office and display home or</li> <li>home based business.</li> </ul>	<p>Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i>.</p> <p>Material change of use for a “preferred land use” where not involving building work and complying with the applicable<sup>1</sup> car parking ratios.</p> <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>All other development not specified in Column 1, Column 2 or Column 3B.</p>	<p>Material change of use for:</p> <ul style="list-style-type: none"> <li>extractive industry</li> <li>general industry</li> <li>heavy industry, or</li> <li>light industry.</li> </ul> <p>In the civic and open space zone only material change of use for:</p> <ul style="list-style-type: none"> <li>house</li> <li>multiple residential</li> <li>other residential, or</li> <li>relocatable home and caravan park.</li> </ul>

<sup>1</sup> As required for the precinct or previously approved.

## Development parameters

<b>Building heights</b> <i>refer to Figure 8: Precinct 1 - building heights plan</i>	3 – 10 storeys.
<b>Setbacks</b>	<b>Brisbane River</b> (setback from the high water mark) 20 metres for buildings greater than three storeys. Consistent with adjoining waterfront development for building up to three storeys. <b>Frontage</b> Three metres to Kingsford Smith Drive (after road widening provisions). Three to five metres elsewhere.
<b>Edge treatments</b> <i>refer to Map 4: Edge treatments</i>	Dominant built form to be at the corners indicated on edge treatment plan.
<b>Connections</b> <i>refer to Map 5: Key connections</i>	A strong visual and physical connection will be provided at the end of Racecourse Road to the Brisbane River.
<b>Road widening</b>	Kingsford Smith Drive road widening as per Brisbane City Council requirements. Future access to development sites will not be obtained directly off Kingsford Smith Drive.
<b>Car parking</b>	Refer to UDA-wide development criteria under section 3.8.



## Precinct 2: Harbour Road

Figure 9: Precinct 2



### Precinct intent

The area bordered by Kingsford Smith Drive and the Bretts Wharf Precinct will consolidate as a mixed use area incorporating a range of residential, commercial and smaller retail uses. Commercial development will act as an appropriate interface to the Kingsford Smith Drive corridor. Development will promote strong connections from the adjoining Bretts Wharf and Northshore Urban Village Precincts.

The maximum residential GFA for this precinct will be in the order of 44,000m<sup>2</sup>.

The maximum commercial GFA for the precinct will be in the order of 40,000m<sup>2</sup>.

The maximum retail GFA for the precinct will be in the order of 4,500m<sup>2</sup>.

### Precinct outcomes

Future development of the precinct will create a strong built form entry statement from Kingsford Smith Drive.

Medium density commercial buildings will front Kingsford Smith Drive, creating a strong built edge with high quality landscaping.

Higher density residential buildings will integrate with neighbouring commercial development by way of an active urban realm at ground level.

A new road connection is to be established on Kingsford Smith Drive with a wide road

reserve which preserves the opportunity for a future at-grade public transport corridor.

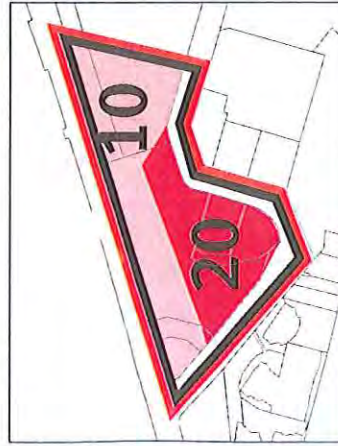
The precinct will have high exposure to a range of public transport options.

The precinct will contain high quality urban public spaces and streetscapes.

### Preferred land uses

- community facility
- food premises where located at ground level and not exceeding 250m<sup>2</sup> GFA per tenancy
- home based business
- indoor sport and recreation
- market
- multiple residential
- office
- other residential
- service industry not exceeding 250m<sup>2</sup> GFA per tenancy
- shop where located at ground level and not exceeding 250m<sup>2</sup> GFA per tenancy
- showroom.

Figure 10: Precinct 2 – building heights plan



Precinct 2: Harbour Road level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
<p>All development specified in Schedule 1.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> <li>• sales office and display home or</li> <li>• home based business.</li> </ul>	<p>Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i>.</p> <p>Material change of use for a “preferred land use” where not involving building work and complying with the applicable<sup>1</sup> car parking ratios.</p> <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>All other development not specified in Column 1, Column 2 or Column 3B.</p>	<p>Material change of use for:</p> <ul style="list-style-type: none"> <li>• extractive industry</li> <li>• general industry</li> <li>• heavy industry</li> <li>• light industry, or</li> <li>• house.</li> </ul>
1 As required for the precinct or previously approved.			

## Development parameters

<b>Building heights</b> <i>refer to Figure 10: Precinct 2 - building heights plan</i>	10-20 storeys.
<b>Setbacks</b>	<b>Frontages</b> Three metres to Kingsford Smith Drive (after road widening provisions). Three to five metres elsewhere. <b>Tower separation</b> 12 metres between commercial buildings. 18 metres between residential buildings. 18 metres between residential and commercial buildings.
<b>Edge treatments</b> <i>refer to Map 4: Edge treatments</i>	Dominant built form to be at the corners indicated on edge treatment plan.
<b>New and upgraded roads</b> <i>refer to Map 7: Proposed new roads and road upgrades</i>	A new road connection is established to Kingsford Smith Drive with a road reserve width which preserves a future at grade public transport corridor.
<b>Road widening</b>	Kingsford Smith Drive road widening as per Brisbane City Council requirements. Future access to development sites will not be obtained directly off Kingsford Smith Drive.
<b>Car parking</b>	Refer to UDA wide development criteria under section 3.8. As a short term option, the balance of the staged development area or the adjoining Caltex site may be utilised as an interim car park area.



### Precinct 3: Northshore Urban Village

Figure 11: Precinct 3



This precinct is comprised of four sub-precincts.

#### Precinct outcomes

The precinct will form the western activity node of the Northshore Hamilton UDA.

Remora Road is framed by an entry park and a strong built edge.

Macarthur Avenue will be established as the main street, connecting Portside with a dedicated public transport corridor.

A public park adjoining the Brisbane River, at the heart of the retail area, will be a focal point.

A mixture of integrated uses will provide a variety of experiences for shopping, entertainment and leisure activities.

Buildings will support high and medium density residential living.

Public transport will be provided through a combination of CityCat services and at-grade rapid transit which will utilise a future dedicated public transport corridor preserved along Macarthur Avenue.

The precinct will benefit from river and city views. Particular focus will be given to ensuring a safe public edge to the waterfront based on CPTED principles.

All buildings will address streets, including residential buildings which will provide entrances to ground floor units.

The precinct has the long-term potential for a harbour to be incorporated in the south-eastern corner. Development must not prejudice navigational safety and effective operation of the existing Brisbane Cruise Ship Terminal and port activities.

#### Preferred land uses

The preferred land uses for Precinct 3 (unless otherwise specified in a sub-precinct) are:

##### Precinct wide

- community facility
- market.

##### In the mixed use centre zone

- child care centre
- community facility
- food premises where located at ground level and not exceeding 250m<sup>2</sup> GFA per tenancy
- home based business
- indoor entertainment
- indoor sport and recreation
- medical centre
- multiple residential
- office
- other residential
- service industry where not exceeding 250m<sup>2</sup> GFA per tenancy

- shop where located at ground level and not exceeding 250m<sup>2</sup> GFA per tenancy
- shopping centre not exceeding 1,500m<sup>2</sup> GFA
- tourist facility
- visitor accommodation.

##### In the civic and open space zone

- outdoor sport and recreation
- park.

#### Precinct intent

The Northshore Urban Village Precinct will form one of a series of activity nodes within the UDA. It will provide for a variety of mixed uses and built form outcomes. It will build upon the established Brisbane Cruise Ship Terminal with both density and height defining the precinct. The precinct will contain areas of festival and limited subsistence retail (with a supermarket of up to 1,500m<sup>2</sup> GFA for the total precinct), offices, community uses and medium to high density residential development. The area will be highly serviced by public transport, pedestrian and cycle connections and will contain a waterfront open space area that marks the commencement of a public river linear park.

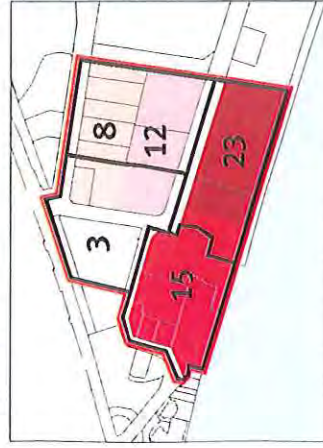


### Sub-precinct criteria

Figure 12: Precinct 3 - sub-precinct plan



FIGURE 13: Precinct 3 - building heights plan



### Sub-precinct 3 (a): Remora Road

#### Sub-precinct principles

The Remora Road entry will be defined by the park and buildings fronting the street. It will contain a mixture of residential and commercial uses. Particular emphasis must be placed on the delivery of high quality built form, addressing the street edge and the creation of a walkable high amenity streetscape.

The maximum residential GFA for this sub-precinct will be in the order of 24,000m<sup>2</sup>.

The maximum commercial GFA for the sub-precinct will be in the order of 5,000m<sup>2</sup>.

The maximum retail GFA for this sub-precinct will be in the order of 1,400m<sup>2</sup>.

### Sub-precinct 3 (b): Central transport

#### Sub-precinct principles

This sub-precinct will contain a mixture of high density residential and commercial buildings with strong retail edges in the southern area. Densities, heights and ground floor activation will increase towards Macarthur Avenue and adjacent to future public transport infrastructure. A new entry road running north/south will connect Kingsford Smith Drive with a key public transport destination and the Brisbane River.

The maximum residential GFA for this sub-precinct will be in the order of 70,000m<sup>2</sup>.

The maximum commercial GFA for this sub-precinct will be in the order of 6,000m<sup>2</sup>.

The maximum retail GFA for this sub-precinct will be in the order of 1,800m<sup>2</sup>.

### Sub-precinct 3 (c): Cruise ship terminal

#### Sub-precinct principles

This sub-precinct may see the establishment of a second cruise ship berthing facility. The sub-precinct will have excellent pedestrian connections and will seek to incorporate restaurants, entertainment and tourist related uses to create a truly vibrant area. Built edges will front streets and open space.

Any development will promote safety and security for all users when cruise ships are berthed, with appropriate areas for wharf operations and stevedoring, passengers, visitors and service vehicles<sup>16</sup>. This sub-precinct will also contain medium to high density residential forms, taking advantage of the significant amenity and outlook provided by the Brisbane River.

The relationship between the existing and future development in this sub-precinct with future development in Sub-precinct 3(d) River Park, is critical to ensure a consolidated retail centre is delivered and the Northshore Hamilton Urban Village precinct is reinforced as an important activity centre.

The maximum residential<sup>17</sup> GFA for this sub-precinct will be in the order of 125,000m<sup>2</sup>.

The maximum commercial GFA for this sub-precinct will be in the order of 10,000m<sup>2</sup>.

The maximum retail GFA for this sub-precinct will be in the order of 16,000m<sup>2</sup>.

#### Sub-precinct outcomes

- An east/west active retail link must be established between the existing portside retail area to connect to Sub-precinct 3(d) River Park as indicated Map 3: Active frontages.
- East/west pedestrian and cyclist connections must be established along the river's edge with continuous retail frontages as indicated on Map 3: Active frontages and Map 5: Key connections.
- Continuous awnings must be provided along the footpath of the major retail link/street.
- Commercial or residential uses above the retail uses must overlook the streets and access to these buildings must be via well defined entrances at ground level.
- Visual and physical north/south connections to the river must be established.
- Provision of appropriate access to retail frontages at all times including during cruise ship berthing.

### Sub-precinct 3 (d): River Park

#### Sub-precinct principles

This sub-precinct represents a key retail, leisure and attractor area for the Northshore Hamilton UDA. Macarthur

<sup>16</sup> Future development must comply with the requirements of the *Maritime Transport Offshore Facilities Security Act 2003* (CWLTH).

<sup>17</sup> The maximum GFA for this sub-precinct includes existing GFA.



Avenue will develop as the main street, with strong connections to the Brisbane River. A significant river park will define the area establishing a truly public edge, which connects with the linear open space system along the Brisbane River. Heights and densities are concentrated in this area to establish it as a key activity node for the Northshore Hamilton UDA.

The sub-precinct has the long-term potential for a harbour to be incorporated. Development will not prejudice navigational safety and the effective operation of the existing cruise ship berthing facility and port activities.

The maximum residential GFA for this sub-precinct will be in the order of 100,000m<sup>2</sup>.

The maximum commercial GFA for this sub-precinct will be in the order of 27,000m<sup>2</sup>.

The maximum retail GFA for this sub-precinct will be in the order of 7,000m<sup>2</sup>.

### *Sub-precinct outcomes*

- An east/west active retail link must be established as indicated on Map 3: Active frontages.
- East/west pedestrian and cyclist connections must be established along the river's edge with continuous retail frontages as indicated on Map 3: Active frontages and Map 5: Key connections.
- Continuous awnings must be provided along the footpaths of the major retail link/street.

- Commercial or residential uses above the retail uses must overlook the streets and access to these buildings must be via well defined entrances at ground level.
- Building heights will range from 15 – 23 storeys, with lower buildings located towards the Brisbane River.
- A destination park will be established as indicated on Map 6: Open and civic space.
- Provision of appropriate access to retail frontages at all times including during cruise ship berthing.

Precinct 3: Northshore Urban Village Precinct level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
<p>All development specified in Schedule 1.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> <li>sales office and display home, or</li> <li>home based business.</li> </ul>	<p>Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i>.</p> <p>Material change of use for a “preferred land use” where not involving building work and complying with the applicable<sup>1</sup> car parking ratios.</p> <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>All other development not specified in Column 1, Column 2 or Column 3B.</p>	<p>All development within a sub-precinct unless:</p> <ul style="list-style-type: none"> <li>in accordance with an approved sub-precinct plan, or</li> <li>where, in the opinion of the ULDA, a sub-precinct plan is not required as the development will not compromise the principles and outcomes of the sub-precinct and will not unreasonably prejudice the opportunities for the development of the remaining area in the sub-precinct.</li> </ul> <p>Material change of use for:</p> <ul style="list-style-type: none"> <li>extractive industry</li> <li>general industry</li> <li>heavy industry</li> <li>light industry, or</li> <li>house.</li> </ul>

<sup>1</sup> As required for the precinct or previously approved.



### Development parameters

<b>Building heights</b> refer to Figure 13: Precinct 3 - building heights plan	3 – 23 storeys
<b>Setbacks</b>	<p><b>Brisbane River</b> (setback from the high water mark) 20 metres for all buildings.</p> <p><b>Frontages</b> Commercial and Retail: 0 metres with up to five metre setback at ground for public activated spaces. Residential and community uses: three to five metres with up to five metres setback at ground for public activated spaces. Three metres to Kingsford Smith Drive (after road widening provisions)</p> <p><b>Tower separation</b> 12 metres between commercial buildings. 18 metres between residential buildings. 18 metres between residential and commercial buildings.</p>
<b>Active frontages</b> refer to Map 3: Active frontages	<p>Primary – 75% active edge – more than 15 premises every 100 metres. Secondary – 40% active edge – at least five premises every 100 metres.</p>
<b>Edge treatments</b> refer to Map 4: Edge treatments	<p>Dominant built form to be at the corners indicated on edge treatment plan. 30% of frontages a maximum of three storeys where indicated.</p>
<b>Connections</b> refer to Map 5: Key connections	<p>North/south connections through Remora Road Park to the existing cruise ship terminal must be promoted. The public realm area between the river park precinct and the future public transport node on the northern side of MacArthur Avenue is a vital link in establishing a functional and sustainable activity centre. The linear, riverside open space must be maintained and promoted.</p>
<b>Open and civic space</b> refer to Map 6: Open and civic space	<p>Network park. Destination park. Connecting park. Civic space.</p>
<b>New and upgraded roads</b> refer to Map 7: Proposed new roads and road upgrades	<p>New roads. Existing road upgrade. Minor improvements.</p>
<b>Road widening</b>	<p>Kingsford Smith Drive road widening as per Brisbane City Council requirements. Future access to development sites will not be obtained directly off Kingsford Smith Drive.</p>
<b>Car parking</b>	<p>Refer to UDA wide development criteria under section 3.8. As a short term option, vacant land in Remora Road could be considered as an interim car park area.</p>



### Precinct 4: Northshore Park

Figure 14: Precinct 4



#### Precinct intent

The Northshore Park precinct is located adjoining Kingsford Smith Drive to provide high profile addresses for corporate and government offices. The precinct takes advantage of future connections and its strategic location to other centres such as Australia TradeCoast and the Brisbane Airport. The focus of this precinct will be primarily commercial development in the north and residential development in the south. The ability to connect the Northshore Hamilton UDA with the Brisbane rail network has been preserved as part of future planning for this precinct. High quality recreational parkland will be provided in this precinct which will service future residents and workers.

This precinct is comprised of three sub-precincts.

#### Precinct outcomes

The precinct will be identified as a primary economic and office based employment area.

Residential uses are to be predominantly focused towards the southern part of the precinct, adjoining the Northshore Central precinct.

The precinct must establish a defined commercial built frontage to Kingsford Smith Drive.

The precinct includes a new connection road linking the UDA with Kingsford Smith Drive.

A future public transport corridor, linking the precinct with the Brisbane railway network, is preserved.

High quality public transport, cycle and pedestrian connections will be provided.

Community uses may be included within this precinct, to support the adjoining activity centres.

A large public park will cater for the needs of future residents and workers. This parkland can incorporate the future provision of a central energy plant to service the UDA.

Significant vegetation is to be retained unless there is a demonstrated public benefit. If public benefit is determined, consideration will be given to minimisation of loss and management of impacts.

#### Preferred land uses

The preferred land uses for precinct 4 (unless otherwise specified in a sub-precinct) are:

- food premises where located at ground level and not exceeding 250m<sup>2</sup> GFA per tenancy
- office
- service industry where not exceeding 250m<sup>2</sup> per tenancy
- shop – where located at ground level and not exceeding 250m<sup>2</sup> GFA per tenancy.

### Sub-precinct criteria

Figure 15: Precinct 4 – sub precinct plan



Figure 16: Precinct 4 - building heights plan



### Sub-precinct 4 (a): Kingsford Smith Drive

#### Sub-precinct principles

This sub-precinct will provide a strong edge to Kingsford Smith Drive. Integrated built and landscaped treatments must promote the creation of a street with strong pedestrian outcomes. Commercial uses within this sub-precinct should maximise the opportunity for exposure on a main route linking the Brisbane CBD to the airport. Limited residential uses may be supported in this sub-precinct where it can be demonstrated that a high level of residential amenity will be achieved.

The maximum residential GFA for this sub-precinct will be in the order of 24,000m<sup>2</sup>.  
The maximum commercial GFA for this sub-precinct will be in the order of 117,500m<sup>2</sup>.  
The maximum retail GFA for this sub-precinct will be in the order of 1,000m<sup>2</sup>.

#### Preferred land uses

- The preferred land uses in Sub-precinct 4(a) Kingsford Smith Drive (in addition to those stated in precinct 4) are:
- showroom.

### Sub-precinct 4 (b): Central Park

#### Sub-precinct principles

This sub-precinct will include a large centrally based parkland area which will facilitate local sports and activity to occur. Where appropriate community facilities could be incorporated into this area.

A substation will be required to allow for the distribution of energy within the UDA. The park has the potential to incorporate a central energy plant that will provide an alternative energy source for the UDA. Any future central energy plant must ensure an appropriate level of amenity to park users.

#### Preferred land uses

The preferred land uses in Sub-precinct 4(b) Central Park (in addition to those stated in precinct 4) are:

#### Indoor sport and recreation

- outdoor sport and recreation
- park
- utility installation.

### Sub-precinct 4 (c): Curtin Avenue South

#### Sub-precinct principles

This sub-precinct is intended to accommodate a mixture of commercial and residential uses. It will represent a transition area between the residential uses to the south with the commercial uses to the north. This sub-precinct will benefit from its location between the two major activity nodes for the UDA. As such a future public transport corridor linking the UDA with the Brisbane railway network, will be preserved. Any future rail station in this sub-precinct will integrate with other modes of transport.

The maximum residential GFA for this sub-precinct will be in the order of 100,000m<sup>2</sup>.  
The maximum commercial GFA for this sub-precinct will be in the order of 7,500m<sup>2</sup>.  
The maximum retail GFA for this sub-precinct will be in the order of 500m<sup>2</sup>.

#### Preferred land uses

- The preferred land uses in Sub-precinct 4(c) Curtin Avenue South (in addition to those stated in precinct 4) are:
- community facility
- multiple residential.



Precinct 4: Northshore Park level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
<p>All development specified in Schedule 1.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> <li>sales office and display home, or</li> <li>home based business.</li> </ul>	<p>Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i>.</p> <p>Material change of use for a “preferred land use” where not involving building work and complying with the applicable<sup>1</sup> car parking ratios.</p> <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>All other development not specified in Column 1, Column 2 or Column 3B.</p>	<p>All development within a sub-precinct unless:</p> <ul style="list-style-type: none"> <li>in accordance with an approved sub-precinct plan, or</li> <li>where, in the opinion of the ULDA, a sub-precinct plan is not required as the development will not compromise the principles and outcomes of the sub-precinct and will not unreasonably prejudice the opportunities for the development of the remaining area in the sub-precinct.</li> </ul> <p>Material change of use for:</p> <ul style="list-style-type: none"> <li>extractive industry</li> <li>general industry</li> <li>heavy industry</li> <li>light industry, or</li> <li>house.</li> </ul>

<sup>1</sup> As required for the precinct or previously approved.

### Development parameters

<p><b>Building heights</b> refer to Figure 16: Precinct 4 - building heights plan</p> <p><b>Setbacks</b></p>	<p>3 – 12 storeys</p> <p><b>Frontages</b> Kingsford Smith Drive: three metres (after road widening). Commercial and retail: 0 metres with up to five metre setback at ground level for public activated spaces. Residential: three to five metres. <b>Tower separation</b> 12 metres between commercial buildings. 18 metres between residential buildings. 18 metres between residential and commercial buildings. <b>Significant vegetation</b> 10 metres from the high water mark.</p>
<p><b>Active frontages</b> refer to Map 3: Active frontages</p>	<p>Primary – 75% active edge – more than 15 premises every 100 metres. Secondary – 40% active edge – at least five premises every 100 metres.</p>
<p><b>Edge treatments</b> refer to Map 4: Edge treatments</p>	<p>Dominant built form to be at the corners indicated on edge treatment plan. 30% of frontages a maximum of three storeys where indicated.</p>
<p><b>Connections</b> refer to Map 5: Key connections</p>	<p>North/south connections through precinct to central parkland area and Brisbane River. East/west connections to adjoining Northshore Central and Northshore Urban Village activity nodes.</p>
<p><b>Open and civic space</b> refer to Map 6: Open and civic space</p>	<p>Network park. Destination park. Civic space.</p>
<p><b>New and upgraded roads</b> refer to Map 7: Proposed new roads and road upgrades</p>	<p>New roads. Existing road upgrade.</p>
<p><b>Road widening</b></p>	<p>Kingsford Smith Drive road widening as per Brisbane City Council requirements. Future access to development sites will not be obtained directly off Kingsford Smith Drive .</p>
<p><b>Car parking</b></p>	<p>Refer to UDA wide development criteria under section 3.8.</p>



## Precinct 5: Waterfront Residential

Figure 17: Precinct 5



This precinct is comprised of three sub-precincts.

### Precinct outcomes

The precinct will contain multi-unit dwellings and apartments in medium to high density forms. The precinct adjoining the golf course can accommodate lower density residential forms.

Residential design must be of a high standard, providing adequate safety, privacy, comfort and responsiveness to Brisbane's subtropical climate.

### Precinct intent

The Waterfront Residential Precinct has been positioned to take advantage of the significant amenity provided by the Brisbane River. It will be the focus for medium to higher density residential forms that front the Brisbane River and provide a strong edge to Macarthur Avenue.

The eastern areas of the Waterfront Residential Precinct will contain medium and lower density forms of residential development. Although predominantly residential in nature, other suitable uses such as shops, restaurants and short-term accommodation will be encouraged in appropriate locations where it can be demonstrated that they will not prejudice the function of the adjoining activity nodes. Generous public space along the river will ensure that it remains an asset enjoyed by all residents, workers and visitors.

Significant vegetation is to be retained unless there is a demonstrated public benefit. If public benefit is determined, consideration will be given to minimisation of loss and management of impacts.

### Preferred land uses

The preferred land uses for precinct 5 (unless otherwise specified in a sub-precinct), are:

- community facility
- food premises where located at ground level and not exceeding 250m<sup>2</sup> GFA per tenancy
- home based business
- multiple residential
- other residential
- shop where located at ground level and not exceeding 250m<sup>2</sup> GFA per tenancy.

### Sub-precinct criteria

Figure 18: Precinct 5 - sub-precinct plan



Figure 19: Precinct 5 - building heights plan



## Sub-precinct 5 (a): Riverfront Residential West

### Sub-precinct principles

Development within this sub-precinct must seek to share the views of the Brisbane River and the city. Building forms must front all streets with backs of buildings located centrally within blocks. The riverfront residential area will incorporate significant green space and urban open spaces, increasing the association with the river and providing substantial relief within a high density environment. Built edges to

Macarthur Avenue and the street fronting the river are critical to the creation of a defined urban environment.

The maximum residential GFA for this sub-precinct will be in the order of 47,500m<sup>2</sup>.

The maximum retail GFA for this sub-precinct will be in the order of 500m<sup>2</sup>.

### Sub-precinct 5 (b): Riverfront Residential Central

#### Sub-precinct principles

Development within this sub-precinct should seek to share the views of the Brisbane River and the city. Building forms must front all streets with backs of buildings located centrally within blocks. The riverfront residential area will incorporate significant green space and urban open spaces, increasing the association with the river and providing substantial relief within a high density environment.

The maximum residential GFA for this sub-precinct will be in the order of 100,000m<sup>2</sup>.

The maximum retail GFA for this sub-precinct will be in the order of 1,000m<sup>2</sup>.

### Sub-precinct 5 (c): Riverfront Residential East

#### Sub-precinct principles

This sub-precinct can accommodate a mixture of residential forms that take advantage of the amenity provided by adjoining open space and the Brisbane River. Low density residential building forms will be appropriate adjoining the golf course.

The maximum residential GFA for this sub-precinct will be in the order of 105,000m<sup>2</sup>.

The maximum retail GFA for this sub-precinct will be in the order of 1,000m<sup>2</sup>.

#### Preferred land uses

The preferred land uses in Sub-precinct 5(c) Riverfront Residential East (in addition to those stated in precinct 5) are:

- house.



Precinct 5: Waterfront Residential level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
<p>All development specified in Schedule 1.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> <li>sales office and display home, or</li> <li>home based business.</li> </ul>	<p>Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i>.</p> <p>Material change of use for a “preferred land use” where not involving building work and complying with the applicable<sup>1</sup> car parking ratios.</p> <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>All other development not specified in Column 1, Column 2 or Column 3B.</p>	<p>All development within a sub-precinct unless:</p> <ul style="list-style-type: none"> <li>in accordance with an approved sub-precinct plan, or</li> <li>where in the opinion of the ULDA, a sub-precinct plan is not required as the development will not compromise the principles and outcomes of the sub-precinct and will not unreasonably prejudice the opportunities for the development of the remaining area in the sub-precinct.</li> </ul> <p>Material change of use for:</p> <ul style="list-style-type: none"> <li>extractive industry</li> <li>general industry</li> <li>heavy industry, or</li> <li>light industry.</li> </ul>

<sup>1</sup> As required for the precinct or previously approved.

### Development parameters

<b>Building heights</b> <i>refer to Figure 19: Precinct 5 - building heights plan</i>	5 – 15 storeys
<b>Setbacks</b>	<b>Frontages</b> Retail: 0 metres with up to five metre setback at ground for public activated spaces. Residential: three to five metres. <b>Tower separation</b> 18 metres between residential buildings. 18 metres between residential and commercial buildings. <b>Brisbane River Setback</b> (from the high water mark) 20 metres for all buildings. <b>Significant Vegetation</b> 10 metres from the high water mark.
<b>Edge treatments</b> <i>refer to Map 4: Edge treatments</i>	Dominant built form to be at the corners indicated on edge treatment plan. 30% of frontages a maximum of three storeys where indicated.
<b>Connections</b> <i>refer to Map 5: Key connections</i>	North/south connections through the eastern river park to the wetland park in the Northshore Links Precinct must be promoted. Connections must be reinforced on the north/south streets to promote accessibility to the river's edge. East/west connections along the linear, riverside open space must be maintained and promoted.
<b>Open and civic space</b> <i>refer to Map 6: Open and civic space</i>	Network park. Destination park. Connecting park. Civic space.
<b>New and upgraded roads</b> <i>refer to Map 7: Proposed new roads and road upgrades</i>	New roads. Existing road upgrade. Minor improvements.
<b>Car parking</b>	Refer to UDA wide development criteria under section 3.8.



## Precinct 6: Northshore Central

Figure 20: Precinct 6



### Precinct intent

The Northshore Central Precinct is located in the centre of the Northshore Hamilton UDA and will be a key focal point of activity.

It will provide for a variety of mixed uses and built form outcomes. It will compliment the other activity nodes and will include higher order retail uses (including a district sized supermarket) commercial, community uses and medium to high residential development.

Its proximity to public transport, open space and the Brisbane River will make it an attractive location for businesses looking for a high level of integration with other uses. Generous public space along the river will ensure that it remains an asset enjoyed by all residents, workers and visitors.

The precinct has the long term potential for a harbour to be incorporated in the south-eastern corner where it does not prejudice navigational safety.

This precinct is comprised of two sub-precincts.

### Precinct outcomes

The precinct will become identifiable as an economic and office based employment centre for the Northshore Hamilton UDA.

Higher order retail and residential uses, in appropriate locations, will be integrated and provide activity to the area.

The precinct will establish a defined built frontage and strong connections to MacArthur Avenue, Barcham Street and the Brisbane River.

Increased densities are promoted adjoining future public transport infrastructure.

The area will establish high quality urban public spaces and streetscapes that promote pedestrian activity and access.

Future marina development is considered appropriate in this location.

Significant vegetation is to be retained unless there is a demonstrated public benefit. If public benefit is determined, consideration will be given to minimisation of loss and management of impacts.

### Preferred land uses

The preferred land uses for precinct 6 (unless otherwise specified in a sub-precinct) are:

- child care centre
- community facility
- food premises where located at ground level and not exceeding 250m<sup>2</sup> GFA per tenancy
- home based business
- indoor entertainment
- indoor sport and recreation
- medical centre
- multiple residential
- office
- other residential
- service industry not exceeding 250 m<sup>2</sup> GFA per tenancy
- shop where located at ground level and not exceeding 250m<sup>2</sup> GFA per tenancy
- shopping centre
- tourist facility
- visitor accommodation.

## Sub-precinct criteria

Figure 21: Precinct 6 - sub-precinct plan



Figure 22: Precinct 6 - building heights plan



### Sub-precinct 6 (a): Barcham Street

#### Sub-precinct principles

This sub-precinct will include a vibrant mix of restaurants, cafes, convenience retail and a district size supermarket for the UDA. It will include a variety of building forms and heights and will have a high quality public realm. The sub-precinct will be highly serviced by public transport and a pedestrian friendly environment.

Large floor-plate retail will be sleeved by small scale shops, food premises and businesses to ensure activity and visual interest on streets and to civic and open space.

The maximum residential GFA for this sub-precinct will be in the order of 40,000m<sup>2</sup>.  
The maximum commercial GFA for this sub-precinct will be in the order of 30,000m<sup>2</sup>.  
The maximum retail GFA for this sub-precinct will be in the order of 30,000m<sup>2</sup>.

#### Preferred land uses

The preferred land uses in Sub-precinct 6(a) Barcham Street (in addition to those stated in precinct 6) are:

- educational establishment
- shopping centre.

### Sub-precinct 6 (b): Macarthur Central

#### Sub-precinct principles

This sub-precinct will have a strong relationship with the Brisbane River and MacArthur Avenue as the main street within the UDA. It will accommodate high density built form with a range of mix uses including retail, commercial and residential. The sub-precinct will be highly serviced by public transport and contain a waterfront open space area for events and destination activities along the public river linear park.

The maximum residential GFA for this sub-precinct will be in the order of 35,000m<sup>2</sup>.

The maximum commercial GFA for this sub-precinct will be in the order of 43,000m<sup>2</sup>.

The maximum retail GFA for the Sub-precinct will be in the order of 10,000m<sup>2</sup>.



Precinct 6: Northshore Central level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
<p>All development specified in Schedule 1.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> <li>sales office and display home, or</li> <li>home based business.</li> </ul>	<p>Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i>.</p> <p>Material change of use for a “preferred land use” where not involving building work and complying with the applicable<sup>1</sup> car parking ratios.</p> <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>All other development not specified in Column 1, Column 2 or Column 3B.</p>	<p>All development within a sub-precinct unless:</p> <ul style="list-style-type: none"> <li>in accordance with an approved sub-precinct plan, or</li> <li>where, in the opinion of the ULDA, a sub-precinct plan is not required as the development will not compromise the principles and outcomes of the sub-precinct and will not unreasonably prejudice the opportunities for the development of the remaining area in the sub-precinct.</li> </ul> <p>Material change of use for:</p> <ul style="list-style-type: none"> <li>extractive industry</li> <li>general industry</li> <li>heavy industry</li> <li>light industry, or</li> <li>house.</li> </ul>

<sup>1</sup> As required for the precinct or previously approved.

### Development parameters

<b>Building heights</b> <i>refer to Figure 22: Precinct 6 - building heights plan</i>	8 – 23 storeys
<b>Setbacks</b>	<b>Frontages</b> Commercial and retail: 0 metres with up to five metre setback at ground for public activated spaces. Residential: three to five metres. <b>Tower separation</b> 12 metres between commercial buildings. 18 metres between residential buildings. 18 metres between residential and commercial buildings. <b>Brisbane River</b> (setback from the high water mark) 20 metres for all buildings. <b>Significant vegetation</b> 10 metres from the high water mark.
<b>Active frontages</b> <i>refer to Map 3: Active frontages</i>	Primary – 75% active edge – more than 15 premises every 100 metres. Secondary – 40% active edge – at least five premises every 100 metres.
<b>Edge treatments</b> <i>refer to Map 4: Edge treatments</i>	Dominant built form to be at the corners indicated on edge treatment plan. 30% of frontages a maximum of three storeys where indicated.
<b>Connections</b> <i>refer to Map 5: Key connections</i>	North/south connections through Barcham Street spine to adjoining Northshore Park precinct. Connections must be reinforced on the north/south streets to promote accessibility to the river's edge. East/west connections along the linear, riverside open space must be maintained and promoted.
<b>Open and civic space</b> <i>refer to Map 6: Open and civic space</i>	Network park. Destination park. Connecting park. Local park. Civic space.
<b>New and upgraded roads</b> <i>refer to Map 7: Proposed new roads and road upgrades</i>	New roads. Existing road upgrade.
<b>Car parking</b>	Refer to UDA wide development criteria under section 3.8.



## Precinct 7: Business Enterprise Park

Figure 23: Precinct 7



### Precinct intent

This area will continue to be dominated by industrial uses however there is the potential for future commercial development to occur in this area. Intensification of existing and new heavy or highly incompatible industries will not be supported.

Appropriate forms of new development could include cleaner industry and research and technology facilities associated with the Smart State Strategy<sup>18</sup>.

Figure 24: Precinct 7 - building heights plan



### Precinct outcomes

This sub-precinct will be promoted over time to cleaner, more urban compatible industries.

Industries and businesses within this sub-precinct will have a clean and high amenity image.

Site planning, building and operational parameters must be of a high standard to ensure minimal environmental impacts on surrounding uses. Industrial uses must not present significant risks to people, property and the environment.

Levels of emissions must be sensitive to surrounding uses. The interface areas between the industrial area and adjoining sensitive receptors will be appropriately managed.

The Government's Smart State Strategy will be promoted.

Significant vegetation is to be retained unless there is a demonstrated public benefit. If public benefit is determined, consideration will be given to minimisation of loss and management of impacts.

### Preferred land uses

The preferred land uses for precinct 7 (unless otherwise specified in a sub-precinct) are:

#### *In the Medium impact employment zone:*

- food premises where located at ground level not exceeding 250m<sup>2</sup> GFA per tenancy
- light industry
- office
- research and technology facility
- service industry
- service station
- shop where located at ground level and not exceeding 250m<sup>2</sup> GFA per tenancy
- showroom.

#### *In the Civic and open space zone:*

- outdoor sport and recreation
- park.

<sup>18</sup> Refer to *The Smart State Strategy – Queensland's Smart Future 2008-2012* at [www.smartstate.qld.gov.au/strategy/index.shtml](http://www.smartstate.qld.gov.au/strategy/index.shtml)

Precinct 7: Business Enterprise Park level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
All development specified in Schedule 1.	<p>Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i>.</p> <p>Material change of use for a “preferred land use” where not involving building work and complying with the applicable<sup>1</sup> car parking ratios.</p> <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>All other development not specified in Column 1, Column 2 or Column 3B.</p>	<p>Material change of use for:</p> <ul style="list-style-type: none"> <li>community facilities</li> <li>extractive industry</li> <li>general industry</li> <li>heavy industry</li> <li>house</li> <li>multiple residential</li> <li>other residential, or</li> <li>relocatable home and caravan park.</li> </ul>
1 As required for the precinct or previously approved.			

### Development parameters

<b>Heights</b> refer to Figure 24: Precinct 7 - building heights plan	3 storeys
<b>Setbacks</b>	<p><b>Frontages</b></p> <p>Kingsford Smith Drive: three metres (after road widening).</p> <p>Commercial: 0 to three metres.</p> <p>Industrial: 3-5 metres.</p> <p><b>Significant vegetation</b></p> <p>10 metres from the high water mark.</p>
<b>Connections</b> refer to Map 5: Key connections	North/south connections to Northshore Links Precinct and Brisbane River.
<b>New and upgraded roads</b> refer to Map 7: Proposed new roads and road upgrades	Possible future connection to Gateway Motorway.
<b>Car parking</b>	New roads. Existing road upgrade.
<b>Road widening</b>	Refer to UDA wide development criteria under section 3.8.
	Kingsford Smith Drive Road as per Brisbane City Council requirements.
	Future access to development sites will not be obtained directly off Kingsford Smith Drive.



## Precinct 8: Northshore Links

Figure 25: Precinct 8



### Precinct intent

The Northshore Links Precinct will provide a more open, park-like setting suitable for business, high technology industry and research facilities.

In the short term its high quality open space environment will provide an appropriate buffer and transition from the industrial area to the north. Over time, as environmental conditions improve through industrial technological improvements, other mixed use forms, such as residential, may be appropriate in this precinct where it can be sufficiently demonstrated that risk hazard, air quality, odour and nuisance impacts can be appropriately mitigated.

This precinct is comprised of two sub-precincts.

### Precinct outcomes

Businesses must be located within high quality landscaped environments.

Physical connections and visual access to open space areas must be promoted.

Buildings must address road frontages incorporating high quality landscaped areas and building entrances.

Where appropriate, residential forms of development are predominantly focused towards the southern part of the precinct, adjoining the Waterfront Residential, Northshore Central and Northshore Harbour precincts.

An environmental wetland park will be located in the north-east corner of this precinct which will provide important water storage capacity for the UDA. This will promote the retained mangrove vegetation as well as focusing on educational opportunities associated with water quality, flood catchments and natural tidal ecosystems.

Significant vegetation is to be retained unless there is a demonstrated public benefit. If public benefit is determined, consideration will be given to minimisation of loss and management of impacts.

High quality public transport, cycle and pedestrian connections will be provided in this precinct.

### Preferred land uses

The preferred land uses for precinct 8 (unless otherwise specified in a sub-precinct) are:

- food premises where located at ground level and not exceeding 250m<sup>2</sup> GFA per tenancy
- light industry
- office
- research and development facility
- service industry
- shop where located at ground level and not exceeding 250m<sup>2</sup> GFA per tenancy.

## Sub-precinct criteria

Figure 26: Precinct 8 - sub-precinct plan



## Sub-precinct 8 (a): Macarthur North

### Sub-precinct principles

This sub-precinct will be critical in providing a transition zone from the Business Enterprise Precinct through to the Macarthur South Sub-precinct. Knowledge, research and development industries and businesses are encouraged in this area, reflecting the change in nature from the existing industrial uses. The eastern portion of the sub-precinct should take advantage of the significant amenity provided by the Royal Queensland Golf Club and open space system. A comprehensive development adjoining the environmental wetland park must incorporate a well designed built outcome surrounding a central open space area.

The maximum residential GFA for this sub-precinct will be in the order of 22,000m<sup>2</sup>. The maximum commercial GFA for this sub-precinct will be in the order of 64,500m<sup>2</sup>.

*Preferred land uses*

The preferred land uses in Sub-precinct 8(a) Macarthur North (in addition to those stated in precinct 8) are:

### Preferred land uses

community facility (where associated with the environmental wetland park).

- community facility (where associated with the environmental wetland park).

## Sub-precinct 8 (b): Macarthur South

### Sub-precinct principles

Business uses will be promoted in the medium term. Over time, as environmental conditions improve, residential forms of development may be considered appropriate in the southern part of this sub-precinct where it can be sufficiently demonstrated that matters relating to risk hazard, air quality, odour and nuisance impacts can be appropriately mitigated. Development at the southern part of this sub-precinct must ensure that it provides a high quality interface with the waterfront residential precinct.

The maximum residential GFA for this sub-precinct will be in the order of 80,000m<sup>2</sup>.

The maximum commercial GFA for this sub-precinct will be in the order of 80,000m<sup>2</sup>.

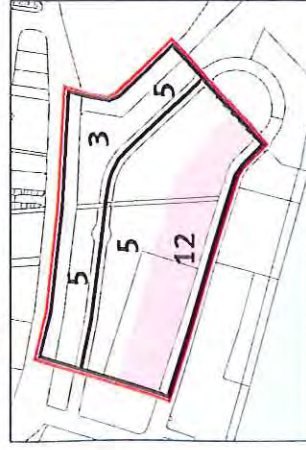
The maximum retail GFA for this sub-precinct will be in the order of 400m<sup>2</sup>.

### Preferred land uses

The preferred land uses in Sub-precinct 8(b) Macarthur South (in addition to those stated in precinct 8) are:

- multiple residential (where it can be sufficiently demonstrated that matters relating to risk hazard, air quality, odour and nuisance impacts can be appropriately mitigated).

Figure 27: Precinct 8 - building heights plan





Precinct 8: Northshore Links level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
<p>All development specified in Schedule 1.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> <li>sales office and display home, or</li> <li>home based business.</li> </ul>	<p>Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i>.</p> <p>Material change of use for a “preferred land use” where not involving building work and complying with the applicable<sup>1</sup> car parking ratios.</p> <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>All other development not specified in Column 1, Column 2 or Column 3B.</p>	<p>All development within a sub-precinct unless:</p> <ul style="list-style-type: none"> <li>in accordance with an approved sub-precinct plan, or</li> <li>where, in the opinion of the ULDA, a sub-precinct plan is not required as the development will not compromise the principles and outcomes of the sub-precinct and will not unreasonably prejudice the opportunities for the development of the remaining area in the sub-precinct.</li> </ul> <p>Material change of use:</p> <ul style="list-style-type: none"> <li>extractive industry</li> <li>general industry</li> <li>heavy industry, or</li> <li>house.</li> </ul>

<sup>1</sup> As required for the precinct or previously approved.

### Development parameters

<b>Building heights</b> refer to Figure 27: Precinct 8 - building heights plan	3 – 12 storeys
<b>Edge treatments</b> refer to Map 4: Edge treatments	Dominant built form to be at the corners indicated on edge treatment plan. 30% of frontages a maximum of three storeys where indicated.
<b>Setbacks</b>	<p><b>Frontages</b> Commercial: 0 to three metres. Residential: three to five metres.</p> <p><b>Tower separation</b> 12 metres between commercial buildings. 18 metres between residential buildings. 18 metres between residential and commercial buildings.</p> <p><b>Significant vegetation</b> 10 metres from the high water mark.</p>
<b>Connections</b> refer to Map 5: Key connections	North/south connections to Business Enterprise Precinct and Brisbane River. East/west connections to adjoining Northshore Central Precinct. Open space connections between wetland park and riverside parkland.
<b>Open and civic space</b> refer to Map 6: Open and civic space	Destination park. Connecting park. Local park.
<b>New and Upgraded Roads</b> refer to Map 7: Proposed new roads and road upgrades	New roads. Existing road upgrade.
<b>Car parking</b>	Refer to UDA wide development criteria under section 3.8.



## Precinct 9: Northshore Harbour

Figure 28: Precinct 9



### Precinct intent

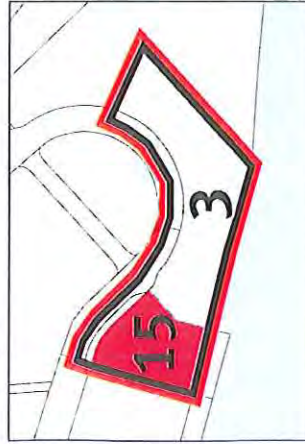
The Northshore Harbour Precinct is the smallest of the centres within the UDA. It will provide for a variety of mixed uses and built form outcomes and will have a strong relationship with the existing Northshore Riverside Park located at the end of MacArthur Avenue.

Due to its strong relationship with the Brisbane River and the adjoining park, there is an excellent opportunity to incorporate a harbour style development as a longer term option. Marina development in this precinct will be supported as well as complementary uses such as cafes, restaurants and destination activities. The precinct will have a generous public space along the river which will ensure that it remains an asset enjoyed by all residents, workers and visitors.

The maximum residential GFA for this sub-precinct will be in the order of 12,500m<sup>2</sup>.

The maximum retail GFA for this sub-precinct will be in the order of 2,000m<sup>2</sup>.

Figure 29: Precinct 9 - building heights plan



### Precinct outcomes

The precinct will function as a destination centre capitalising on the adjoining Brisbane River and Riverside Park.

Small scale retail uses, in appropriate locations, are integrated and provide activity to the precinct.

The precinct has a defined built frontage and strong connections to MacArthur Avenue, Northshore Riverside Park and the Brisbane River.

Increased densities are promoted adjoining future public transport infrastructure.

The precinct contains high quality urban public spaces and streetscapes that promote pedestrian activity and access, particularly along the Brisbane River.

Future marina development, including the long-term potential for a harbour, is considered appropriate in this precinct.

### Preferred land uses

The preferred land uses for precinct 9 are:

#### *Precinct wide*

- community facility
- food premises where located at ground level and not exceeding 250m<sup>2</sup> GFA per tenancy
- market
- tourist facility.

#### *In the Mixed use centre zone*

- civic and open space zone
- home based business
- indoor entertainment
- multiple residential
- office
- other residential
- shop where located at ground level and not exceeding 250m<sup>2</sup> GFA per tenancy
- visitor accommodation.

#### *In the Civic and open space zone*

- outdoor sport and recreation
- park.

**Precinct 9: Northshore Harbour level of assessment table**

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
All development specified in Schedule 1. Material change of use for: <ul style="list-style-type: none"> <li>sales office and display home, or</li> <li>home based business.</li> </ul>	Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i> . Material change of use for a “preferred land use” where not involving building work and complying with the applicable <sup>1</sup> car parking ratios. Operational work in accordance with the agreed standards as stated in a UDA development approval.	All other development not specified in Column 1, Column 2 or Column 3B.	Material change of use for <ul style="list-style-type: none"> <li>extractive industry</li> <li>general industry</li> <li>heavy industry</li> <li>light industry, or</li> <li>house.</li> </ul>

1. As required for the precinct or previously approved.



## Development parameters

<b>Building heights</b> refer to Figure 29: Precinct 9 - building heights plan	3 – 15 storeys
<b>Setbacks</b>	<p><b>Frontages</b> Commercial and retail: 0 metres with up to five metres setback at ground for public activated spaces. Residential: three to five metres.</p> <p><b>Tower separation</b> 18 metres between residential buildings. 18 metres between residential and commercial buildings. <b>Brisbane River</b> (setback from the high water mark) 20 metres for all buildings.</p> <p>Primary – 75% active edge – more than 15 premises every 100 metres.</p>
<b>Active frontages</b> refer to Map 3: Active frontages	
<b>Edge treatments</b> refer to Map 4: Edge treatments	Dominant built form to be at the corners indicated on edge treatment plan. 30% of frontages a maximum of three storeys where indicated.
<b>Connections</b> refer to Map 5: Key connections	Connections must be reinforced on the north/south streets to promote accessibility to the river's edge. East/west connections along the linear, riverside open space must be maintained and promoted. This includes a strong connection from the precinct to the adjoining Northshore Riverside Park.
<b>Open and civic space</b> refer to Map 6: Open and civic space	Network park. Connecting park. Civic space.
<b>New and upgraded roads</b> refer to Map 7: Proposed new roads and road upgrades	New roads. Existing road upgrade.
<b>Car parking</b>	Refer to UDA wide development criteria under section 3.8.

## Precinct 10: Royal Queensland Golf Club

Figure 30: Precinct



### Precinct intent

This precinct contains the Royal Queensland Golf Club which is intended to remain in its current form. The existing mangrove lines drainage system on the precinct's western boundary is to be protected.

### Precinct outcomes

The golf course use will continue.

Significant vegetation is to be retained unless there is a demonstrated public benefit. If public benefit is determined, consideration will be given to minimisation of loss and management of impacts.

### Preferred land uses

The preferred land uses for precinct 10 are:

- club
- food premises not exceeding 250m<sup>2</sup> GFA per tenancy
- indoor sport and recreation
- outdoor sport and recreation
- shop not exceeding 250m<sup>2</sup> GFA per tenancy.

Figure 31: Precinct 10 - building heights plan



Precinct 10: Royal Queensland Golf Club level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
All development specified in Schedule 1.	<p>Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i>.</p> <p>Material change of use for a “preferred land use” where not involving building work and complying with the applicable<sup>1</sup> car parking ratios.</p> <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	All other development not specified in Column 1, Column 2 or Column 3B.	<p>Material change of use for:</p> <ul style="list-style-type: none"> <li>▫ extractive industry</li> <li>▫ general industry</li> <li>▫ heavy industry, or</li> <li>▫ light industry.</li> </ul>
<sup>1</sup> As required for the precinct or previously approved.			

## Development parameters

Building heights refer to Figure 31: Precinct 10 - building heights plan	Three storeys
Setbacks	<p>Brisbane River (setback from the high water mark)</p> <p>20 metres for all buildings.</p> <p>Significant vegetation</p> <p>10 metres from the high water mark.</p>
Car parking	Refer to UDA wide development criteria under section 3.8.



Map 2: Northshore Hamilton UDA plot ratios under Brisbane City Council's Brisbane City Plan 2000





Map 3: Active frontages



Map 4: Edge treatments





Map 5: Key connections

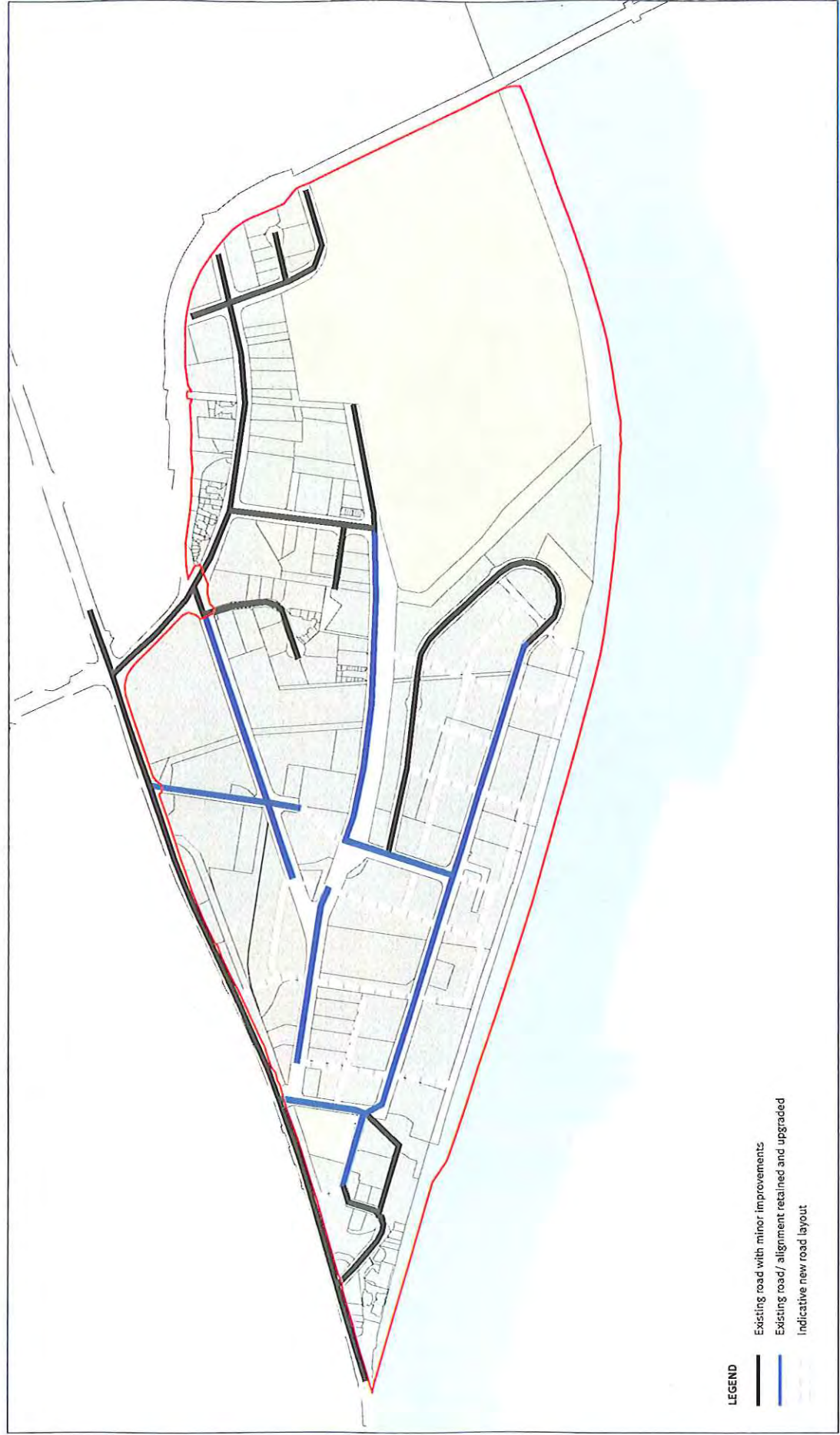


Map 6: Open and civic space

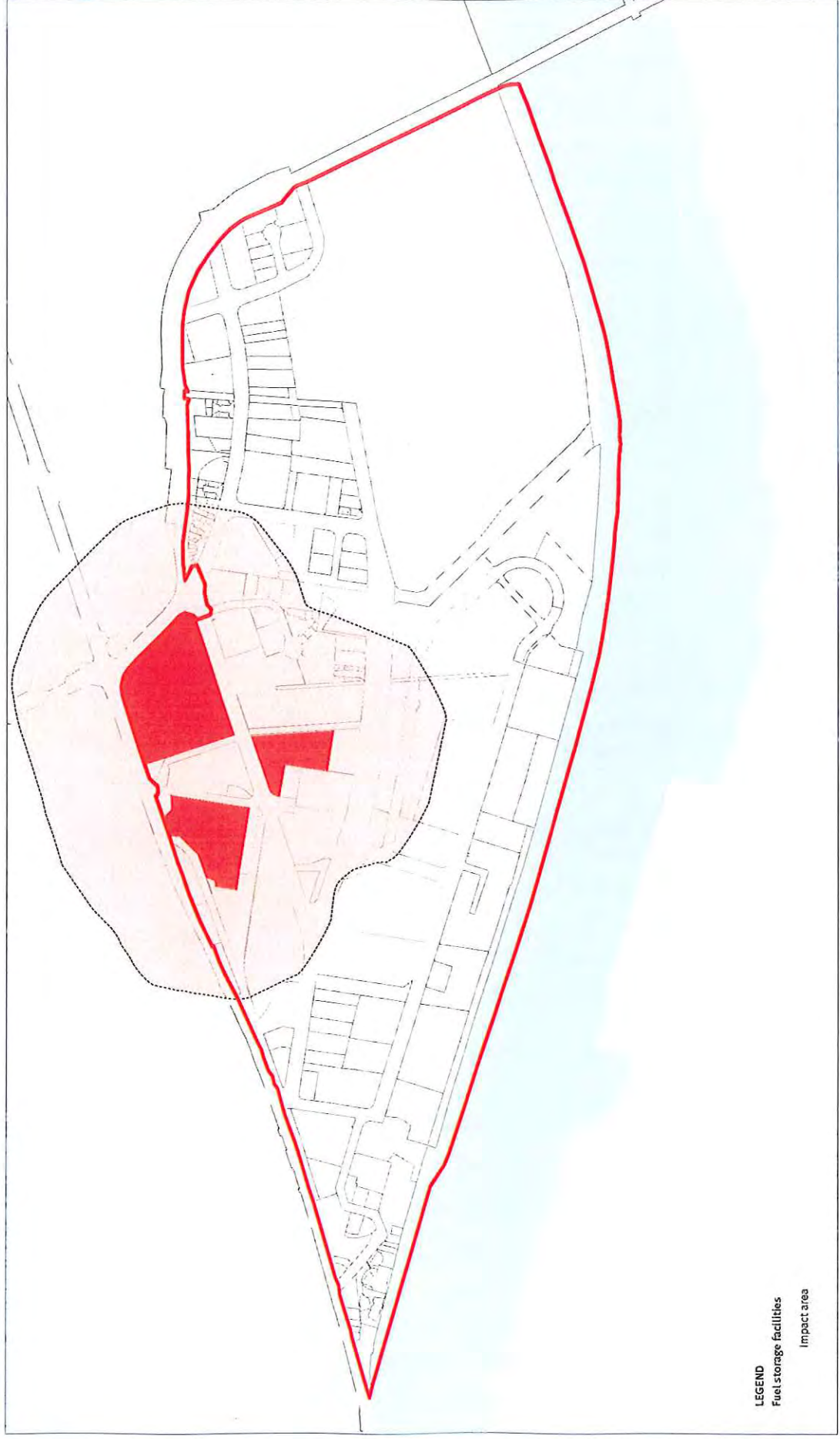




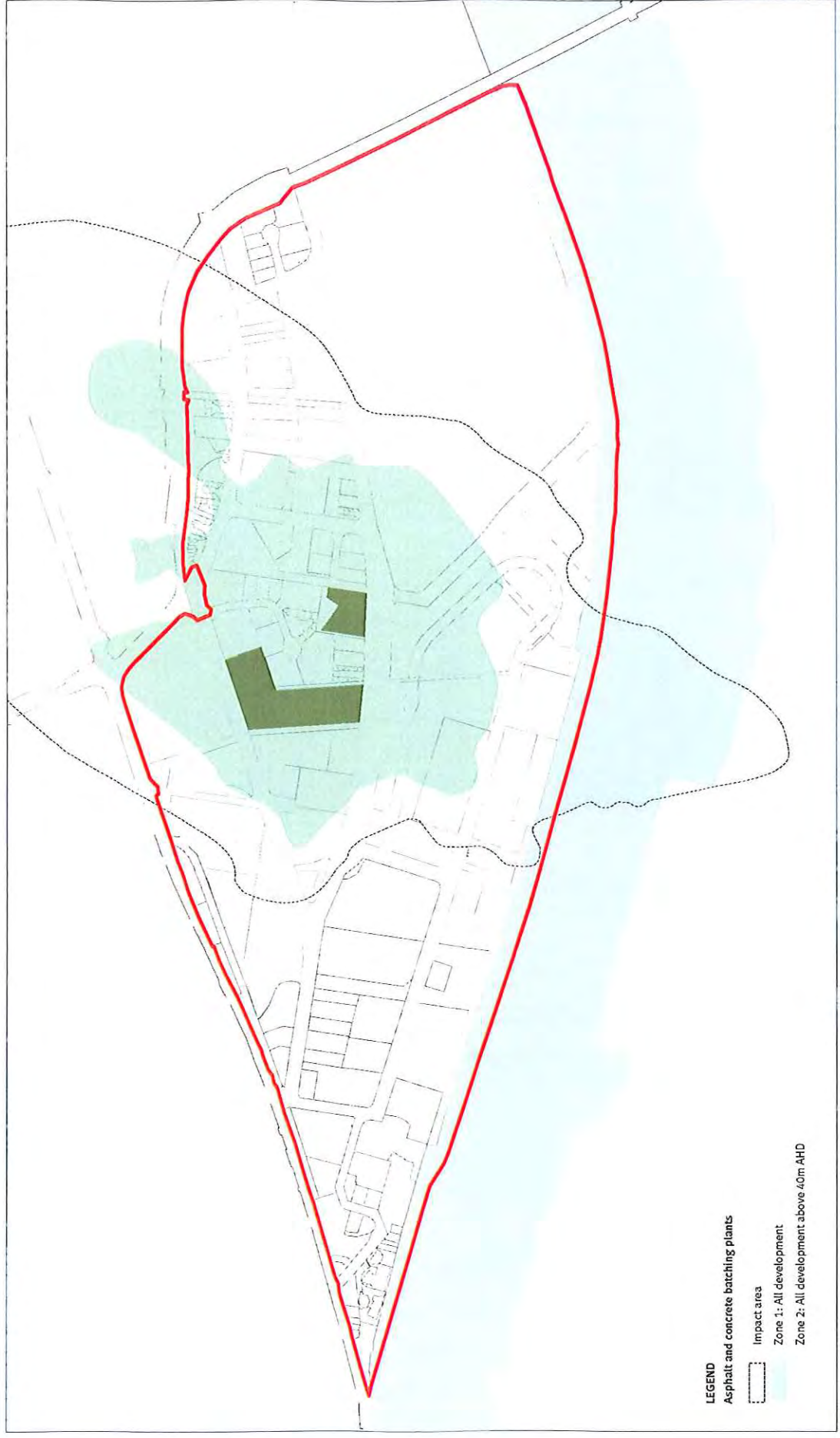
Map 7: Proposed new roads and road upgrades



Map 8: Fuel storage facilities

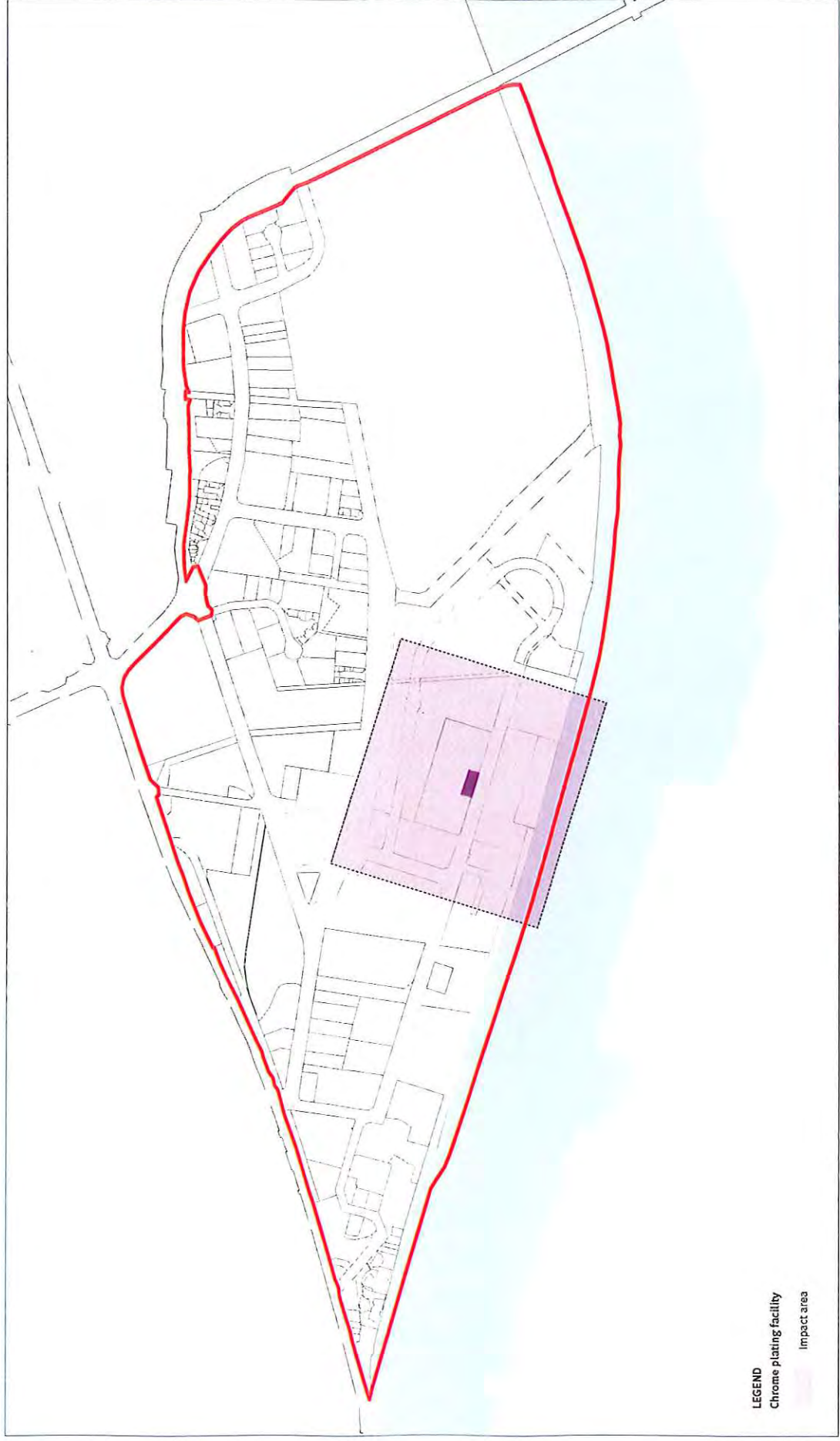


Map 9: Asphalt and concrete batching plants



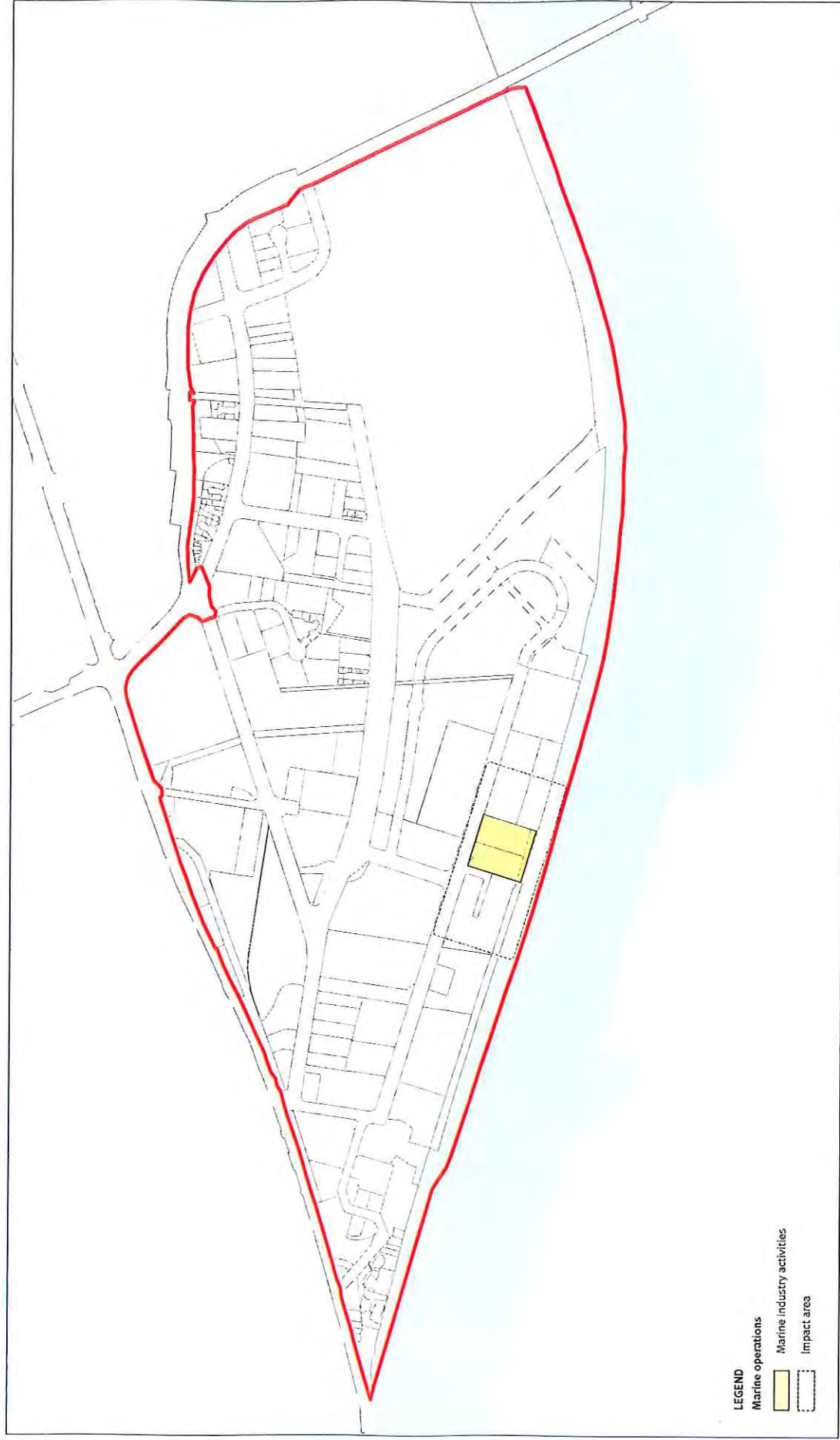


Map 10: Chrome plating facility





Map 11: Marine industry activities



Listed below is the infrastructure required to be delivered in order to achieve the ULDA's vision for the Northshore Hamilton UDA. The funding mechanisms to achieve the delivery of this infrastructure are detailed in Chapter 5.0 Implementation Strategy.

#### Proposed catalyst infrastructure

Infrastructure	Description of works
Road and street improvements	<ul style="list-style-type: none"> <li>Remora Road upgrade including road construction, drainage works, intersection upgrade and landscaping treatment.</li> <li>MacArthur Avenue part upgrade including road construction, drainage works, street lighting, landscaping treatment and roadside bus stop infrastructure.</li> </ul>
	<ul style="list-style-type: none"> <li>New Kingsford Smith Drive link road (adjoining the Harbour Road Precinct) including road construction, drainage works, intersection works, street lighting and landscaping treatment.</li> </ul>
Parkland works	<ul style="list-style-type: none"> <li>Construction of new waterfront park and upgrade to Remora Road park.</li> </ul>

#### Proposed infrastructure improvements

Infrastructure	Description of works
Road and street improvements	<ul style="list-style-type: none"> <li>MacArthur Avenue (progressive upgrade).</li> <li>New Kingsford Smith Drive link road (adjoining Northshore Park Precinct).</li> </ul>
	<ul style="list-style-type: none"> <li>Theodore Street widening and new Barcham Street link road to Northshore Central Precinct.</li> </ul>
	<ul style="list-style-type: none"> <li>Cullen Avenue extension linking Gateway Motorway with Northshore Park Precinct.</li> </ul>

#### Proposed water and sewer infrastructure

Infrastructure	Description of works
Water and sewer	<ul style="list-style-type: none"> <li>Water and sewer networks within the UDA will be upgraded at the time of developments being undertaken.</li> </ul>

#### Proposed community facilities, transport and affordable housing

Infrastructure	Description of works
Transport	<ul style="list-style-type: none"> <li>Investigations for dedicated rapid transit system.</li> <li>Ferry terminals.</li> </ul>
Community facilities	<ul style="list-style-type: none"> <li>Multi-purpose community facility.</li> </ul>



### 5.1 Introduction

As described in earlier sections of the development scheme, the purpose of the ULDA Act is to facilitate:

- (i) the availability of land for urban purposes
- (ii) the provision of a range of housing options to address diverse community needs
- (iii) the provision of infrastructure for urban purposes
- (iv) planning principles that give effect to ecological sustainability and best practice urban design
- (v) the provision of an ongoing availability of affordable housing options for low to moderate income households.

The mission formulated by the ULDA to achieve the purposes of the Act is to create vibrant inclusive communities and to:

*Create sustainable world class precincts all Queenslanders can be proud of. These outstanding new urban communities will incorporate best practice urban design principles and a range of affordable housing options.*

In achieving that vision, the values the ULDA seek to exhibit in its achievement of that outcome are:

- bold leadership
- collaboration and partnership
- creativity and innovation
- sustainability
- integrity.

Consequently, the implementation strategy and actions of the ULDA need to address aspects broader than the Act's purposes and need to address, not only what is to be achieved, but also how it is to be achieved.

In many aspects this implementation strategy will be a living document, responding to circumstances as they arise, learning from the lessons as the ULDA develops and adopting innovation arising from technological change and innovation from industry.

However, the following section provides a framework, indicating the implementation strategy elements, desired outcomes and planned actions formulated at this time to give effect to the Act's purposes and the ULDA's mission.

The key elements determined as essential in the achievement of the ULDA's mission are indicated below and detailed in the following sections:

- urban land availability for development
- housing options
- ecological sustainability
- best practice urban design
- urban infrastructure provision.

All elements in each section must be achieved to the greatest extent practical having regard to each of the other elements of the implementation strategy.

However, the ULDA also recognises that there are other aspects to the creation of development in the ULDA that bear recognition. In particular leadership and place making.

#### Leadership

The ULDA has been provided with an Act that allows for a 'blank slate' approach to urban development. This blank slate allows the ULDA to try alternative methods of delivering successful urban development outcomes.

The ULDA recognises that while it has the ability to have a direct impact on outcomes within the ULDA, it also has the potential to have an indirect outcome by way of demonstration of the impact of alternative approaches.

Consequently, if successful, the processes, provisions or systems put in place may be suitable for adoption by other authorities in the State.

#### Place making

The ULDA recognises that the creation of successful urban spaces starts with establishing a vision for the ULDA which is meaningful, respects the location and site's characteristics and is likely to find acceptance by the wider community, and in particular the development community so that development occurs. The land use plan and infrastructure strategy provide the main means of achieving good urban spaces.

However, the ULDA recognises that there are other, more subtle aspects that need to be considered to create truly special places that do not neatly fit into the following structure, namely:

- the arrangement and type of uses within spaces
- the role of the community in the development and change of spaces over time
- event management to enliven and activate spaces.

These aspects are not addressed in this section but will be instituted as part of the ULDA's activities as the ULDA develops.



The development scheme, to be successful and achieve the ULDA's aims, needs to lead to development on the ground, rather than be just a planning document. For landowners and the development industry, the development scheme's provisions need to create an environment where commercially viable development projects are fostered.

A measure of this success will be the willingness of private industry to seek to develop sites within the UDA.

Element	Measure	Actions
Urban land availability for development	Development occurs within the UDA.	<p>A development scheme that:</p> <ul style="list-style-type: none"> <li>includes development requirements that allow a commercial outcome</li> <li>provide certainty of development potential (uses and yield)</li> <li>responds to changes in market conditions</li> <li>allows for alternative design solutions.</li> </ul> <p>An infrastructure strategy that:</p> <ul style="list-style-type: none"> <li>ensures necessary infrastructure is co-ordinated and constructed to facilitate development</li> <li>does not require development contributions that are so high that land owners have no incentive to redevelop their properties</li> <li>has a charging regime that balances upfront costs with payments over time, and recognises the importance of time of payments to the industry</li> <li>has a transparent and easily calculable development contribution schedule.</li> </ul> <p>An approval system that:</p> <ul style="list-style-type: none"> <li>minimises time delay to the developer</li> <li>highlights early the level of detail required for a specific development application</li> <li>allows for consideration of alternative solutions in an expeditious manner</li> <li>allows a development proponent to be provided with a degree of certainty, early in the process so that a development proposal will be acceptable</li> <li>provides consistency from the pre-lodgement process, through approval to project commencement.</li> </ul> <p>The ULDA will seek to facilitate development in specific areas by:</p> <ul style="list-style-type: none"> <li>working with landowners to find solutions to specific issues</li> <li>building catalyst infrastructure where it will lead to early development within a precinct</li> <li>brokering discussions with government agencies where required to facilitate resolution of issues</li> <li>working with government agencies to bring land to the market where the land is surplus to their requirements</li> <li>undertaking studies to address area wide issues.</li> </ul>



Elements	Measure	Actions
<p>There has been a decline in housing affordability in Queensland which has been exacerbated by increases in interest rates and strong growth in the economy until market events in 2008. Declining housing affordability is particularly pronounced in the inner suburbs of Brisbane as a result of inner urban gentrification.</p> <p>The ULDA Act specifically states that one of the main purposes of the Authority is to facilitate the provision of 'an ongoing availability of affordable housing options for low to moderate income households'.</p> <p>Consequently, the ULDA seeks to achieve the development of diverse and inclusive communities by improving housing delivery, affordability, design and choice and specifically the ULDA will seek to increase the provision of affordable, appropriate and accessible housing for low to moderate income earners.</p> <p>A measure of this success will be:</p> <ul style="list-style-type: none"> <li>achieving a minimum of 15% of all dwellings built in the UDAs as affordable to people on low to moderate incomes</li> <li>achieving a mix of incomes, tenures and price points in all UDAs and within a number of precincts within the UDAs including social, affordable rental and affordable owner occupier housing.</li> </ul>	<p>Achieving a minimum of 15% of all dwellings across the UDAs as affordable.</p> <p>Achieving a diversity in housing options.</p>	<p>Implement the following strategies to deliver affordable housing in the UDAs:</p> <p><i>Development contribution: sharing uplift of land value</i></p> <p>In private development in the UDAs where there is significant uplift of land value arising from the development scheme, a development contribution towards affordable housing will be required (refer to infrastructure strategy).</p> <p><i>Development contributions: housing diversity requirements</i></p> <p>In all residential developments through appropriate design, reduction in unit and lot sizes, and changes to building practices, residential product will be required to provide diverse housing options.</p> <p>In addition, a minimum 5% of residential product will be required to be affordable to rent by the target market, i.e. able to be rented spending no more than 30% of gross household income for households earning the median level income in the BCC statistical district.</p> <p><i>Facilitating Not for Profit housing (NFP)</i></p> <p>This will occur through ensuring a timely development approval process and in some circumstances reduced requirements through the development scheme.</p> <p><i>ULDA development activities</i></p> <p>The ULDA Act allows the ULDA to develop land. Surplus income generated from these activities will be utilised for the purposes of funding the ongoing operations of the ULDA and to deliver additional affordable housing outcomes.</p> <p><i>Provision of social housing (subject to DoH funding):</i></p> <p>The provision of social housing in all UDAs which is funded by the Department of Housing (DoH) and managed by the department or a Not for Profit (NFP) community housing organisation and meets the needs of the lowest income and highest need households on the housing register.</p> <p><i>Facilitating social housing</i></p> <p>The ULDA is working closely with DoH to facilitate the provision of social housing through their standard purchase program.</p>

- The provisions of the land use plan and infrastructure plan reflect an ecological sustainable balance that integrates:
- protection of ecological processes and natural systems at local, regional, state and wider levels
  - economic development
  - maintenance of the cultural, economic, physical and social wellbeing of people and communities.

Element	Measure	Actions
Ecological sustainability		<p>The ecological sustainability principles within the land use plan are enforced.</p> <p>Preparation of additional guidelines to promote and facilitate incorporation of ecological sustainable principles in projects within the UDA.</p> <p>The development industry is encouraged to better the land use plan's provisions and obtain an exemption from the payment of the component of the uplift of land value identified to be applied to ecological sustainability.</p> <p>Expenditure of the funds collected from the uplift of land value component on ecological sustainability projects within the UDA.</p> <p>Establishment of a close working relationship with tertiary institutions and private industry to identify projects demonstrating ecological sustainable outcomes to be instituted in the UDA.</p> <p>Documentation and promotion of ecological sustainable examples developed within the UDA.</p>

Element	Measure	Actions
Best practice urban design	Built form outcome is accepted by the industry and community.	<p>The vision for the UDA and its precincts, and the principles contained within the structure plan are protected through the development approval process.</p> <p>The development requirements are continually assessed and reviewed for their relevance and appropriateness.</p> <p>Design innovation and alternative outcomes are encouraged with an incentive program to be developed to reward excellence in design.</p> <p>ULDA review panels provide a multi-disciplinary review of development proposals.</p> <p>Establishment of a close working relationship with tertiary institutions and private industry to identify projects demonstrating superior design outcomes to be instituted in the UDA.</p> <p>Documentation and promotion of good design outcomes developed within the UDA.</p>

The land use plan and infrastructure plan have been prepared to result in urban design outcomes of a high standard.

A measure of this success will be the acceptance by the industry and community of the resulting built form.



## Funding principles to facilitate development

Prudent investment in infrastructure is necessary to facilitate the increase in development intensity required to deliver the vision for the UDA.

Contributions towards the delivery of this infrastructure will be shared as the funding of the required infrastructure is not commercially viable for any one developer, owner or government entity due to the fragmentation of land ownership or the overall sizeable costs of some of the infrastructure works.

The use of public funds as the primary source of funding to pay for the necessary infrastructure, resulting in a significant increase in development yield and hence a windfall gain to private land owners, is not considered appropriate.

Consequently, redevelopment of areas within the UDA are not likely to occur unless a specific infrastructure funding package can be developed, which is acceptable to landowners, the industry and government.

The overarching infrastructure funding principles proposed to facilitate redevelopment are:

- (i) infrastructure funding will be based on ensuring that the vision of the UDA can be achieved

- (ii) infrastructure and activities will be funded in a fair and equitable manner and will be based on the most appropriate mechanism. These include:

- user charges
- special rates and charges
- state and federal funding
- conditions for the provision of infrastructure

- state infrastructure agreements and
- negotiated infrastructure agreements

- (iii) where infrastructure can be fairly apportioned to users, infrastructure charges as per the *Integrated Planning Act 1997* will be used. Impact mitigation payments may be imposed if unanticipated development occurs

- (iv) special rates and charges will be used generally for maintaining infrastructure and for infrastructure / projects / activities / services where there is a direct nexus between development within the UDA and the item(s) that are being charged. In some instances special rates and charges will be used for establishing strategic infrastructure and services

- (v) land value uplift will be captured and expended on infrastructure and projects that are of a strategic nature and have a community benefit. This may include part funding some of the items captured under the infrastructure charges schedule or special rates and charges or infrastructure not included in these charging mechanisms. This could

include funding affordable housing, shortfalls or gaps in funding required for infrastructure provision and / or strategic projects of a broad nature for community assets and high level shared infrastructure.

## Financing of works

### Network infrastructure

The funding of network infrastructure will be achieved through an Infrastructure Contribution Schedule (ICS).

The ICS will cover the following items:

- water
- sewer
- waterways
- transport
- community facilities.

The methodology to calculate the rates for these items will be consistent with the *Integrated Planning Act 1997* methodology.

These contributions will be required to be paid prior to development commencing.

### Major infrastructure and affordable housing

The major infrastructure works, affordable housing and ecologically sustainable outcomes will be funded by way of the sharing of the land value uplift arising from the UDA's development scheme. To ensure transparency and simplicity the land value uplift will be at a rate determined for the UDA or a precinct within the UDA and equate to a charge applied for every square metre of

additional GFA in excess of that shown on Map 2 or in a development approval.

This rate will be determined by considering various development scenarios and developing a business model, using standard industry assumptions and using this information to then determine the residual land value.

The contribution will apply as per section 3.5.3 of the land use plan.

### Local area improvement works

In addition to major infrastructure and affordable housing, the ULDA will identify key infrastructure considered necessary to initiate the redevelopment of the UDA. This may include works such as new or upgraded streets and roads, improved road connections and improved public transport access.

The infrastructure plan in the development scheme identifies those local area works that are proposed to be constructed by the ULDA within the first five years to catalyse development (the catalyst works).

### Infrastructure contributions

Charges for infrastructure will be determined and reviewed from time to time and be published in the ULDA's infrastructure contributions framework.

Where special rates and charges are proposed consultation with the local community will assist in determining the contribution area and scope and scale of works.



### Schedule 1: Exempt development

<b>Building work</b>	
Carrying out building work associated with a material change of use that is a UDA exempt development.	
Minor building work or demolition work.	
<b>Material change of use of premises</b>	
Making a material change of use of premises implied by building work, plumbing work, drainage work or operational work if the work was substantially commenced by the State, or an entity acting for the State, before 31 March 2000.	
Making a material change of use of premises for a class 1 or 2 building under the Building Code of Australia (BCA), part A3 if the use is for providing support services and short term accommodation for persons escaping domestic violence.	
<b>Reconfiguring a lot</b>	
Reconfiguring a lot under the <i>Land Title Act 1994</i> , if the plan of subdivision necessary for the reconfiguration is:	
(a) a building format plan of subdivision that does not subdivide land on or below the surface of the land	
(b) for the amalgamation of two or more lots	
(c) for incorporation, under the <i>Body Corporate and Community Management Act 1997</i> , section 41, of a lot with common property for a community titles scheme	
(d) for the conversion, under the <i>Body Corporate and Community Management Act 1997</i> , section 43, of lessee common property within the meaning of that Act to a lot in a community titles scheme	
(e) in relation to the acquisition, including by agreement, under the <i>Acquisition of Land Act 1967</i> or otherwise, or land by:	
(i) a constructing authority, as defined under that Act, for a purpose set out in paragraph (a) of the schedule to that Act, or	
(ii) an authorised electricity entity	
(f) in relation to land held by the State, or a statutory body representing the State and the land is being subdivided for a purpose set out in the <i>Acquisition of Land Act 1967</i> , schedule, paragraph (a) whether or not the land relates to an acquisition	
(g) for the reconfiguration of a lot comprising strategic port land as defined in the <i>Transport Infrastructure Act 1994</i>	
(h) for the <i>Transport Infrastructure Act 1994</i> , section 240	
(i) in relation to the acquisition of land for a water infrastructure facility.	
Subdivision involving road widening and truncations required as a condition of development approval.	
<b>Operational work</b>	
Carrying out operational work associated with a material change of use that is UDA exempt development.	
Clearing of vegetation:	
(a) other than significant vegetation as defined in Schedule 2	
(b) carried on by, or on behalf of Brisbane City Council or a public sector entity, where the works being undertaken are authorised under a state law	
(c) in accordance with the conditions of a UDA development approval for a material change of use or reconfiguring a lot.	



Tidal works:
(a) that will be used for port authority operations or marine operations including navigation and safety by, for or safeguarded by Queensland Transport or a port authority, or
(b) for creating or changing the configuration or characteristics of a navigational channel.
Filling or excavation:
(a) to a depth of one vertical metre or less from ground level on land to that is not referred to in Brisbane City Plan's Acid Sulphate Soil Code, Wetland Code and/or Waterway Code and where the site is not listed on the Contaminated Land Register or Environmental Management Register, or
(b) where top dressing to a depth of less than 100 vertical millimetres from ground level on land that is not referred to in Brisbane City Plan's Wetland Code and/or Waterway Code.
Erecting no more than one satellite dish on a premises, where the satellite dish has no dimension greater than 1.8 metres.
Placing an advertising device on premises.
Operational work (including maintenance and repair work) if the work is carried out by or on behalf of a public sector entity authorised under a state law to carry out the work.
<b>Plumbing or drainage work</b>
Carrying out plumbing or drainage work.
<b>All aspects of development</b>
All aspects of development a person is directed to carry out under a notice, order or direction made under a state law.
All aspects of development including maintenance that are incidental to and necessarily associated with the golf club activities and operations.
All aspects of development including maintenance that are incidental to and necessarily associated with a park.
All aspects of development for an activity authorised under the <i>Petroleum Act 1923</i> or the <i>Petroleum and Gas (Production and Safety) Act 2004</i> (or other than an activity relating to the construction and operation of an oil refinery).
All aspects of development undertaken by the State, or a statutory body representing the State, for the purposes of social housing.
All aspects of development including maintenance that are incidental to and necessarily associated existing with port facilities.

Development for a utility installation, being an undertaking for the supply of water, hydraulic power, electricity or gas, of any development required for the purpose of that undertaking by way of:

- (a) development of any description at or below the surface of the ground
- (b) the installation of any plant inside a building or the installation or erection within the premises of a generating station of any plant or other structures or erections required in connection with the station
- (c) the installation or erection of an electricity distribution or supply network (and any components of such a network) which operates at voltages up to and including 33 kilovolts, excluding new substations
- (d) the installation or erection of a new electrical transmission line on land on which such a line has already been erected and which is identified as a future line on Plan No: A4H303666-Powerlink Electricity Network and Plan No: 7775-A4/A-Energex 110kV Feeder Network
- (e) the augmentation of a Powerlink substation identified on Plan No: A4-H-303666-Powerlink Electricity Network and of any Energex substation existing as at the date this clause took effect
- (f) the placing of pipes above the surface of the ground for the supply of water, the installation in a water distribution system of booster stations and meter or switchgear houses - any other development not specifically referred to above except where it involves erection of new buildings or reconstruction or alteration of existing buildings that would materially affect their design or external appearance
- (g) any other development not specifically referred to above except where it involves erection of new buildings or reconstruction or alteration of existing buildings that would materially affect their design or external appearance.

This exemption does not apply for a utility installation, where it involves:

- (i) the erection of new buildings
- (ii) power generation plant where burning 100kg or more of fuel an hour
- (iii) reconstruction or alteration of existing buildings that would materially affect their design or external appearance
- (iv) waste handling, treatment and disposal facility.

All aspects of development involving the construction, maintenance or operation of roads, busways and rail transport infrastructure, and things associated with roads, busways and rail transport infrastructure by or on behalf of, or under contract with the ULDA, Brisbane City Council or the Queensland Government.

Things associated with roads, busways and rail transport infrastructure include but are not limited to:

- o activities undertaken for road construction
- o traffic signs and controls
- o depots
- o road access works
- o road construction site buildings
- o drainage works
- o ventilation facilities, including exhaust fans and outlets
- o rest area facilities and landscaping
- o parking areas
- o public passenger transport infrastructure
- o control buildings
- o toll plazas
- o rail transport infrastructure.



## Schedule 2: Definitions

### Use definitions

#### Commercial

- Home based business
- Medical centre
- Office
- Sales office and display home
- Veterinary clinic
- Veterinary hospital

#### Industrial

- Extractive industry
- General industry
- Heavy industry
- Light industry
- Research and technology facility
- Service industry

#### Residential

- House
- Multiple residential
- Other residential
- Relocatable home and caravan park

#### Retail

- Bulk landscape supplies
- Fast food premises
- Food premises
- Garden centre
- Hardware and trade supplies
- Market
- Outdoor sales or hire yard
- Produce store
- Roadside stall
- Service station
- Shop
- Shopping centre
- Showroom
- Warehouse
- Wholesale plant nursery

#### Rural

- Agriculture
- Animal keeping and husbandry
- Aquaculture
- Forestry
- Winery

### Service, community and other

- Car park
- Cemetery
- Child care centre
- Community facility
- Crematorium
- Educational establishment
- Emergency services
- Environmentally relevant activities
- Funeral parlour
- Hospital
- Landing
- Marina
- Place of assembly
- Utility installation

### Sport, recreation and entertainment

- Club
- Indoor entertainment
- Indoor sport and recreation
- Outdoor sport and recreation
- Park
- Tourism**
  - Tourist facility
  - Visitor accommodation

### Administrative terms

- Affordable housing
- Authority
- Basement
- Building height
- Bus rapid transit
- Clean industry
- Development scheme
- Filling or excavation
- Ground level
- Gross floor area
- High water mark
- Mezzanine
- Minor building or demolition work
- Noise sensitive use
- Plot ratio
- Podium
- Private open space
- Public benefit
- Public realm
- Root zone
- Setback
- Significant vegetation
- Site cover
- Storey
- Sub-precinct plan
- Tidal works
- Land value uplift
- Urban design

## Use definitions

### Commercial

#### (a) Home based business

House or multiple residential unit used for an occupation or business activity as a secondary use where:

- the floor area used specifically for the home business does not exceed 50m<sup>2</sup>
- any visitor accommodation does not exceed 4 visitors
- there is no hiring out of materials, goods, appliances or vehicles
- there is no repairing, servicing, cleaning or loading of vehicles not normally associated with a house
- the maximum height of a new building, structure or object does not exceed the height of the house and the setback is the same as, or greater than, buildings on adjoining properties.

#### (b) Medical centre

Premises used for the medical care and treatment of persons not resident on the site. The term includes medical centres, dental clinics, pathology labs, naturopath clinics, chiropractic clinics, natural medicine practices, counselling rooms, psychiatric and psychological consulting rooms, premises used for nursing services, and the like. The term does not include home-based businesses, hospitals, retirement villages or aged care facilities.

#### (c) Office

Premises used primarily for administration, clerical, technical or professional activities, where any goods or materials made, sold or hired on the premises are ancillary to the primary activity.

#### (d) Sales office and display home

Premises, including a caravan or relocatable home structure, used for the promotion and/or sale of land and/or buildings within an estate, where such premises are located within the estate which is proposed to be promoted or sold.

#### (e) Veterinary clinic

Premises used for the veterinary care, surgery and treatment of animals, whether or not provision is made for the overnight short stay accommodation of the animals on the premises. The term does not include animal keeping and husbandry or veterinary hospital.

#### (f) Veterinary hospital

Premises used for the treatment of sick or injured animals where such animals are accommodated overnight, or for long stay periods on the premises. The term does not include animal keeping and husbandry or veterinary clinic.

### Industrial

#### (a) Extractive industry

Premises used for extraction of sand, gravel, soil, rock, stone or similar substance from land. The term includes ancillary storage, loading or cartage and any crushing, screening, washing, blending or other treatment processes of material extracted from the site.

#### (b) General industry

Premises used for making, assembling, dismantling, break up, servicing, storing, repairing goods, or treating waste where potential impacts exist. The use includes but is not limited to the following:

- fuel burning
- boat maintenance
- battery recycling
- water treatment
- beverage production
- bottling and canning
- concrete batching
- tyre retreading
- metal forming
- edible oil processing
- seafood processing
- milk processing.

#### (c) Heavy industry

Premises used for making, assembling, dismantling, break up, servicing, storing, repairing goods or treating waste of significant impacts which are likely to be noxious and/or hazardous and require isolation or significant buffering from other buildings and uses. The use includes but is not limited to the following:

- alcohol distilling
- boiler making
- metal recovery
- sugar milling or refining
- meat processing
- crushing, milling and grinding
- rendering
- pet, stock or aquaculture food manufacturing
- textile manufacturing
- tyre manufacturing
- chemical manufacturing, processing or mixing
- chemical storage
- coke producing
- gas producing
- paint manufacturing
- crude oil or petroleum product storage (excluding service stations)
- oil refining or processing
- fuel gas refining or processing

- metal works, surface coating and foundry
- mineral processing
- battery manufacturing
- manufacturing of plastic, plaster, pulp or paper
- sawmilling or wood chipping or chemically treating timber chemical or oil recycling.

This use does not include any other industrial uses or service station.

#### (d) Light industry

Premises used for making, assembling, dismantling, break up, servicing, storing, repairing goods, or treating waste of a small scale and low impact similar to those activities set out below and ancillary activities that support the industrial use such as administration offices or sales and display areas for products. The use includes but is not limited to the following:

- printing
- all industrial activities not environmentally relevant activities, except where defined.

#### (e) Research and technology facility

Premises used for scientific or technological research development or testing.

#### (f) Service industry

Premises used for a small scale, low impact industrial activity which is intended to

provide services to the general public or is similar to those activities set out below and ancillary activities that support the industrial use such as administration offices or sales and display areas for products manufactured, assembled or finished on the site including:

- making of the following:
  - artificial flowers
  - bread, cakes and pastry
  - dental prostheses
  - fashion accessories
  - garments
  - jewellery
  - optical goods, being spectacles and the like
  - soft furnishings
  - toys.
- assembling the following from components manufactured elsewhere:

- aids and appliances for people with a disability
- audio-visual equipment
- barbeques
- blinds
- furniture
- portable domestic electrical appliances
- domestic light fittings and accessories
- scientific instruments

- sports equipment, other than ammunition, vehicles and watercraft
- television and video equipment.

repairing and servicing the following:

- blinds
- cameras or other photographic equipment
- canvas goods, tents and camping soft goods
- computers and computer equipment
- electronic instruments and equipment
- garments
- mowers, including motor mowers and portable gardening equipment
- optical goods, being spectacles and the like
- domestic electrical appliances
- power and other tools
- scientific instruments.

providing the following services:

- book binding
- car washing
- document duplicating or copying or photocopying
- engraving by hand
- laboratory facilities
- locksmith services
- photographic film processing
- picture framing
- plan printing

- restoration of small articles of a personal or domestic nature, works of art
- studio facilities for film, theatre or television.

The term does not include any other industrial use.

### Residential

#### (a) House

Premises used for residential purposes where freestanding on its own lot used as one self contained dwelling.

#### (b) Multiple residential

Premises used for residential purposes if there are two or more dwelling units on any one lot. Multiple residential dwelling units may be contained on one lot or each dwelling unit may be contained on its own lot subject to Community Title Schemes. The term multiple residential does not include a house, as defined herein.

#### (c) Other residential

Premises used for the accommodation and care of aged and retired people, small groups of disadvantaged persons or persons who are being nursed, require ongoing supervision/ support, or are convalescing. This term may include but is not limited to ancillary dining and recreation facilities, administration offices, laundries, kitchens, ancillary medical facilities and residential accommodation for management and staff.

**(d) Relocatable home and caravan park**

Premises used for the parking or location of relocatable homes, caravans, self contained cabins, tents and similar structures for the purpose of providing residential accommodation.

The term includes ancillary facilities such as amenities, laundries, kitchens, a kiosk and recreation facility residential accommodation for persons associated with the development. It also includes a manager's office and residence.

**Retail****(a) Bulk landscape supplies**

Premises used for the bulk storage and sale of landscaping, gardening or rural materials and supplies including soil, soil additives, gravel, seeds, fertilisers, potting mix, mulch, agricultural chemicals and fertilisers and irrigation supplies, where the majority of materials sold from the premises are not in pre-packaged form. The term also includes the cultivation of plants for sale on the site where ancillary to the other landscape supplies.

**(b) Fast food premises**

Premises used for the preparation and sale of food to the public generally for immediate consumption off the premises. The term may include drive through facilities and ancillary facilities for the consumption of food on the premises.

**(c) Food premises**

Premises used for the preparation and sale of food and drink to the public for consumption on or off the site. The term includes a café, restaurant, coffee shop, bistro, tea room, milk bar, snack bar, kiosk and take-away, but does not include fast food premises as separately defined.

**(d) Garden centre**

Premises used for the display and retail sale of gardening and landscape products and supplies. The term includes the propagation and sale of plants and the sale of seeds, pots, gardening tools, pre-packaged landscaping products (such as fertilisers, potting mix, mulch and stones) outdoor furniture and lighting, letterboxes, garden ornamentation and literature on gardening. The use may include an ancillary coffee shop or café.

**(e) Hardware and trade supplies**

Premises used for the display, sale and hire of hardware and trade supplies household fixtures, timber, tools, paint, wallpaper, plumbing supplies and the like.

**(f) Market**

Premises used for the display and sale of goods to the public on a regular but infrequent basis, where goods are primarily sold from temporary structures such as stalls, booths or trestle tables. The use includes ancillary food and beverage sales

and ancillary entertainment provided for the enjoyment of customers.

**(g) Outdoor sales or hire yard**

Premises used for the display, sale, hire or lease of any construction or industrial plant and equipment, agricultural machinery, motor vehicles, boats, trailers, other demountable or transportable structures and the like, to the public, where the use is conducted wholly or predominantly outdoors. The term includes the ancillary maintenance and repair of any of the items to be sold, hired or leased and the ancillary sale or hire of portable tools, machinery or equipment.

**(h) Produce store**

Premises used for the display and sale of goods which are normally used in carrying out agricultural uses, including animal fodder, chemical fertilisers for primary production, seeds, bulk veterinary supplies, saddlery, other stock and pet supplies, small scale farm and garden equipment, and the like.

**(i) Roadside stall**

Premises used for the display and retail sale of agricultural products grown on the premises or on adjoining land which is owned or occupied by the stall operator. The stall is to be no greater than 50m<sup>2</sup> in gross floor area.

**(j) Service station**

Premises used for the retail sale of fuel

including petrol, liquid petroleum and automotive distillate to refuel motor vehicles.

**(k) Shop**

Premises used for the display, sale or hire of goods to the public. The term includes the incidental storage of goods on the premises and the ancillary or incidental preparation of food. It also includes hairdressing, minor appliance repairs, alterations, retail dry cleaning, liquor store, department store, discount department store, discount variety store and betting agencies. The term does not include the types of repairs as separately defined by light industry.

**(l) Shopping centre**

Premises used for display, sale or hire of goods comprising two or more individual tenancies, comprising primarily shops and which function as an integrated complex.

**(m) Showroom**

Premises used for the display and sale of goods primarily of a bulky nature and of a similar or related product line, where the gross floor area exceeds 250m<sup>2</sup>, including but not limited to large electrical goods, furniture, floor coverings, toys, bulk stationery supplies, motor vehicles, motor accessories, caravans, boats, sporting equipment and apparel, computer hardware and software, building and construction supplies, pools, spas and camping equipment. The term includes the ancillary



Premises used for the keeping, depasturing, grazing or stabling of any animal, bird, insect and reptile. The term includes the use of land for keeping, breeding, stabling, training or boarding animals.

Premises used for the purpose of manufacturing and retailing wine. The term also includes ancillary uses that support the primary function of the premises.

Premises used for systematic training and instruction, including any other ancillary facility. This definition includes prep facilities, primary school, secondary school, college,

The use includes care or treatment of persons such as emergency patients or outpatients not residing on the premises.

## Administrative terms

### (k) Landing

Structure for mooring or launching boats and / or for passengers to embark and disembark.

### (l) Marina

A shared landing structure intended to accommodate multiple vessels. The term includes any land-based buildings or works used in association with the marina or in the repair and maintenance of boats and facilities servicing these activities.

### (m) Place of assembly

Premises used for worship and activities of a religious organisation, community or association.

### (n) Utility installation

Premises used for the purpose of providing utility or telecommunications services, which does not fall within the Schedule of Facilities and Areas under the *Telecommunications Act 1997*. The term may include but is not limited to:

- a telecommunications tower more than 5m in height
- an equipment shelter of more than 7.5m<sup>2</sup> in area and 3m in height.

## Sport, recreation and entertainment

### (a) Club

Premises used by persons associated (whether incorporated or not) for social, literary, political, sporting, athletic or other similar purposes to which the general public may also resort and which is, or intends to be, subject to a club licence under the *Liquor Act 1992*. The premises may also include the provision of food and beverages, limited live or recorded entertainment and gaming machines.

### (b) Indoor entertainment

Premises used for public entertainment predominantly within a building. The term includes facilities commonly described as convention centres, amusement and leisure centres, cinema, nightclub, adult entertainment, theatre and hotel.

### (c) Indoor sport and recreation

Premises used for leisure, sport or recreation conducted wholly or mainly indoors, such as indoor sports and fitness centres, gyms, bowling alleys, squash courts and the like.

### (d) Outdoor sport and recreation

Premises used for any sporting or recreational activity, or other leisure past time, which is conducted wholly or mainly outside of a building.

The term includes such typical premises as (outdoor) public swimming pools, golf courses and driving ranges, outdoor courts and sportsgrounds, and the like. The term also includes the provision of a clubhouse and other ancillary facilities.

### (e) Park

Premises used by the public for free recreation and enjoyment, but used infrequently for events.

Facilities for park users may include children's playground equipment, informal sports fields, vehicle parking and other public conveniences.

## Tourism

### (a) Tourist facility

Premises used, or intended to be used, for providing entertainment, recreation or similar facilities for the general touring or holidaying public. The term includes associated short term accommodation or facilities providing meals.

### (b) Visitor accommodation

Premises used for short term accommodation for the general touring, holidaying or visiting public. The term includes associated facilities providing meals.

### (a) Affordable housing

Affordable housing is housing which can be reasonably afforded by low to moderate income households. Housing can reasonably be afforded by low income households, if the household spends no more than 30% of its combined annual gross income on rent or 35% of its combined annual gross income on home ownership.

Affordable housing encompasses:

- private rental housing and home purchase options (including housing aimed at the first home owners market)
- social housing (including public and community housing).

### (b) Authority

The Urban Land Development Authority.

### (c) Basement

A storey either below ground level or where the underside of the ceiling projects no more than one metre above ground level.

### (d) Building height

The maximum vertical distance between the natural ground level and the roof or parapet at any point but not including an antenna, aerial, chimney, flagpole or the like.

**(e) Bus rapid transit**

Non-rail based, distinctive, high passenger capacity vehicle which can operate in shared right-of-way with general road traffic or on its own right-of-way.

**(f) Clean industry**

Industrial uses that have minimal air, noise or waste emissions.

**(g) Development scheme**

As defined in the *Urban Land Development Authority Act 2007*.

**(h) Filling or excavation**

Operational work for filling or excavating that materially affects premises or their use.

**(i) Ground level**

The levels on a site which precede development excluding any site works that are subject to a related development approval, unless approved by the ULDA or established as part of a reconfiguration of the land preceding development.

**(j) Gross floor area**

The total floor area of all storeys of a building, including mezzanines, measured from the external walls or the centre of a common wall, excluding areas used for:

- building services
- ground floor public lobby
- a public mall in a shopping complex

- the parking, loading and manoeuvring of motor vehicles
- private balconies whether roofed or not.

**(k) High water mark**

Refers to the ordinary high water mark at spring tides.

**(l) Mezzanine**

An intermediate floor within a room.

**(m) Minor building or demolition work**

- internal building or demolition work
- external building work up to 25m<sup>2</sup> for roofs over existing decks or paved areas, sun hoods, carports and the like
- building work up to 10% of approved GFA or lawfully existing GFA at the time of commencement of this development scheme
- raising a house where the resultant height does not exceed 8.5m, or
- external demolition of post-1946 additions, alterations, extensions or outbuildings or pre-1946 free standing outbuildings at the rear of the building.

**(n) Noise sensitive use**

Means any of the following:

- house, multiple residential, other residential
- childcare centre, community facility, hospital or place of assembly

- park

**(o) Plot ratio**

The ratio between the gross floor area of a building and the total area of the site.

**(p) Podium**

A continuous projecting base of a building.

**(q) Private open space**

An outdoor area for the exclusive use of occupants.

**(r) Public benefit**

Refers to an outcome that benefits the wider community rather than local, site specific or land ownership desires.

**(s) Public realm**

Refers to spaces that are used by the general public including streets, squares, parks and environmental areas.

**(t) Setback**

The shortest distance measured horizontally from the outermost projection of the building or structure to the vertical projection of the boundary lot.

**(u) Significant vegetation**

Vegetation whether living or dead including their root zone<sup>1</sup> that:

- maintains biodiversity
- preserves natural landforms
- contributes to the character of the landscape
- has cultural or historical value
- has amenity value.

Significant vegetation in the UDA includes:

- all marine plants along the Brisbane River and in and adjacent to the internal drainage system
- all trees greater than 60cm in diameter and one metre above the ground level where located in Hamilton Park
- all trees greater than 60cm in diameter and one metre above the ground level where located in Hercules Street Park
- all trees greater than 60cm in diameter and one metre above the ground level where located in Theodore Street Park
- all trees greater than 60cm in diameter and one metre above the ground level where located in Royal Queensland Golf Club

<sup>1</sup> The zone of the soil and roots described by the vertical projection of the foliage limit of the tree to the depth of one metre and including buttress roots on and above the soil surface.

- o all trees greater than 60cm in diameter and one metre above the ground level where located on Lot 3 SP104140
- o all trees greater than 60cm in diameter and one metre above the ground level where located on Lot 736 SL3919
- o all trees greater than 60cm in diameter and one metre above the ground level where located on Lot 863 SL4592
- o all trees greater than 60cm in diameter and one metre above the ground level where located on Lot 1 RP852694
- o all trees greater than 60cm in diameter and one metre above the ground level where located on Lot 796 SP163872
- o all trees greater than 60cm in diameter and one metre above the ground level where located on Lot 16 RP898828.

Note the term all trees does not include species listed as pest vegetation.

#### **(v) Site cover**

The proportion of the site covered by buildings including roof overhangs.

#### **(w) Storey**

Means a space within a building which is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above. This does not mean:

- o a space that contains only:
  - o a lift shaft, stairway or meter room
  - o a bathroom, shower room, laundry, toilet or other sanitary compartment
  - o accommodation intended for not more than 3 vehicles
  - o a combination of the above, or
  - o a mezzanine.

#### **(x) Sub-precinct plan**

Refer to sub-precinct development requirements in section 3.2.6 of the land use plan.

#### **(y) Tidal works**

As defined in the *Coastal Protection and Management Act 1995*.

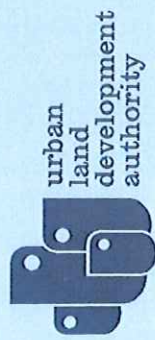
#### **(z) Uplift of land value**

The increase in development yield or land value arising from the ULDA development scheme.

#### **(aa) Urban design**

Refers to the holistic design of urban environments, including the overall townscape, individual buildings, street networks, streetscapes, parks and other public spaces.





## Contact Us

Visit our website at: [www.ulda.qld.gov.au](http://www.ulda.qld.gov.au)

### Write to us at:

Urban Land Development Authority

PO Box 3643

South Brisbane BC QLD 4101

Telephone us: 1300 130 215

Fax us: (07) 302 44199

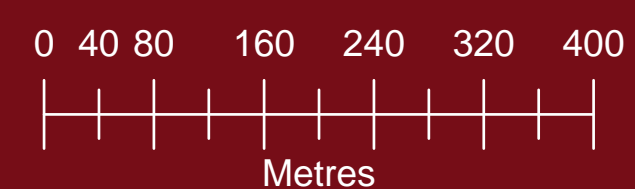
July 2009

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## Legend

- UDA Boundaries
- Cadastre
- Qld floodline
- Rail





# ATTACHMENT 4 – Land Ownership - Fitzgibbon Urban Development Area

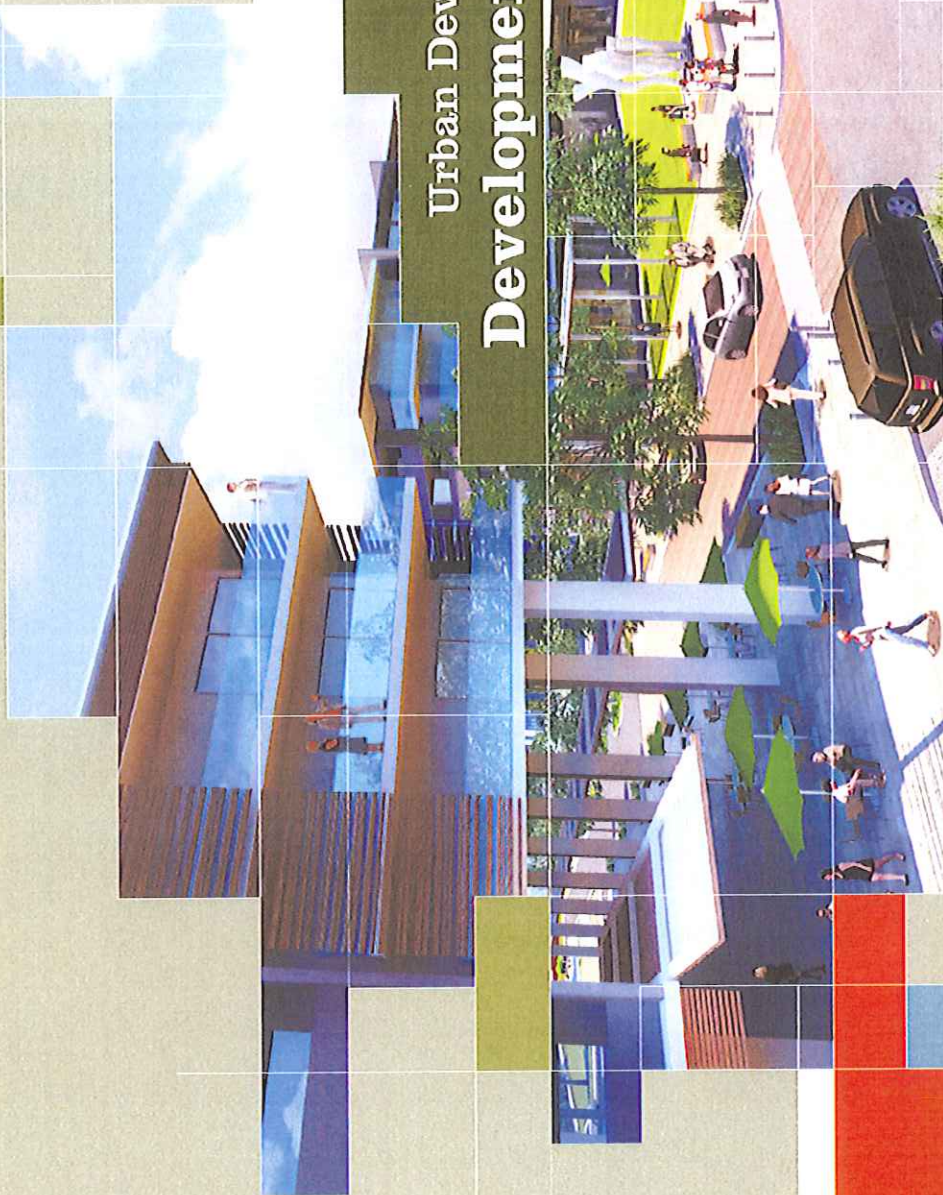


## Legend

	Fitzgibbon Urban Development Area
	State Government Owned Land
	Brisbane City Council owned or controlled land

Other sites are privately owned as indicated.





## Fitzgibbon Urban Development Area Development Scheme



# Contents

## Fitzgibbon Urban Development Area Development Scheme



**Queensland  
Government**



## 1.1 The Urban Land Development Authority

The Urban Land Development Authority (ULDA) is a statutory authority under the *Urban Land Development Authority Act 2007* (the Act) and is a key element of the Queensland Housing Affordability Strategy.

The role of the ULDA is to facilitate the development of declared Urban Development Areas (UDAs) to move land quickly to market and achieve housing affordability and urban development outcomes. This enables the Government to be more effective and proactive in providing land for urban development, particularly through major strategic infill and redevelopment sites. The ULDA is also a vehicle to deliver the Government's transit oriented development (TOD) projects throughout the State where they occur in UDAs.

The ULDA, which became operational on 26 November 2007, is working with local governments, community, local landowners and the development industry to deliver commercially viable developments that include diverse, affordable, sustainable housing and use best-practice urban design principles.

## 1.2 Fitzgibbon Urban Development Area

The Fitzgibbon Urban Development Area (UDA) was declared by regulation by the Minister for Infrastructure and Planning on 24 July 2008.

## 1.3 Purpose of the development scheme

The Fitzgibbon UDA Development Scheme has been prepared in accordance with the Act and is applicable to all development on land within the boundaries of the UDA. It is a statutory instrument and has the force of law.

From the date of approval, it replaces the Interim Land Use Plan for the UDA which was in place at the time of the declaration, and during the period of preparation of this development scheme. A development scheme is one of the primary mechanisms the ULDA uses to deliver on the main purposes of the Act.

As described by the Act, the main purposes of the development scheme are to facilitate:

- (a) the availability of land for urban purposes
- (b) the provision of a range of housing options to address diverse community needs
- (c) the provision of infrastructure for urban purposes

- (d) planning principles that give effect to ecological sustainability and best practice urban design

- (e) the provision of an ongoing availability of affordable housing options for low to moderate income households.

Through the development scheme, development in the Fitzgibbon UDA will contribute to achieving the following goals:

- **Promoting and maintaining liveable communities.**

Communities in the Fitzgibbon UDA will be diverse, safe and healthy, have access to services, jobs and learning, foster active local participation and are pleasant places to live, work and visit while enhancing the value of existing neighbourhoods.

- **Promoting planning and design excellence.**

The Fitzgibbon UDA will become a modern, resilient and adaptable urban form that promotes connectivity, safety and accessibility whilst recognising local values and aspirations.

- **Providing economic benefit.**

Economic benefit is maximised in the Fitzgibbon UDA by facilitating the release of urban land, considering lifecycle costs, operational savings, long term employment opportunities, creating partnering opportunities and creating long term value.

- **Protecting ecological values and optimising resource use.**  
The Fitzgibbon UDA protects and manages natural systems, habitats and biodiversity, and promotes the innovative and efficient use and management of precious resources such as materials, water and energy to minimise impacts on climate.

## 1.4 Elements of the development scheme

The Fitzgibbon UDA Development Scheme consists of three components being:

- **the land use plan**
- **the infrastructure plan**
- **the implementation strategy.**

The land use plan regulates orderly development and articulates the preferred form of development in the UDA, its precincts and sub-precincts.

The infrastructure plan outlines the infrastructure items required to support the vision for the Fitzgibbon Urban Development Area.

The implementation strategy describes how the ULDA will deliver the purpose of the Act drawing together the components of the land use plan and infrastructure plan.



## Location

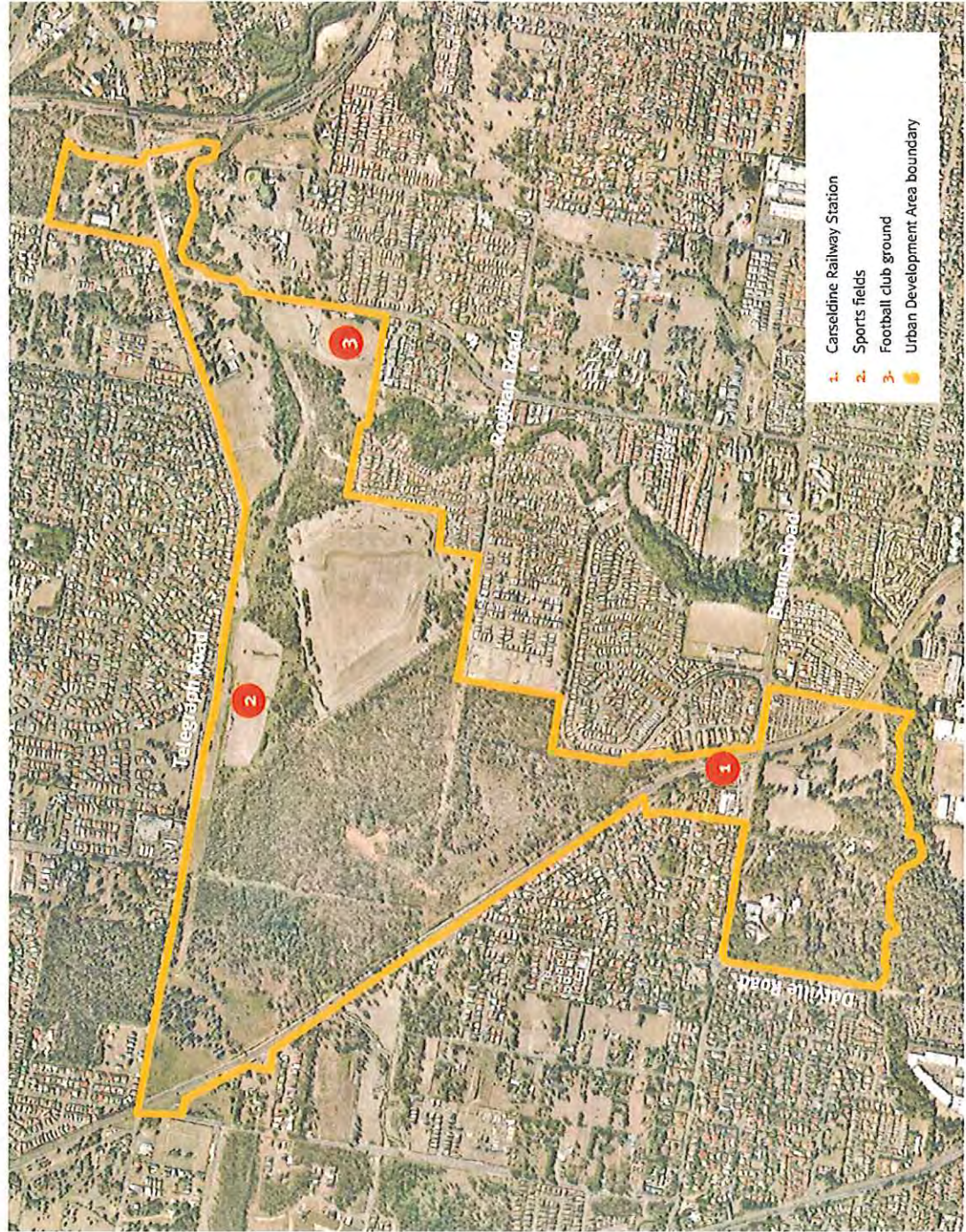
Located approximately 12 kilometres from the Brisbane CBD, the Fitzgibbon UDA covers 295-hectares of land in the northern suburbs of Fitzgibbon, Carseldine, Bald Hills, Taigum and Deagon. The Fitzgibbon UDA is bounded primarily by the Aspley School district to the south, Telegraph Road to the north, and the Gateway Motorway to the east. The UDA also includes the Environmental Protection Agency Hydraulics Laboratory north of Depot Road.

The Fitzgibbon UDA includes large portions of State owned land and contains one of very few sites in South East Queensland where a railway station will be co-located with a proposed busway station. The collocation of proposed busway and railway, new bus routes, and park and ride facilities in the Fitzgibbon UDA provides outstanding opportunities for transit oriented development with real choice and convenience in the mode of transport to be taken.

The Fitzgibbon UDA is a rare greenfield site in the Brisbane suburbs. The Fitzgibbon UDA:

- is in close proximity to existing and planned major public transport networks servicing and connecting the northern Brisbane suburbs
- includes substantial existing service infrastructure
- incorporates significant bushland and open space
- is bordered by existing suburban communities.

Map 1: Fitzgibbon Urban Development Area





## Access, convenience, choice, community

### The development of the Fitzgibbon UDA

The development of the Fitzgibbon UDA will provide a level of access to services and choice in housing, employment, recreation and public transport that is rare in the Brisbane suburbs. The Fitzgibbon UDA will feature:

- urban convenience in a suburban setting
- extensive public transport and transit options
- major recreational and sporting opportunities
- a genuine balance of affordability and sustainability
- contemporary Queensland-style buildings and landscape
- retention of significant environmental values.

### Three distinct areas are envisaged:

- 'Carseldine Urban Village' - Carseldine's "Centro", an active, transit orientated mixed use urban village incorporating substantial bushland and open space.
- 'Fitzgibbon Residential' - Queensland-style, some of Brisbane's most affordable and sustainable suburban residential neighbourhoods including substantial bushland and open space.
- 'Bushland, Sport and Recreation' - the sport and recreational centre of Fitzgibbon including substantial bushland and open space.

### A vibrant Brisbane urban village community - 'Carseldine Urban Village'

The large tract of State government land, the park and ride near the Carseldine Railway Station, and other key sites provide a great opportunity for the development of a transit orientated urban village approximately 12 kilometres from the Brisbane CBD.

The urban village will capitalise on the confluence of the proposed busway and railway stations, mixed use residential, commercial and retail, special purpose learning and research areas, knowledge enhanced employment opportunities, key bushland and recreational open space areas, and supporting nearby key high intensity commercial and residential areas.

Works and projects such as the proposed busway, and the future Beams Road railway overpass will stimulate renewal and redevelopment and enable a new mixed use urban village community to be created. The urban village will comprise a range of concentrated, transit orientated, employment, recreational, retail and residential opportunities.

### A suburban Brisbane transit hub and transit oriented communities - Carseldine Station

The Carseldine Railway Station will provide a key suburban transit hub with co-located railway and proposed busway stations. The transit hub and available adjacent vacant land will enable and sustain the development and redevelopment of higher intensity residential and other urban uses within 800 metres of the railway station.

The land use pattern will provide for a variety of residential and mixed uses that respond effectively to local constraints and optimise local amenity and enterprise. Connections to surrounding areas will be safe and accessible and there will be a strong focus on walking, cycling and public transport, including a range of measures that promote public transit over the private car.

### A diverse Brisbane suburban community - 'Fitzgibbon Residential'

Fitzgibbon Residential comprises a number of residential neighbourhoods providing for genuine choice in a variety of housing forms, types, and arrangements in a bushland and open space setting. Access to a variety of transport options is also a key feature of these neighbourhoods.

Each neighbourhood will celebrate life in a sub-tropical, suburban Brisbane location with an emphasis on:

- convenient connections to public transport and the surrounding bushland
- provision of a central, visible, and highly accessible park
- the creation of a distinct Queensland-style in buildings and landscape.

Each neighbourhood will showcase some of Brisbane's most affordable and sustainable housing in a variety of densities and scales. Housing will also support a wide variety of home-based business.

### A healthy and diverse community

Whether in residential or mixed use areas, development in the Fitzgibbon UDA will provide for a range of housing choices to cater for the changing needs of local communities through a mix of densities, types, designs, price points and home ownership and rental options. Specific initiatives will deliver housing for low to moderate income families throughout the UDA.

All development will promote community health and wellbeing through a design that supports a healthy and active lifestyle.

New and existing communities will be supported by bushland and open space areas that will support a range of passive and active recreation activities.

### A balance of environment, sport, and recreational open space values - 'Fitzgibbon bushland, sport and recreation'

The bushland, sport, and recreation areas will support a range of environmental values and cater for a wide range of cultural and financial interests and pursuits, from bushwalking, bird watching, recreational cycling and picnicking, to active club supported sports such as football.

Bushland and open space areas will support wildlife movement and will have a strong connection with existing corridors and habitat beyond the UDA and also function as a system of parks accommodating a range of active recreational uses.



A metropolitan park catering for sports, active and informal recreation, together with co-located community facilities will be developed between Roghan Road and Telegraph Road. This park will be integrated with surrounding recreation uses and other parks by a network of walkways and bikeways.

## *A subtropical Brisbane living environment*

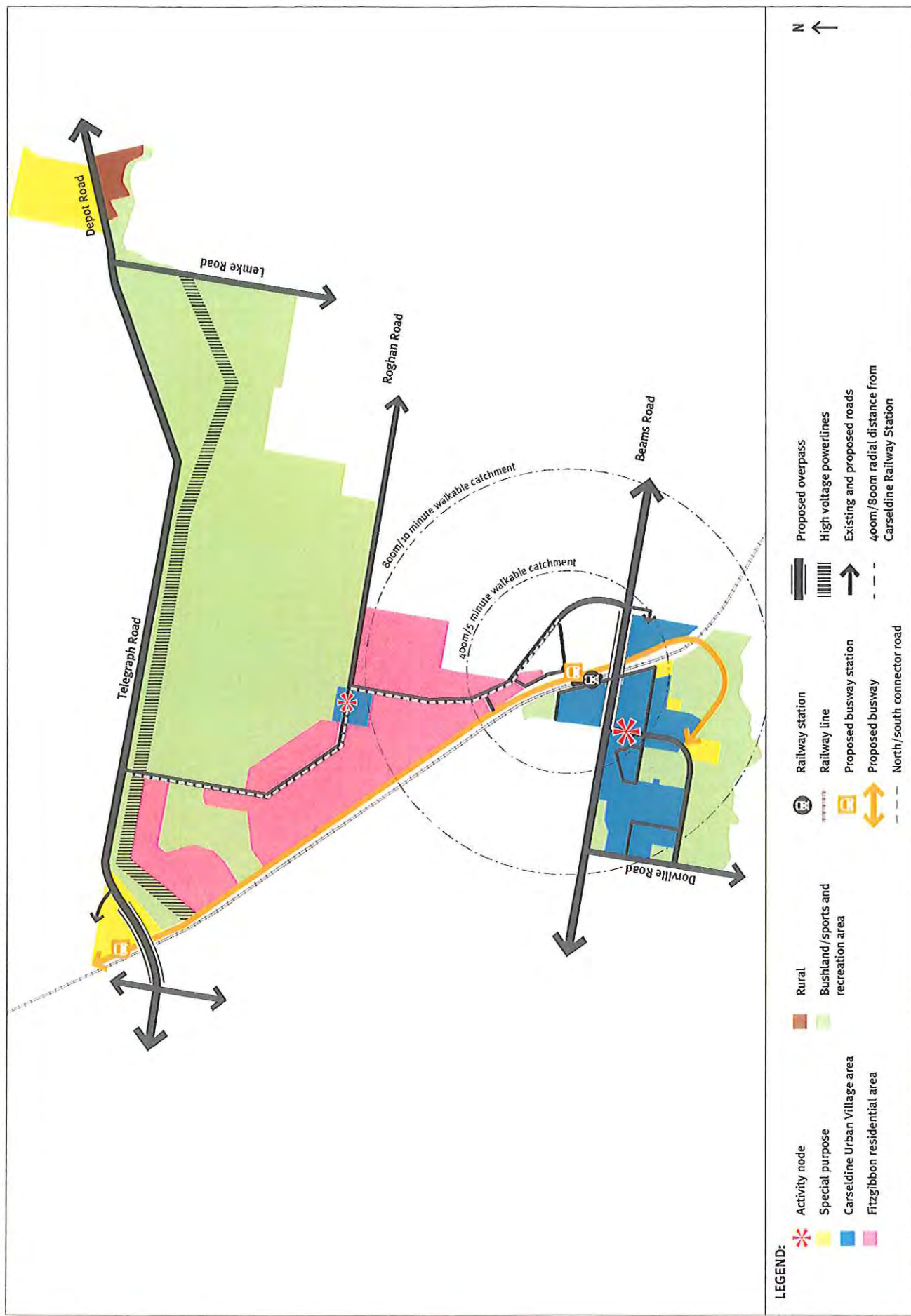
All development in the Fitzgibbon UDA will embrace a Queensland-style that respects, reflects and expresses its subtropical, Brisbane context. All development will include a mix of protected sunlit places for cooler months, open shady places for warmer months, buildings and landscapes that allow air movement and promote breezes during humid months, and a strong presence of water. Private and public green spaces will incorporate shade-trees to reflect Brisbane's sub-tropical character. Development will be sensitive to the environment by using, where possible, alternative sources of energy, water and waste disposal.

## 2.2 Structure plan

The structure plan (refer to Map 2) for the Fitzgibbon UDA illustrates the following key elements of the vision:

- an urban village mixed use and activity node focused around the Carseldine Railway Station
- residential neighbourhoods along the railway line and adjoining existing residential neighbourhoods to the east of the UDA
- substantial bushland and lineal open space areas
- preservation of proposed busway and railway corridors to enable major infrastructure including a dedicated proposed busway, bus station, and future railway overpasses to service the UDA
- a north/south connector road from Telegraph Road via Carselgrove Avenue, to Beams Road
- a mixed-use neighbourhood convenience centre at a key intersection on the north/south connector road
- other special purpose and rural land.

Map 2: Fitzgibbon Urban Development Area structure plan



Produced by the Urban Land Development Authority (ULDA) 2010  
Map is intended for illustration purposes only and unless stated is not to scale.

## Part 1: Context

### 3.1 Purpose of the land use plan

The purpose of the land use plan is to regulate development and articulate the preferred form of development within the UDA, its precincts and sub-precinct.

Figure 1 details the components of the Land Use Plan and explains their relationship to each other.

### 3.2 Development assessment procedures

#### 3.2.1 Land use plan outcomes

The land use plan seeks to achieve outcomes for the Fitzgibbon UDA which are specified in the following:

- (i) the broad statements of planning intent for the UDA specified in the vision
- (ii) the requirements about the carrying out of development for the UDA.

#### 3.2.2 UDA vision

The vision for the UDA specifies broad outcomes which:

- (i) seek to achieve for the UDA the purposes of the Act
- (ii) are the basis for the requirements about the carrying out of development for the UDA.

The UDA outcomes are spatially represented in the Map 2: Fitzgibbon Urban Development Area structure plan.

#### 3.2.3 Development requirements

The development requirements are comprised of:

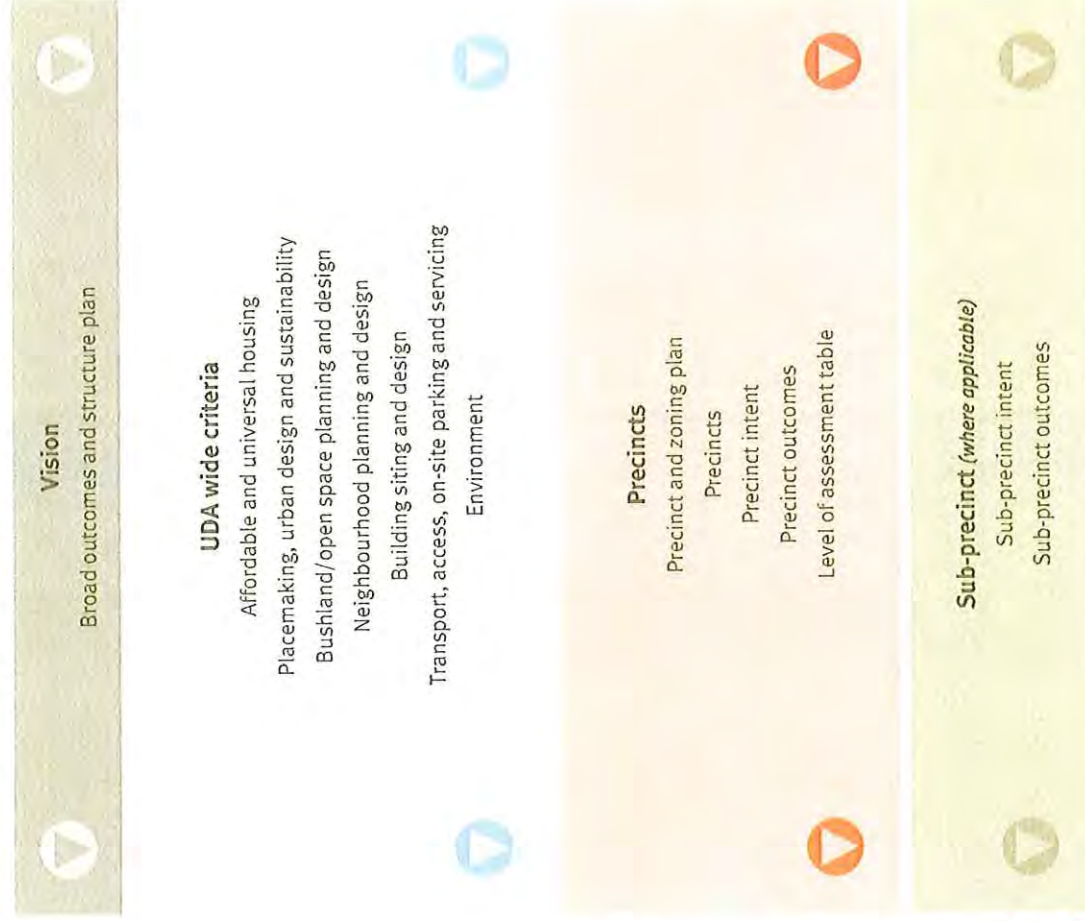
- (i) maps that indicate the future development of the following:
  - the whole UDA
  - designated parts of the UDA (precinct)
  - designated parts of precincts (sub-precinct)
- (ii) criteria for the whole UDA (UDA-wide criteria)
- (iii) zones, statements of intent and outcomes, for each precinct and sub-precinct
- (iv) tables specifying the level of assessment for development for each precinct (level of assessment table).

#### 3.2.4 Levels of assessment

The levels of assessment for the carrying out of development for the UDA are specified in the land use plan in the relevant level of assessment table which state in:

- (i) column 1. UDA exempt development
- (ii) column 2. UDA self assessable development (self assessable development)

Figure 1: Components of the land use plan and their relationship





(iii) column 3A, UDA assessable development which is not prohibited (permissible development)

(iv) column 3B, UDA assessable development which is prohibited (prohibited development).

### 3.2.5 Development consistent with the land use plan

**Self-assessable development** which complies with all applicable development requirements is consistent with the land use plan.

**Permissible development** is consistent with the land use plan where:

- (i) the development complies with the requirements about the carrying out of development for the UDA, or
- (ii) the development does not comply with the requirements about the carrying out of development for the UDA but:

- the development does not conflict with the structure plan or otherwise compromise the vision for the UDA
- there are sufficient grounds to approve the development despite the non compliance with the UDA development requirements.

Otherwise permissible development is inconsistent with the land use plan and must be refused.

Identification of development as permissible development does not mean that a UDA development approval (with or without

conditions) will be granted.

Permissible development requires a UDA development application to be lodged with the Urban Land Development Authority (ULDA) for assessment and decision. Approval is required for permissible development to be undertaken.

**Prohibited development** is inconsistent with the land use plan and may not be carried out in the UDA.

In this section "grounds" means matters of public interest which include the matters specified as the main purposes of the Act and:

- superior design outcomes or
  - overwhelming community need
- "Grounds" do not include the personal circumstances of an applicant, owner or interested third party.

### 3.2.6 Sub-precinct development requirements

Permissible development in a sub-precinct may not occur unless a detailed plan for the sub-precinct (sub-precinct plan) has been approved or the ULDA advises that, in its opinion, a sub-precinct plan is not required as the development will not compromise the intent and outcomes of the sub-precinct and will not unreasonably prejudice the opportunities for the development of the remaining area in the sub-precinct.

In respect of the first permissible development that requires a sub-precinct

plan, a UDA development application relating to all land in the sub-precinct and a sub-precinct plan must be made.

Any variation to an approved sub-precinct plan will require a new sub-precinct plan which must be accompanied by a UDA development application.

A sub-precinct plan must demonstrate how sub-precinct intents and outcomes are achieved and include the following:

- (i) additional requirements for development in the sub-precinct
- (ii) such other matters specified in a guideline issued by the ULDA.

A sub-precinct plan must be consistent with the vision for the UDA.

### 3.2.7 Consideration in principle

The ULDA may accept an application for consideration in principle of a proposed UDA development application (application for consideration in principle).

The ULDA will consider the application for consideration in principle and may decide the following:

- (i) whether it supports the application, with or without qualifications that may amend the application
- (ii) whether it opposes the application
- (iii) whether it cannot accept the proposal until a detailed assessment is made and those details should be the subject of a UDA development application, or

(iv) whether the proposal is one on which the ULDA has no established view and no indication of support or opposition can be given at that time.

The ULDA when considering a UDA development application:

- (i) is not bound by any decision made for an application for consideration in principle
- (ii) may give such weight as it considers appropriate to the decision in respect of the application for consideration in principle.

### 3.2.8 Land not included in a zone

This section applies to land which is not shown in the land use plan as being included in a zone.

Where the unallocated land is adjoined by land included in the same zone, the unallocated land is deemed to be included in that zone.

Where the unallocated land is adjoined by land included in different zones, the unallocated land is deemed to be included in those zones with the centreline of the unallocated land being the boundary between the zones.

### 3.2.9 Notification requirements

A UDA development application will require public notification if the development application:

- (i) is accompanied by a sub-precinct plan, or
- (ii) is for a use, or of a size or type which, in the opinion of the ULDA, warrants public notification.



## 3.0 Land Use Plan:

### 3-2.10 Relationship with local government planning scheme and IPA

This development scheme replaces the Fitzgibbon Interim Land Use Plan (ILUP).

Unless this development scheme specifically applies a provision of the planning instrument or a plan, policy or code made under the *Integrated Planning Act 1997* (IPA) or another Act, the development scheme is inconsistent with the provision of the planning instrument or plan, policy or code.

The development scheme prevails to the extent of an inconsistency with any of the following instruments:

- (i) a planning instrument
- (ii) a plan, policy or code made under the IPA or another Act.

### 3-2.11 Development agreement

Where required, the ULDA will enter into a development agreement to ensure the delivery of affordable housing and infrastructure in the ULDA. The development agreement may include among other things provisions prescribing:

- ▷ the amount, timing and bonding of monetary contributions
- ▷ the arrangements for providing a bank guarantee securing payment of the monetary contribution
- ▷ credit for the provision of works or product in lieu of payment

- ▷ any other matter that the ULDA deems appropriate in the achievement of the Act's purpose.

## 3.3 UDA zones

The zones that apply within the ULDA are grouped in the following four categories: mixed use, residential, bushland/open space, special purpose and rural.

Within each of these categories there are a number of zones. The zones included in the Fitzgibbon ULDA are described below.

### Mixed use category

The **Mixed Use Centre Zone** caters for the ULDA's widest range, highest order and greatest intensity of commercial, retail, administrative, civic, community, indoor entertainment, leisure facilities, cultural activities and mixed residential uses.

The **Mixed Use Zone** caters for a range of commercial, retail, administrative, civic, community, indoor entertainment, leisure facilities, cultural activities and residential uses.

### Residential category

The **Residential Zone** caters for a range of residential types including dwelling houses, dual occupancies, multiple residential, special needs accommodation and universal housing reflecting local housing need and, depending on location, will be between 20 and 100 dwellings per hectare.

For the purposes for the development

scheme, dwellings per hectare should be calculated on a 'net residential density basis' including internal local roads, local neighbourhood parks and half the area of adjoining local roads within the base land area. Areas not in the residential zone (such as the bushland and open space zone) should not be included in density calculations. Some areas within the development scheme will however be calculated on a 'site density' basis as no local roads or neighbourhood parks will be provided within the site. Whether calculated on a 'site density' or 'net residential area' basis, the maximum densities as expressed in Map 6 apply to proposed development within the residential zone.

Non-residential land uses such as local shops, cafe's, schools, churches and community infrastructure that provide direct support to residential uses may be suitable in the residential zone. However, non-residential uses can only be established where residential character and amenity are maintained, when the uses cater for the needs of the immediate community and do not undermine the viability of any centres. Home based businesses and live-work businesses are permitted in the residential zone on the basis that residential character and amenity will be maintained.

### Bushland and open space category

The **Bushland and Open Space Zone** encompasses the area's significant environmental values, landscape values,

and visual quality, while providing opportunities for sustainable nature based recreation. The significant environmental values include wetland areas, remnant vegetation and habitat for fauna such as squirrel gliders. The bushland and open space areas also provide important ecological corridors and linkages to areas outside of the ULDA.

The **Civic and Open Space Zone** caters for a full range of publicly accessible outdoor sport and recreation uses, from informal sports or events on a casual basis and the facilities associated with these such as picnic amenities, children's playground, courts and non-organised sporting facilities, and outdoor cultural, educational activities, public swimming pools, outdoor courts and parkland, and sports grounds. Any structures in the civic and open space zone will only be associated with facilities for spectators, club buildings and associated off-street parking facilities.

### Special purpose category

The **Special Purpose Zone** caters for a range of special uses including land for government purposes, essential services such as water, sewerage and power, transport infrastructure, research facilities and community facilities such as meeting halls.

### Rural category

The **Rural Zone** caters for a range of rural uses including agriculture, horticulture, animal keeping and forestry.



## Part 2: UDA-wide Criteria

### 3.4 Purpose of UDA-wide criteria

The following UDA-wide criteria apply to all ULDA assessable and self-assessable development in the Fitzgibbon UDA. To the extent that they are relevant, they should be taken into account in the preparation of UDA development applications and the assessment of those applications by the ULDA.

In addition to these UDA-wide criteria, land may be subject to precinct and sub-precinct criteria. Precincts and sub-precinct for the Fitzgibbon UDA are identified on Map 3: Fitzgibbon Urban Development Area zoning and precinct plan.

The infrastructure plan and implementation strategy may include further information that should be taken into account in design and project feasibility planning for development proposals.

The Fitzgibbon UDA-wide criteria cover the following topics:

- affordable and universal housing
- placemaking, urban design and sustainability
- bushland/open space planning and design
- Neighbourhood planning and design
- Building siting and design
- transport, access, on-site parking and servicing
- environment.

All elements of this section must be achieved to the greatest extent practical, having regard to each of the other elements.

### 3.5 Affordable and universal housing

All residential development (including residential components of a mixed use development) should deliver housing choice to suit a variety of households including: families, singles, couples, work-at-home occupiers, students, retirees, group accommodation households and people with special needs by offering variety in size, configuration, cost, adaptability, location and tenure.

Residential development should be accessible and designed in accordance with universal and sustainable design principles to meet the diverse needs of people and households over time.<sup>1</sup>

The affordable and universal housing components of a development should be distributed throughout the development and be finished to a suitable standard with all reasonable fixtures, services and appliances.

### 3.6 Placemaking, urban design and sustainability

The form, type, and arrangement of buildings, streets and public spaces within the Fitzgibbon UDA should be designed in accordance with the following placemaking, urban design and sustainability goals.

#### Sustainability

Development should be designed to be as sustainable as possible through balancing, integrating and leveraging the ecological, social and economic opportunities in the UDA.

#### Sub-tropical

Development should be designed to be sensitive to local climatic conditions by embracing and celebrating nature, water, openness, outdoors, space, informality, and a sense of a distinctive Queensland vernacular in building and landscape design.

#### Smart

Development should be designed to stimulate entrepreneurial activity and innovation in place, through diversity and mix of land uses and development intensity and enabling businesses to be conducted from home.

#### Style

Development should be designed to suit its time and place, and balance Queensland

contrasts of:

- outside and inside spaces
- natural and cultural influences
- private and public realms
- wet and dry seasons and
- urban and suburban places.

#### Scale

Development should be designed to a size that respects and reflects its suburban or urban situation at a village, neighbourhood, street, lot, building, or landscape scale.

### 3.7 Bushland/open space planning and design

#### Bushland

The bushland areas in the Fitzgibbon UDA fulfil a multi-functional role including the retention of significant environmental values, community recreation, and stormwater management. The bushland areas should provide:

- for retention of locally significant wetlands, remnant vegetation and habitat for fauna such as squirrel gliders
- continued ecological corridors and linkages to areas outside of the UDA
- important landscape and visual quality values
- opportunities for habitat improvement arising from development in other parts of the UDA through the provision

<sup>1</sup> Refer to ULDA Affordable Housing Strategy.



## 3.0 Land Use Plan:

- of vegetation and habitat offsets to improve the existing remnant vegetation and habitat areas within the existing bushland and open space zone
- opportunities for appropriate sustainable nature based recreation
- temporary management areas for stormwater prior to its release
- enhancement of wetland communities as part of stormwater management.

### Multi-functional role of open space

The public open space in the Fitzgibbon UDA should fulfil a multi-functional role for community recreation, retention of significant environmental values, and stormwater management. The open space should provide:

- a range of recreation settings, corridors for community paths, and attractive urban environment settings and focal points
- adequate sporting and recreational facilities to meet the needs of the local and nearby communities
- accessibility to users in conjunction with existing sporting and recreation facilities
- acknowledgement of the opportunities and constraints presented by the physical characteristics of the land when considering the proposed use, landscaping and facilities
- opportunities for the incorporation of natural elements (existing trees, rocks, streams, creeks), sites of natural or

- cultural value, and linkage of habitats and wildlife corridors
- public safety and amenity of adjoining land users in the design of facilities and associated engineering works
- opportunities for regional or district open space to meet neighbourhood open space requirements
- a clear relationship between public open space and adjoining land uses established by appropriate treatment including alignment, fencing, landscaping, and addressing issues of security and surveillance
- avoidance of solid fencing along open space areas for security, surveillance, aesthetic and maintenance reasons
- landscaping that contributes to the bushland character and to flora and fauna habitat and fauna movement. In particular street trees should be selected from species native and/or endemic to the Fitzgibbon UDA.

### Development adjoining bushland/open space

A publicly accessible edge is to be provided at the interface between bushland/open spaces and other urban uses. Where required for bushfire or other emergency vehicle access, 100% of the bushland/open space interface should be roads or streets. In all other instances, at least 50% of the length of the open space interface shall be roads or streets, with the remaining public edge comprising pedestrian/cyclist ways.

### Neighbourhood parks and open space

Where required in a precinct or sub-precinct, development should comprise well distributed public open spaces that:

- contribute to the legibility and character of the development
- provide for a range of uses and activities
- are cost effective to maintain
- contribute to stormwater management and environmental care.

## 3.8 Neighbourhood planning and design

### Responsive planning and design

The neighbourhood (of around 300 dwellings) is the fundamental building block used to define residential neighbourhoods and mixed use development areas in the Fitzgibbon UDA. The design of each neighbourhood should be responsive to its own unique characteristics and opportunity, be it transit, integration with significant bushland and open space areas and recreational uses, proximity to the Carseldine Railway Station, or proximity to existing established communities.

### Variety, choice and identity

Each neighbourhood should:

- offer a wide choice in good quality housing
- provide for appropriate scale local employment opportunities
- encourage walking and cycling

- minimise energy consumption
- promote a sense of place through distinctive neighbourhood focal points
- integrate local history and cultural design elements and
- recognise and, where possible, preserve the existing bushland.

### Neighbourhood design

Each neighbourhood should comprise:

- a subdivision layout that gives the neighbourhood a strong and positive identity, by responding to site characteristics, setting, landmarks and views creating easily understood street and open-space networks
- a layout in accordance with principles of crime prevention through environmental design<sup>2</sup>
- street and movement networks which:
  - optimise walkable access to centres, schools, public transport stops and other local destinations
  - provides safe, convenient and legible movement for people with disabilities, including those using wheelchairs, mobility scooters and similar aids
  - deliver high levels of personal safety, traffic safety, property safety and security, and which positively contribute to streetscape amenity and open space quality

<sup>2</sup> Refer to Queensland CPTED Guidelines.



- respect landmarks and sites of historical importance
- minimise lots fronting culs-de-sac
- deliver a safe, attractive and efficient pedestrian and cyclist network running largely along public spaces (including streets and open spaces), fronted and/or overlooked by dwellings, avoiding major breaks in surveillance on routes to and from public transport, and including end-of-trip facilities, where appropriate, to meet the needs of cyclists
- distribution and design of land uses to minimise infrastructure costs
- the siting and design of buildings to conserve non-renewable energy sources to assist in design appropriate for sub-tropical climatic conditions and buffer adjoining high-impact uses such as the railway and proposed busway
- a mix of lot sizes to enable a variety of housing types and other compatible land uses such as child care, local shops and home-based business development opportunities, arranged to minimise land use conflicts. Lot sizes address site constraints including slope and soil erosion
- lots which are sited and designed to incorporate bushfire protection measures in areas abutting bushland areas
- streets which are designed, located and connected to allow safe and efficient movement of fire emergency vehicles.

## Buildings and public realm relationships

The public realm of civic spaces, parks, plazas, footpaths, urban streets and other shared community spaces should be clearly delineated from, but integrated with, the private realm and should comprise:

- a sense of place reflecting the character of the location
- material and plant selection appropriate to the location and relevant to the sense of place
- shade trees along streets and within public and private spaces
- an appropriate climate-based orientation and design, ensuring shade is provided, breezes can be shared and sunlight reaches internal and external spaces
- setbacks for the movement of pedestrians and standing areas for public transport stops
- at ground level, buildings designed to integrate shopping, dining, and other outdoor activities and continuous awnings to provide protection from the rain and sun and integrated with street plantings
- where appropriate, opportunities for informal and formal play
- where appropriate, opportunities to reflect local history, landmarks and culture through public artworks
- where possible, balconies to enable surveillance and overlooking of public spaces and places.

## Mixed use development

Adequate lots for non-residential or mixed use development should be provided in appropriate locations to facilitate business and employment generation, taking into account:

- the need for businesses and home-based businesses to be located in and around the urban village and neighbourhood centre
- opportunities for home workspace development, with vehicular access via rear lanes and fronting the major north/south connector road, and/or backing on to or fronting across from commercial and retail development
- the capacity of potential mixed use lots, initially developed for housing, to efficiently convert to, or add a business use.

## Flood immunity

Development will achieve appropriate flood immunity levels.<sup>3</sup>

## 3.9 Building siting and design

### Queensland Style

Buildings should be a key contributor to the creation of a distinct sub-tropical Queensland-style of living throughout the Fitzgibbon UDA.

<sup>3</sup> Refer to Brisbane City Council's Subdivision and Development Guidelines.

Buildings should be designed to achieve the following outcomes:

- encouragement of an informal and relaxed lifestyle through the extensive use of seamless indoor/outdoor living including large verandahs, shaded decks, screened outdoor rooms, and open plan arrangements to promote cross ventilation in hot and humid times
- responsiveness to the local weather characteristics
- garages and parking structures are sited and designed so as not to dominate the street, except in a rear lane situation
- connection with landscape and outdoor activities
- where appropriate, incorporation of Queensland vernacular building forms, types and arrangements.

## Articulation

Buildings should be articulated with external:

- balconies
- doors and doorways
- windows
- shade and screening devices
- outdoor planting areas
- mixed use tenancies and
- where possible, distinct materials, details and colours.

Use of reflective glass in windows is generally not appropriate.



### Integration

Outdoor/semi-outdoor living and 'indoor to outdoor' integration should be provided by the use of balconies and courtyards and large windows creating open building facades.

### Lighting

Where provided, external lighting should be designed to light up the buildings and vegetated areas, without overspill to other buildings or the sky.

### Sunshading

Sunshading is to be considered on external windows to improve the environmental performance of the building and enhance the subtropical character. Sunshading elements may be vertical and/or horizontal depending on the solar orientation of the building.

### Ventilation

Where possible and relevant all dwellings should be naturally ventilated without the need for mechanical air conditioning and be in accordance with relevant, recognised guidelines.

### Balconies and other private open space

All dwellings should be provided with adequate private open space and/or balconies to suit the anticipated needs of residents.

All residential units must incorporate generous balconies or private open space attached to major internal living areas and providing room for outdoor private activity

and furnishings. Balconies or ground floor private space should be sized proportionately to the unit size and must not be less than 9m<sup>2</sup> with a minimum dimension of 2.4m.

Balconies must be located to overlook the public realm while maintaining a level of privacy for residents. Building separation and adjacent transport corridors will be considered along with CPTED principles.

Ground floor private space should have fencing or level changes to provide privacy but still allow overlooking to the street to promote casual surveillance.

### Proposed busway and railway corridors

While recognising the desire for buildings to incorporate sub-tropical design solutions, buildings overlooking proposed busway and railway corridors must also ensure that the safety and operational integrity of railways and proposed busway corridors are protected by incorporating appropriate design solutions that obstruct the throwing of objects at trains or buses or onto the overhead line equipment (OHLE) that may cause damage or service interference.

### Detached dwellings

*Site coverage and building setbacks*

Site coverage and building setbacks should balance consideration of the need for private open space, car parking, security, ventilation and stormwater runoff from allotments.

### High intensity buildings

#### Building character

##### (a) Ground level detail

Ground level building elements should have a variety of details and finishes.

##### (i) Entries

Entries should be emphasised through architectural and landscape treatment, pedestrian movement paths, awnings and increased ceiling height.

##### (ii) Awnings and screening

Buildings should incorporate weather

protection, screening and shading structures on the building facades to channel breezes, filter sunlight, block out night lighting, provide rain protection, and grow plants.

Each building facade shall be differentiated according to local microclimatic (prevailing breezes, orientation) requirements.

##### (iii) Balconies

Covered balconies are encouraged to be provided in all locations to reflect the subtropical context, in particular by providing external spaces that can be utilised under a variety of weather conditions.

##### (iv) Landscaping

Landscaping should be designed and located so that it:

- addresses streets and open spaces to facilitate personal and property security, surveillance of footpaths and public

open space, and to deter crime and vandalism

- takes advantage of microclimatic benefits allowing adequate on-site solar access and access to breezes
- provides for deep planting in ground within sites clear of subsurface structures including basements.

##### (v) Fences and walls

Fences will be designed to balance privacy, surveillance and acoustic screening needs. Generally fences should not be higher than 1500mm and are to be visually permeable

Except for specific feature walls associated with specific uses, fences or walls to ground floor residential uses should be of an open construction with at least 50 percent transparency.

##### (vi) Parking

Car parking will not dominate the streetscape. Accessible and appropriately designed parking for retail uses and visitor parking is required. Ground level parking may be considered where it will not dominate the streetscape and is provided for short term or visitor use. Shared or connected facilities with easement arrangements may be considered. Semi-basements, not exceeding 1.5m above adjacent public footpath/road reserve levels, may be considered appropriate if treated with landscaping or building sleeving to improve streetscape amenity, whilst allowing for natural ventilation.



(b) *Upper level detail*

Upper parts of taller buildings should express a visual character that is appreciated in the broader context, by the use of awnings and recessed balconies or screening and shading structures.

Where residential uses are incorporated within the first four podium levels, balconies may be more enclosed with solid balustrades, adjustable full height louvres and trellises.

(c) *Roof form*

Roofs should be appropriately designed to ensure plant and equipment is integrated with the overall building design.

Varied roof forms, building heights and massing of elements is encouraged.

**Building and public realm frontages**

Buildings should contribute to an active and safe public realm.

Street frontages of buildings should not include excessive expanses of blank walls, reflective glass, louvre grills for plant rooms, parking areas and rows of fire escapes.

**Storage and bin areas**

External storage and bin areas should be contained within the building(s) and/or not be visible from the public realm.

Building design and external storage and bin areas should facilitate the efficient sorting and disposal of waste to maximise recycling opportunities and be easily accessible by

waste removal companies.

**Common open space**

Common open space should be provided in development with a density over 40 dwellings per hectare. Common open space should:

- provide for a mixture of outdoor uses and activities
- be positioned for good solar orientation
- be landscaped appropriately for a subtropical environment
- minimise water use and
- respect privacy of users and residents, including those on neighbouring properties.

**3.10 Transport, access, on-site parking and servicing**

**Car parking**

On site car parking areas, loading bays and service areas should either be integrated within or under buildings and sleeved by active frontages, or located away from the public realm behind buildings. The use of large blank screens to mask loading areas is not appropriate.

Vehicle service area crossovers and car parking should not detract from the character of active edges.

Co-location of uses and sharing of car parking spaces is encouraged to maximise efficiency.

Development is required to provide car parking (unless otherwise specified in a sub-precinct) in accordance with the following rates identified in Table 1: Car parking rates.

Variations to car parking rates may be considered where the development is in close proximity to public transport stations and activity nodes.

**Table 1: Car parking rates**

Land use	Car parking requirement
Commercial/retail uses	Retail - 1 space per 20m <sup>2</sup> of gross floor area to be provided for short term parking on ground level and/or directly accessible and identifiable.  Commercial - 1 space per 30m <sup>2</sup> of gross floor area except where the site is within 400 metres of railway, busway station or busway stop or an employee travel plan has been developed and approved then 1 space per 50m <sup>2</sup> .
House	Minimum 50% of car parking spaces to be provided on site.  Up to 50% of car parking spaces may be provided in shared or other facilities in proximity to the site where appropriate.  2.0 spaces per dwelling unit to be provided on site.  Spaces may be provided in tandem, with a minimum length of 5.0 metres per space.  Where the site is within 400 metres of a railway station or proposed busway station, a minimum of 1.0 space per dwelling unit to be provided on site.
Multiple residential	1.0 spaces per 1 bed or less dwelling units.  1.2 spaces per dwelling unit for other units.  Where the site is within 400 metres of a railway station or proposed busway station, a minimum of 0.75 spaces per 1 bed or less dwelling units and 1.0 space per unit for other dwelling units to be provided on site.



### Circulation

Development is to support accessibility, permeability and movement for pedestrians and cyclists and appropriate movement by vehicles.

Cycle way paths and high quality cycling facilities should be incorporated in new roads within the UDA.

Development is to be designed to include safe and highly visible connections to pedestrian and cycle networks through building siting, landscape design elements and treatments.

### End of trip facilities

End of trip facilities for pedestrians and cyclists should be provided as part of development for multiple residential dwellings (more than 4 dwellings) and non-residential uses including secure, undercover bicycle storage facilities, showers and lockers<sup>4</sup>.

## 3.1 Environment

### Flora and fauna

Development should not adversely affect the environmental values of the flora and fauna within the bushland and open space zone.

Where significant vegetation exists in precincts identified for development, vegetation should be retained where possible along streets and within parks.

Where significant vegetation is being cleared

<sup>4</sup> Refer to Austroroads Part 14, and AS2890.0 standards.

development will be required to rehabilitate land in the bushland and open space zone in accordance with the Fitzgibbon Bushland Management Plan prepared by the ULDA.

### Contaminated land

Development must ensure that all land and groundwater will be fit for purpose consistent with current best practice<sup>5</sup>.

### Acid sulfate soils

Development will demonstrate consistency with current best practice for the identification and management of acid sulfate soils<sup>6</sup>.

### General noise requirements

The design, siting and layout of development must address noise impacts and where necessary incorporate appropriate noise mitigation measures. Within 100m of the rail corridor boundary, noise sensitive uses must comply with best practice acoustic standards.

### General air quality

Development is to manage exposure and risk associated with pollutants that could have a potentially adverse affect on human health consistent with current best practice<sup>7</sup>.

### Lighting

Lighting of the public realm, public open

<sup>5</sup> Refer to the Environmental Protection Act 1994 and the Draft Guidelines for the Assessment and Management of Contaminated Land in Queensland (DEH, 1998).

<sup>6</sup> Refer to the State Planning Policy 2/02: Planning and Managing development involving Acid Sulfate Soils and the Queensland Acid Sulfate Soils Technical Manual 2004.  
<sup>7</sup> Refer to Environmental Protection (Air) Policy 2008.

space and streets should ensure safety and surveillance without spill into habitable rooms of residential development.

Where located adjacent to bushland areas, special consideration is to be given to:

- the use of directional lighting and/or shades to reduce light spill and/or
- thick planting at the interface to limit light penetration.

Lighting in proximity to dedicated fauna/squirrel glider crossings should be avoided.

### Water management

Development is to be undertaken in accordance with current best practice standards and guidelines for Integrated Water Cycle Management (WCM) and Water Sensitive Urban Design (WSUD). Development is to minimise water use, maximise infiltration and manage storm water quality and quantity<sup>8</sup>.

### Lifecycle costs and material

Development should include sustainable features and smart design to reduce construction and operating costs.

Development should include the efficient use of resources and waste minimisation<sup>9</sup>.

## 3.12 Lot design

Lot sizes and dimensions must enable

buildings to be sited to:

- protect natural and cultural features, including significant vegetation
- address site constraints including slope, soil erosion, flooding and drainage<sup>10</sup>
- retain special features such as trees
- ensure that lots are not subject to unreasonable risk, hazard, noise impacts or air quality impacts
- ensure reasonable buffers between existing or potential incompatible land uses
- maximises solar orientation benefits to assist energy rating targets.

Neighbourhood and lot design for mixed residential development up to 3 storeys in height and with a net residential density up to 30 dwellings per hectare, will comply with ULDA guidelines and best practice standards<sup>11</sup>.

Other lots must have an appropriate area and dimension for siting and construction of the buildings, the provision of outdoor space, the relationship to adjoining development and public realm, safe and convenient vehicle access, servicing and parking.

Lot frontages must address streets and civic and open space. This is to facilitate personal and property security, surveillance of footpaths and public open space to deter crime and vandalism.

<sup>8</sup> Refer to WSUD Technical Design Guidelines for South East Queensland and Environmental Protection Regulation 2008, the Environmental Protection (Water) Policy 2007.

<sup>9</sup> Refer to Smart and Sustainable Homes Design Objectives, Department of Public Works, June 2008.

<sup>10</sup> Having regard to State Planning Policy 1/03: Mitigating the adverse impacts of Flood, Bushfire and Landslide.  
<sup>11</sup> Refer to ULDA Guideline No.1 Residential 30.



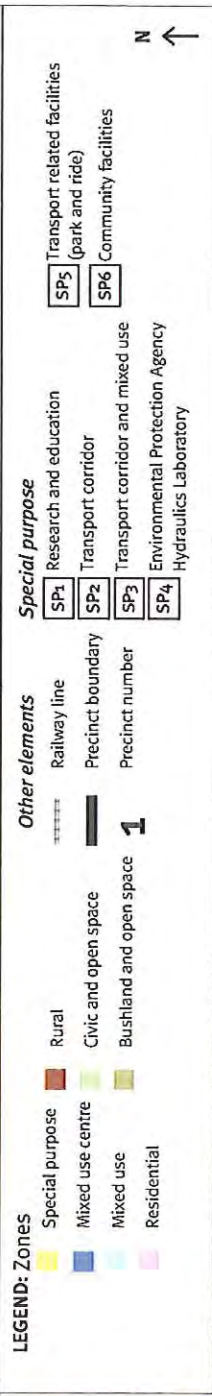
- Precincts

The Fitzgibbon UDA is divided into eight precincts and five sub-precincts. Land within the UDA is also allocated a zone.

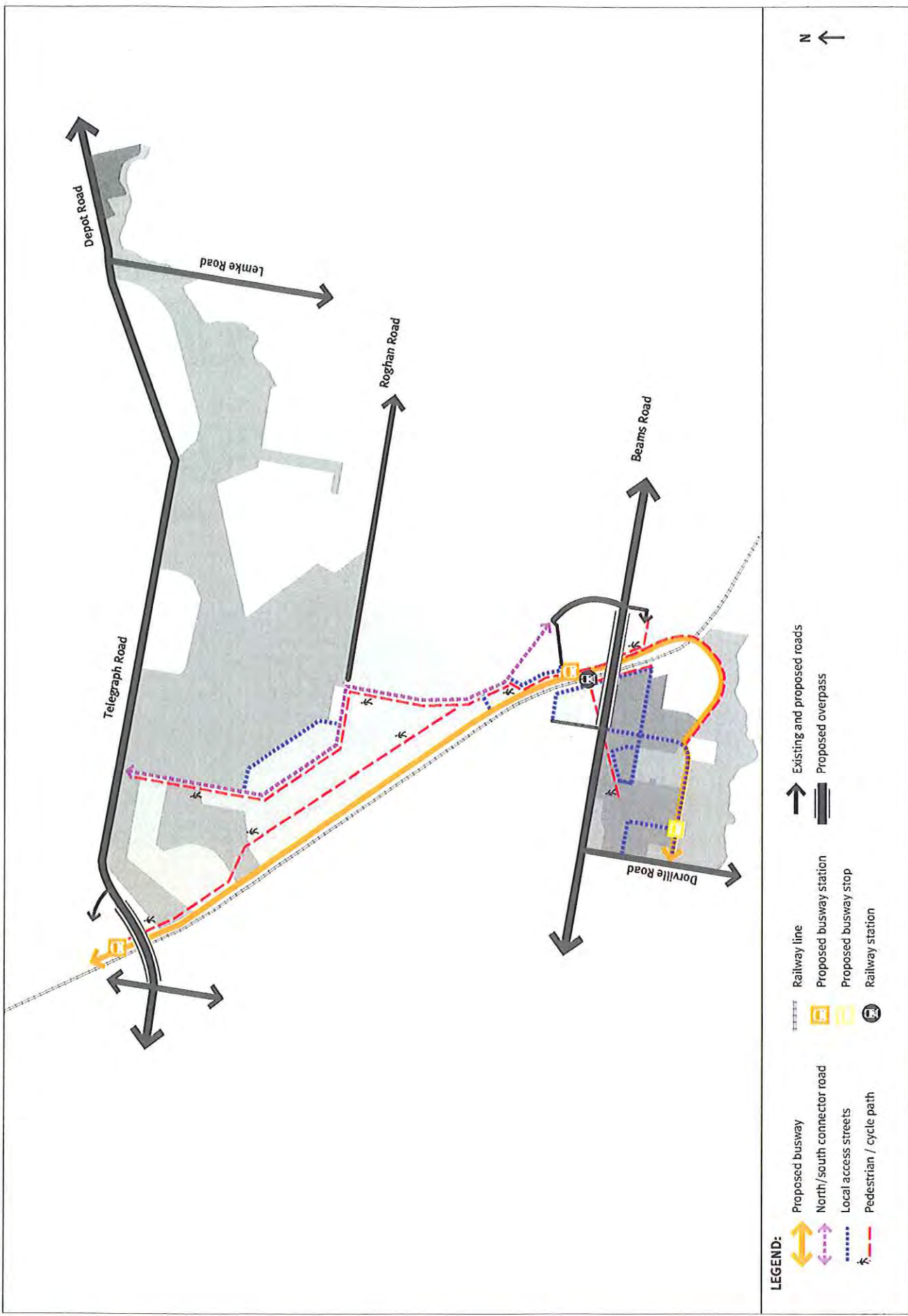
The location and boundaries of the

## The Fitzgibbon UDA zoning and precinct

Map 3: Fitzgibbon Urban Development Area zoning and precinct plan



Map 4: Fitzgibbon Urban Development Area transport, .n



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Fitzgibbon Urban Development Area Development Scheme  
Effective 3 July 2009  
Amended (refer to Schedule 2)

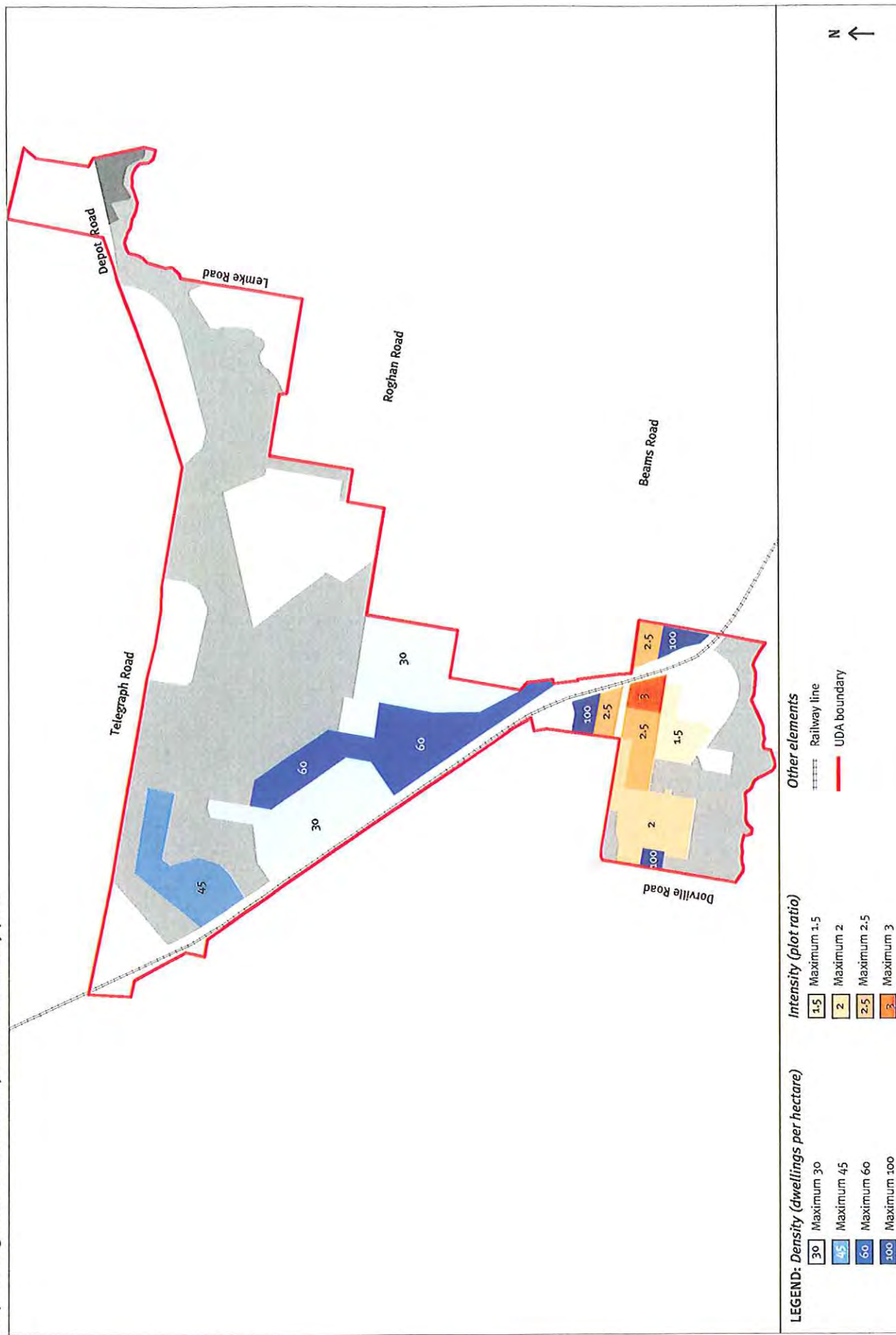
2	Maximum 2 storeys
3	Maximum 3 storeys
4	Maximum 4 storeys
5	Maximum 5 storeys

8	Maximum 8 storeys	Railway line
	Range of height expressed in storeys (refer to precinct requirements)	UDA boundary

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Map 6: Fitzgibbon Urban Development Area density plan



## Part 3: Fitzgibbon Urban Development Area Development Scheme - Precincts

### Precinct 1

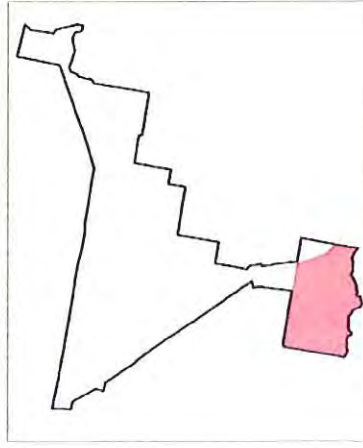


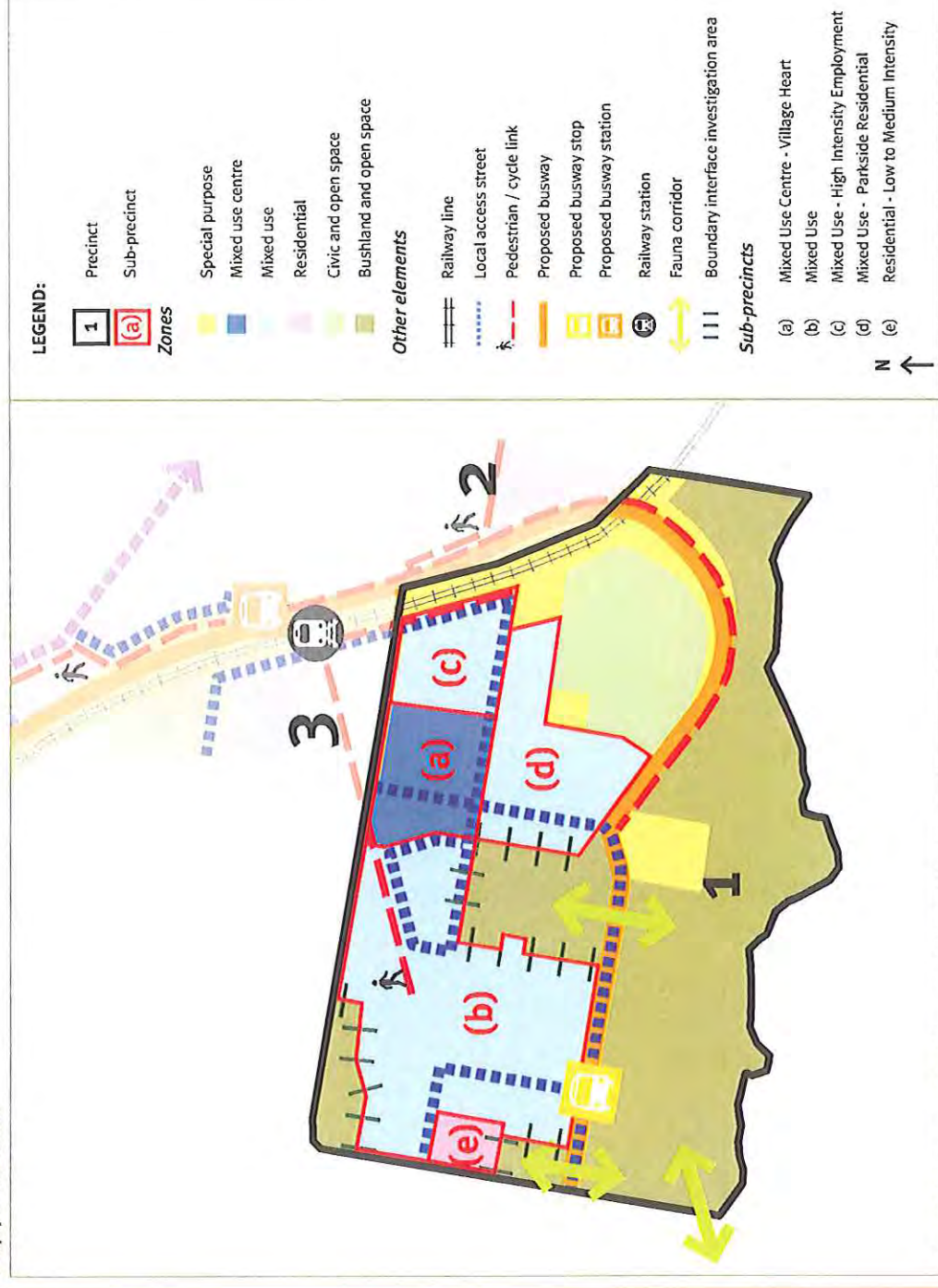
Figure 2: Precinct 1 locality plan

Precinct 1 is divided into five sub-precincts as illustrated in Map 7. The sub-precincts are:

- 1(a) Mixed Use Centre - Village Heart
- 1(b) Mixed Use
- 1(c) Mixed Use - High Intensity Employment
- 1(d) Mixed Use - Parkside Residential
- 1(e) Residential - Low to Medium Intensity

Precinct 1 maps are to be read in conjunction with Fitzgibbon UDA plans and sub-precinct intents, outcomes and preferred land uses.

Map 7: Precinct 1



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### Precinct intent

This precinct comprises the major mixed use activity centre in the Fitzgibbon UDA.

It will demonstrate world-class planning, urban design and community development practice in an urban village context, including a mixed use urban village core, significant employment, parkland and informal sporting areas, and areas with significant environmental value.

Residential development within the precinct will provide for a mix of incomes, tenures and price points including affordable rental and owner-occupier housing.

The precinct will:

- feature the integration of land use and transport
- emphasise "destination" creation which contributes to public transport efficiency
- be a centre for economic development and the establishment of knowledge enhanced employment opportunities
- provide a vibrant mixed use "heart" centred around a traditional "main street" extending south from the intersection of Balcara Avenue and Beams Road
- provide retail opportunities aimed at servicing the predominantly local catchment that will not unduly compete with other retail centres within a 5km radius

### Precinct outcomes

#### (a) General

- Development occurs in accordance with Map 7.
- Existing buildings and infrastructure are utilised to their maximum potential.
- Research uses are continued and/or redeveloped.
- Re-configuration/relocation of the park and ride facility within Precincts 1 and 3 once the Beams Road overpass is in place with a minimum of 210 car parking spaces maintained.
- A minimum of 5% of dwellings are available for purchase at or below the median house price in Brisbane.
- A minimum of 5% of dwellings are available for purchase or rental to low to moderate income households.

#### (b) Bushland

- The environmental values contained within the bushland and open space zone are protected and enhanced in accordance with the Fitzgibbon Bushland Management Plan and sporting and recreational uses are developed to support the urban village amenity.
- Development in bushland and open space areas is limited to construction of water sensitive urban design features, stormwater management features and maintenance of drainage lines, and for pedestrian/cycleways and other small scale park facilities such as tables, seating, and playground equipment in clearly defined locations where such development minimises impacts upon the area's environmental values in accordance with the Fitzgibbon Bushland Management Plan.
- Bushland and open space corridors and habitat have a strong connection with existing corridors and habitat beyond the UDA, and are maintained across streets and roads within the precinct<sup>12</sup>.
- Development will contribute to the provision of fauna movement infrastructure, e.g. across Dorville Road and the new internal road/proposed busway.

<sup>12</sup> Detailed investigations in the boundary interface investigation areas will determine the precise extent of development in accordance with the criteria of the Fitzgibbon Bushland Management Plan and ensure bushfire management principles are applied.



## (c) Access, movement and circulation

### (i) General

Within the Carseldine Urban Village priority will be given to public transport, pedestrian and cycle transport modes. This priority needs to be considered in the detailed design of new streets, public connections through new developments and other public spaces.

### (ii) Public transport corridors and facilities

Development does not unreasonably constrain the future provision of public transport and does not adversely impact on the function or operation of existing or future public transport corridors, including rail and busway corridors.

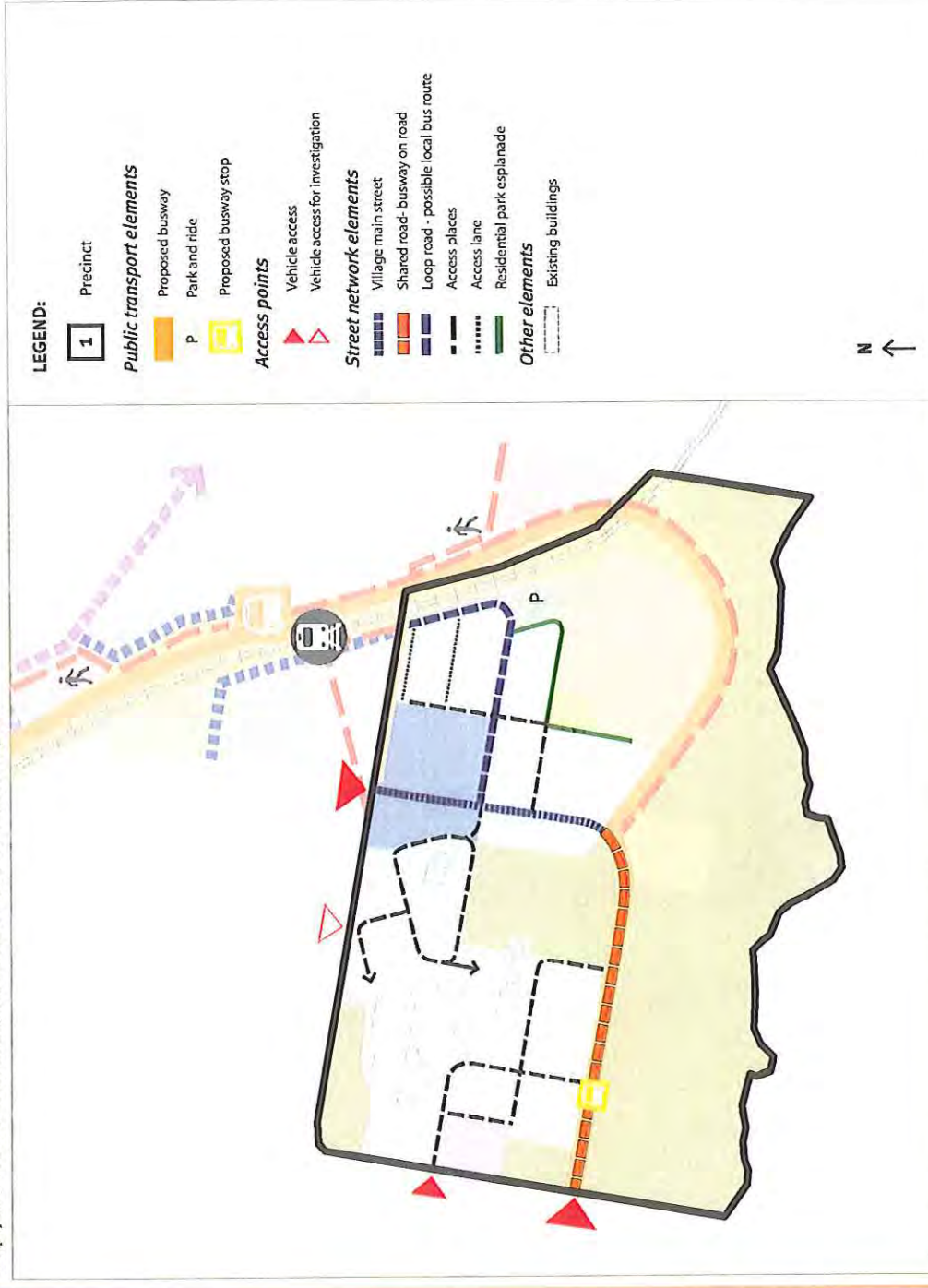
Development provides for the future Northern Busway generally in accordance with Map 7a and is designed in consultation with the Department of Transport and Main Roads.

Sufficient land is set aside for the proposed busway corridor.

Development will provide for transport related facilities including possible relocation of the Carseldine Railway Station park and ride facility to the south of Beams Road following implementation of the Beams Road Overpass.

Development will provide for a broad cross section of user groups and include provision for disabled parking, taxis and maxi taxis adjacent to or in close proximity to public transport facilities and the building entrances

Map 7a: Precinct 1 access, movement and circulation plan



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to significant employment uses, medical centres and supermarkets. Facilities are to be designed in accordance with relevant Australian Standards and the *Disability Discrimination Act 1992*.

## (iii) Beams Road Rail Overpass

Development will provide for a future railway overpass on Beams Road and be set back sufficiently considering ultimate road alignments and construction matters.

The Department of Transport and Main Roads and Brisbane City Council are responsible for public transport and major road transport infrastructure proposals which require further detailed investigation, consultation, approvals and funding allocations.

## (iv) Vehicular access and movement

Vehicular access into Precinct 1 will be via three access points from surrounding roads, positioned as shown on Map 7a and as follows:

- Beams Road/ Balcara Ave / Precinct 1 access to south
- Dorville Road/ Precinct 1 access/ future Busway route, located approximately in the position of the existing southern access point
- a left in/left out access onto Dorville Road.

An additional left in/left out only access point from Beams Road to Precinct 1 has been identified for further investigation.

Connection of Precincts 1 and 3 via a new loop road under the Beams Road railway overpass once in place.

Development within the Precinct must contribute to the achievement of new public streets for vehicular, pedestrian and cycle movement to create a network of attractive linkages and spaces, and provide a choice of routes to and from public transport and other major activity nodes within and adjacent to this Precinct.

The street network will comprise of 6 main street types:

- 1 Village Main Street
- 2 Western Access Road/ Shared Busway
- 3 Loop Road
- 4 Access Places
- 5 Access Lanes
- 6 Residential Park Esplanade

The proposed street network and hierarchy provide for required capacity, appropriate vehicle speeds, safe and convenient movement of pedestrians and cyclists and opportunities for Water Sensitive Urban Design (WSUD).

Short-stay on-street carparking will be provided on the majority of street types to provide convenience and visitor parking throughout the Village, reflecting demand arising from adjoining land uses.

The key elements of the street network are described below and shown in illustrative sections in Figure 2a.

## 1. Village Main Street

Forming one of the main arrivals to the Urban Village, this street is intended to contain the highest concentration of retail and local business uses, public spaces, pedestrian and cycle activity and opportunities for community events.

As a mixed use street it will have a high degree of activity, movement and shared use and will be designed as a slow speed environment with a target speed of no more than 40km/h. On-street cycle lanes and short-stay parking will be provided.

Footpaths will be of a high quality with street trees, landscaping, pedestrian-scale lighting and street furniture and finished in accordance with the relevant standards and guidelines<sup>13</sup>.

This will be a two-way street with a reserve width of 23m to 27m and a central median for significant street trees and WSUD subject to detail traffic studies and design. Within the Mixed Use - Village Heart sub-precinct this street provides opportunities for pedestrian crossing.

Building awnings and footpath street trees will provide shade and shelter and reinforce this street's role as a green spine connecting Beams Road and bushland to the south. The Village Main Street will be a key character element within the Urban Village.

Multiple development access points are not appropriate from the Village Main Street but a shared vehicular access/laneway to service the preferred supermarket location and mid-block access lane and pedestrian link is desirable subject to detailed design investigations.

## 2. Western Access Road/Shared Busway

This street will be designed to connect the Village Main Street, future Northern Busway and Dorville Road. The connection to Dorville Road will be signalized and a landscape gateway created building upon significant mature vegetation and entry signage.

This will be a two-way street with a reserve width of 23m-27m. Sections of on-street parking may be appropriate where not conflicting with intersections, bus stops or areas where fauna movement is to be supported. A centre median may be considered subject to detailed traffic studies and design.

On-street cycle lanes will be provided, along with a set of Busway bus stops one on either side of the road at an appropriate location.

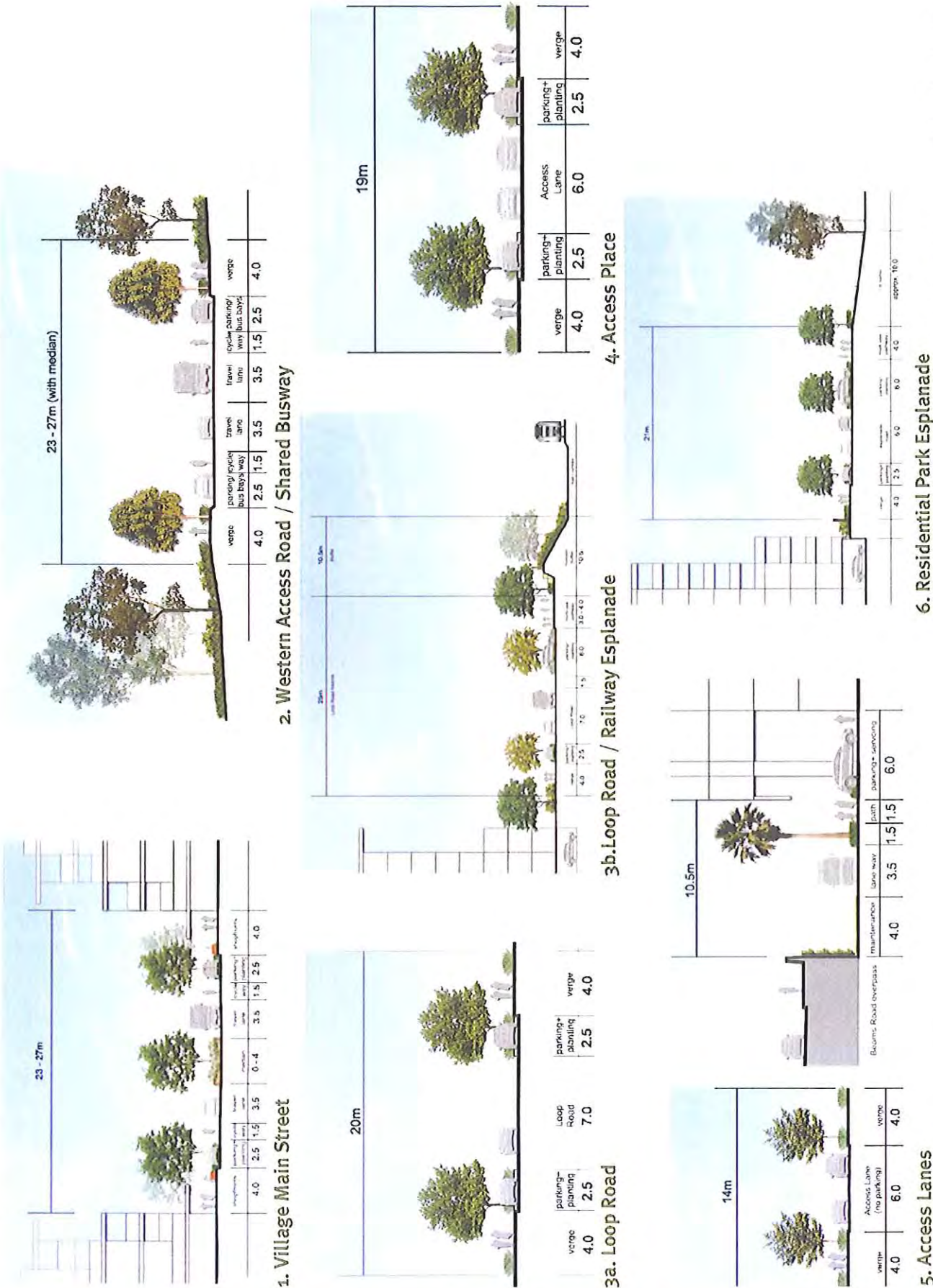
Fauna movement will be provided for across this street at key locations. Integration of fauna movement/poles near the connection to Dorville Road should be considered as an opportunity for integrated public art.

New access place connections from this street to the north are expected but direct additional vehicle access to individual development sites to the north is not envisaged.

<sup>13</sup> Refer to BCC Brisbane Streetscape Design Guidelines for further information and requirements.



Figure 2a: Illustrative Street Sections<sup>14</sup>



14. Subject to detailed investigations and design.



Access to the QUT Research and Education Facility (SP1) will be provided from this new link to the west of the intersection of this street, the Village Main Street and Northern Busway.

## 3. Loop Road

The Loop Road provides for internal circulation within Precinct 1 but will also connect Precinct 1 to Precinct 3, and the Carseldine Railway Station and bus interchange within the Urban Village, once the Beams Road Railway Overpass is in place.

The reserve width of the loop road will vary from 20m to 25m where integrated with longer-stay parking for park and ride purposes.

The loop road will provide for local bus access, on-street car parking, pedestrian footpaths on both sides, street trees and landscaping. Street tree plantings will create an avenue effect to contrast with nearby bushland and informal park plantings but utilizing a locally appropriate planting selection. WSUD will be integrated into the design of this street.

As illustrated in Figure 2a Section 3b, continuing parallel to the railway corridor the loop road will service nose-in longer term park and ride.

In this location direct vehicular access to individual sites within the Mixed Use-High Intensity Employment sub-precinct is not supported. These parcels will be serviced

from alternative directions by Access Places or Access Lanes.

An additional area for park and ride facilities will be provided to the south adjoining the local park, informal sports area and community hub. This area will be accessed from the Loop Road and together with spaces along the Loop Road within Precincts 1 and 3 will maintain a total of 210 park and ride spaces.

## 4. Access Places

Access places will provide standard road reserves and pavement widths with on-street parking, street tree planting, pedestrian pathways and WSUD. They will provide low maintenance, shaded and interconnected streetscapes, with the intention of limited lengths and a slow-speed vehicle environment.

Direct vehicle access to development is expected subject to consideration of traffic design standards and the proximity of other development access points.

## 5. Access Lanes

The Village's access lanes will provide secondary accessways linking access places to car parking zones, basement parking or loading and servicing zones. With no on-street parking they will be shared zones and provide mid-block connections, improving the permeability and walkability of the Urban Village. Access lanes should be no more than 100m in length with a reserve width of 14m.

## 6. Residential Park Esplanade

Fronting parkland, the Residential Park Esplanade will be a predominantly residential living street. It will provide extensive frontage to the new local park, informal sports and community hub with provision for adequate short-stay visitor parking to service visitor and park user needs.

It will provide access to both residential buildings and community uses, and as such, will have a high degree of vehicle, pedestrian and cycle usage. The road reserve is to be set following detailed design investigations in parallel with the development of concepts for the parkland area.

Street tree planting, landscaping, pavement treatments and signage will reinforce the function and character of this road as a slow-speed, shared environment with a high degree of activity. Adjoining land uses will require a high degree of architectural control and landscape treatment to support overlooking and maximise vistas for residents.

### (v) Pedestrian and cycle movement

The UDA structure plan, transport plan and Precinct 1 plan include a major pedestrian spine linking the Carseldine Railway Station with the Mixed Use - Village Heart and Mixed Use sub-precincts.

Pedestrian and cyclist priority is provided to users accessing the Carseldine Railway Station, including the provision of safe and convenient access under the future Beams

## Road railway overpass.

Through Precinct 1, this link will extend across the Village Main Street with a signalized crossing, then continue through a pedestrian plaza addressed by 3 storey development. This link will continue up the slope along the northern side of a new internal access place with buildings providing active frontages, awnings and entries.

The pedestrian plaza spine will be of a high quality with street trees, landscaping, pedestrian-scale lighting and street furniture, and finished in accordance with relevant standards and guidelines<sup>15</sup>. Further detailed investigations and concepts for the termination of this axis at the existing buildings within the Mixed Use sub-precinct are required.

In addition to this key link and other pedestrian and cycle movement supported through the street network, on-road cycle lanes and off-road pedestrian and cycle links will be provided as indicated in Map 7b.

Upgrading by other agencies, or external works required for development where involving Beams Road and Dorville Road, should include on-road cycle lanes.

### Key off road connections include:

- a shared pathway north-south adjacent and parallel to the railway corridor, ultimately connecting under the Beams Road Railway Overpass to the Carseldine

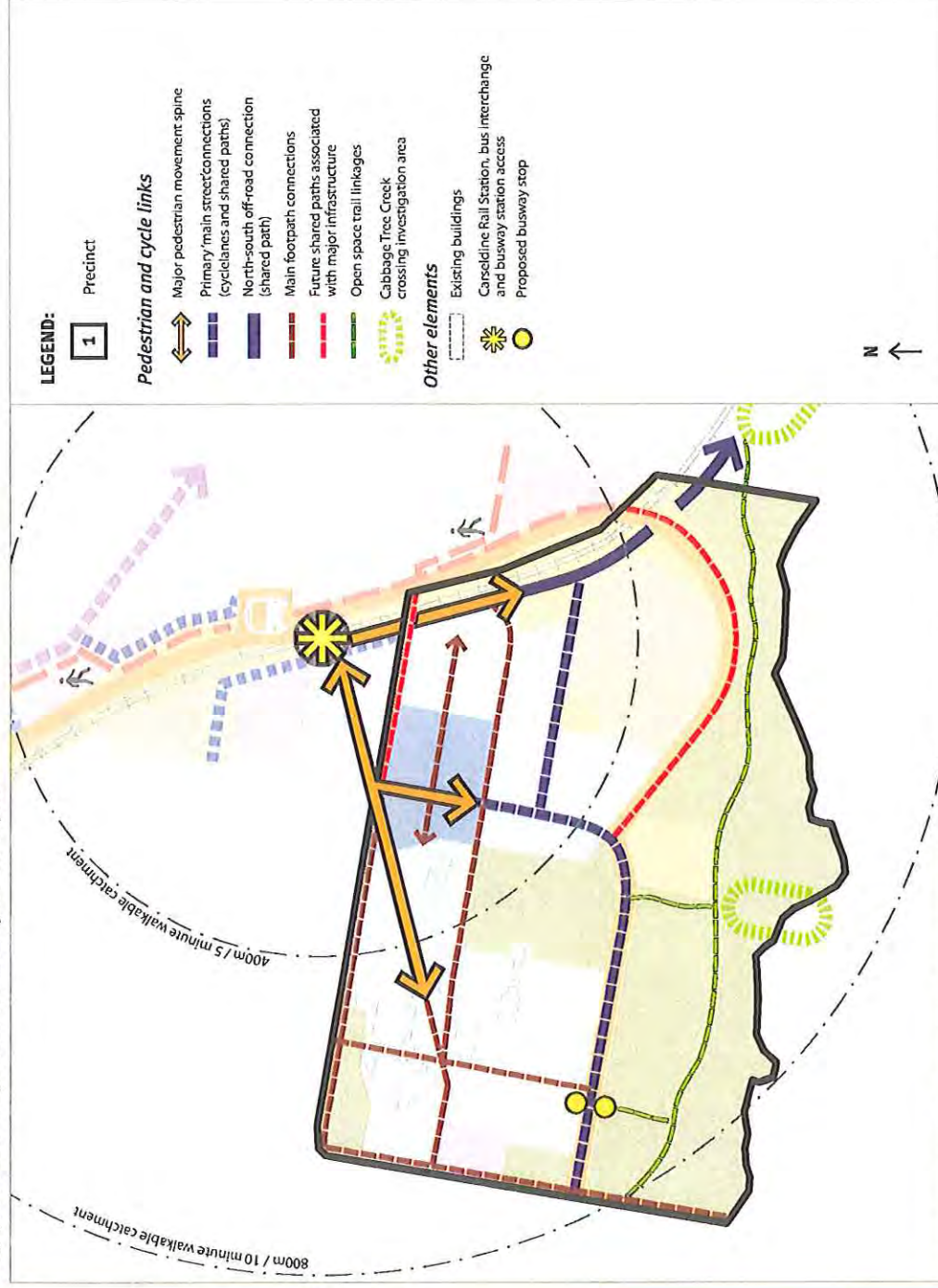
<sup>15</sup> Refer to BCC Brisbane Streetscape Design Guidelines for further information and requirements.



- Railway Station to the north and to Cabbage Tree Creek trails to the south. This pathway will ultimately provide access to relocated park and ride facilities and, as such, should be a high quality pathway with pedestrian-scale lighting and facilities
- an east-west trail network along the northern edge of Cabbage Tree Creek that connects to Dorville Road in the west, at key locations back to the Western Access Road / Shared Busway to the north and under the railway to the east
- a shared pathway on the southern side of the Northern Busway link over the railway line to Precinct 2, Golden Place east of the railway and to Precinct 4
- shared pathways on either side of the Beams Road Railway Overpass
- shared pathways connecting into the Mixed Use sub-precinct from the surrounding street network and to bus stops in Beams Road and Dorville Road
- a pedestrian and cycle connection over Cabbage Tree Creek to key activity nodes to the south. This requires further detailed investigation, consultation, approvals and funding allocation in partnership with other State agencies and Brisbane City Council. Locations for further investigations are shown on Map 7b.

Off-road pedestrian and cycle connections should be designed to ensure legible and direct connection of key activity nodes, and

Map 7b: Precinct 1 pedestrian and cycle links plan



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consideration of topography, environmental values, vistas and relative recreation and commuter functions. Pathways will be safe, comfortable and attractive and located and designed applying CPTED principles.

End-of-trip facilities and bicycle storage requirements are outlined in the UDA wide criteria.

#### (d) Public space and landscaping

##### (i) General

Map 7c illustrates the network of key public spaces and landscape elements which, along with the street network will form the "building blocks" of the Urban Village.

These spaces will provide for the life of the Village, reflect the green character of the site, include placemaking elements such as public art and provide for community events and gathering.

Public spaces will generally be open and accessible to pedestrian movement 24 hours a day and will be designed considering pedestrian comfort, safety and amenity.

All publicly accessible footpaths and spaces will be designed and constructed in accordance with relevant Australian Standards and Brisbane City Council standards<sup>16</sup>.

The public realm within the Urban Village comprises of a number of key elements and

is not limited to public land but may include publicly accessible plazas, green spaces and building forecourts where public access is available 24/7.

Key public spaces within Precinct 1 include:

- the Village Main Street
- pedestrian plaza spine connecting the Carseldine Railway Station, Mixed Use - Village Heart and Mixed Use sub-precincts
- a local park, informal sports area and community hub with an area of approximately 3.6 hectares
- Village greens within the Mixed Use - Village Heart and Mixed Use sub-precincts
- mid block plaza links east-west within the Village Heart.

A description of each key element follows.

##### (ii) Village Main Street

Refer to the Access, movement and circulation and precinct outcomes section for a description of the Village Main Street.

##### (iii) Pedestrian plaza spine

The pedestrian plaza spine will play a major role in reinforcing the walkability of the Urban Village and providing a direct and comfortable path between the Carseldine Railway Station and bus interchange, Village Heart and key employment areas.

With plaza areas on either side of the Beams Road intersection, the spine will include

seating, lighting, shade trees, public art and active building frontages to promote activity and comfort. Landscape elements such as pavement treatments and avenue planting will reinforce a strong visual connection along the path, with built form framing the spine at consistent building heights, setbacks and frontages.

Building entries will be located along this spine, with upper level balconies overlooking the public space connection.

##### (iv) Local park, informal sports and community hub

The local park, informal sports and community hub area will provide a key recreational and open space asset to the future community and surrounding areas. With the ability to accommodate the equivalent of two full-size soccer or rugby fields or one AFL field, it will allow ample area for informal sports activities during the day.

Existing trees will be retained to maintain the existing landscape amenity, and provide a feature setting for uses such as a children's playground, picnic areas or youth spaces.

The detailed design and implementation of this space will be subject to consultation with Brisbane City Council and analysis of the needs of local residents and employees within and directly adjacent to the Urban Village.

An area has been identified as flood-free and suitable for future community purpose buildings.

##### (v) Village greens

Village greens will open up the fabric of the Urban Village and provide green, informal parkland within core activity areas. Village greens will be public spaces edged and overlooked by buildings with entries and active ground floor uses. High quality landscaping will be provided including feature trees, paving, seating, other furniture and public art elements to reflect the Village's character and sub-tropical design palette.

Village greens will provide the opportunity for low-key usage but also markets, displays or other short-term events.

These spaces may be public or publicly accessible private land with other uses such as car parking below. As such, building line setbacks can be built to the boundary with awnings as appropriate. Public or private utility services may be located within these areas but will be integrated in the detailed design with consideration of service access, safe and maintenance matters.

##### (vi) Plazas

Plazas will be located at key nodes and directional interchange points such as the intersection of Beams Road and Balcara Avenue. They will generally be an extension of the street network and provide mid-block connections from the Village Main Street to adjoining activity nodes including, the Mixed Use-High Intensity Employment and Mixed Use sub-precincts.

<sup>16</sup> As appropriate BCC Subdivision and Development Guidelines and BCC Brisbane Streetscape Design Guidelines.



Plazas will generally have two street frontages and utilize a similar design to the footpath, with a continuation of paving style, street furniture, material and planting palette and will generally contain higher proportion of hard landscape than the Village greens. Plazas will be well lit with pedestrian scale lighting, street trees and landscaping.

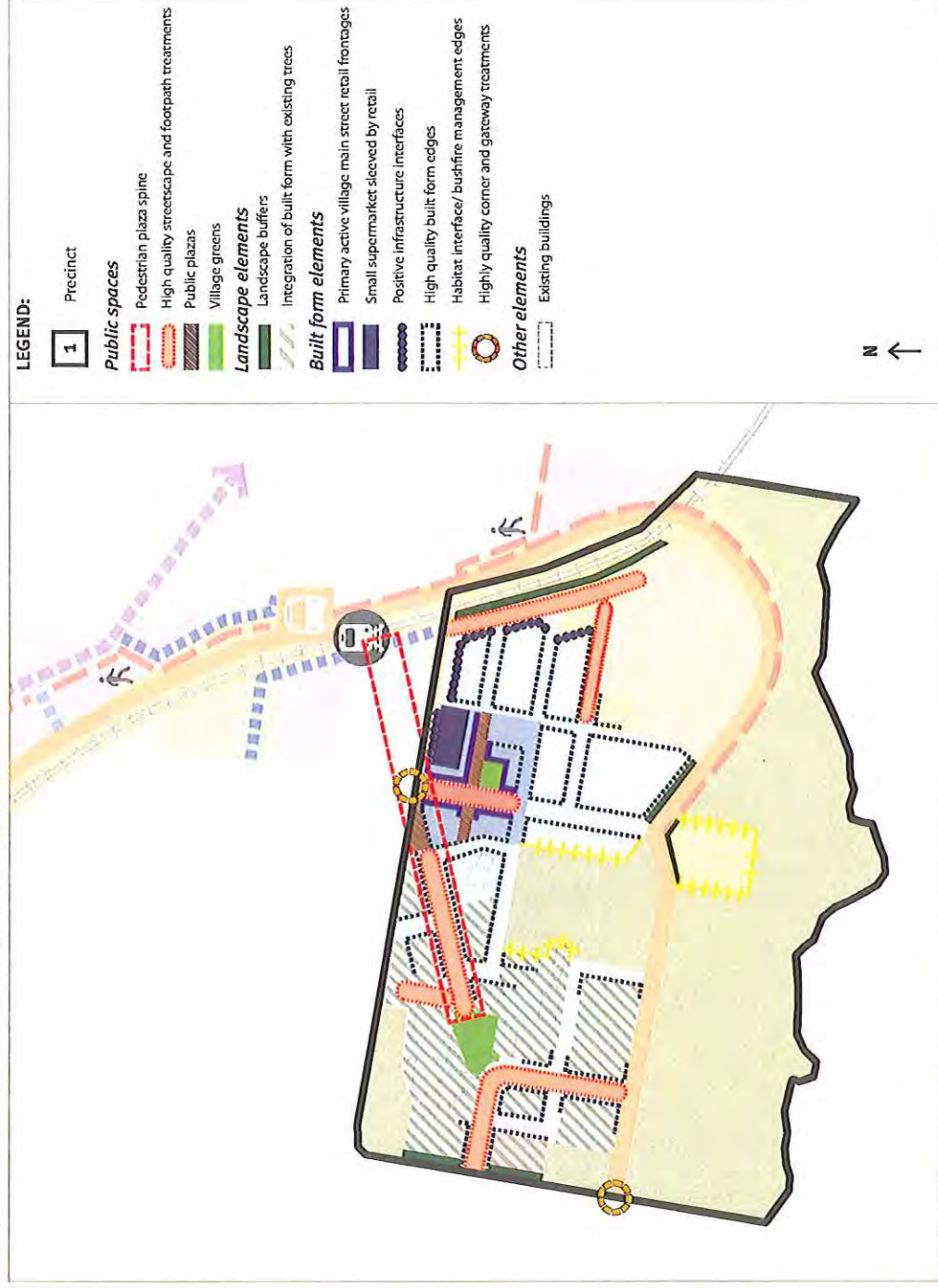
Plazas may be reserved for public purposes or private public spaces with car parking underneath.

## (vii) Landscaping

Landscape elements which will contribute to the character of Precinct 1 include:

- landscape buffers to transport corridors, including the railway and future busway corridors
- retention and integration of existing mature vegetation in the western portion of the Precinct
- a centre median within the Village Main Street providing for significant street trees and WSUD whilst maintaining opportunities for pedestrian crossing
- retention of existing mature vegetation within the local park and informal sports area
- use of locally significant tree species where appropriate in public space and private development
- provision of areas for deep planting within development sites
- revegetation and management of areas to the south of the proposed Northern

Map 7c: Precinct 1 public realm and built form plan



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### 3.0 Land Use Plan

Busway and Western Access Road to Dorville Road, in accordance with the Fitzgibbon Bushland Management Plan.

#### (e) Built form

Built form outcomes are directed by Map 5: Fitzgibbon Urban Development Area building heights plan, Map 6: Fitzgibbon Urban Development Area density plan, Map 7c: Precinct 1 public realm and built form plan and key parameters set out in Table 2.

The public realm and built form plan Map 7c sets out the following elements.

- The preferred location for a small supermarket within the Mixed Use - Village Heart sub-precinct.
- Frontages which will have active ground floor uses.
- High quality corner and gateway treatments for the Urban Village.
- High quality built form and landscape edges with building articulation, defined entries, appropriate fences and walls and low maintenance landscaping.
- Edges where development and habitat interfaces must consider bushland management, bushfire risk, lighting and other impacts on fauna.
- Parkland interfaces where adjacent buildings will address and overlook public spaces and provide entries and high quality landscape responses at ground level.

**Table 2: Development parameters**

Built form parameters	Mixed Use - Village Heart	Mixed Use	Mixed Use - Parkside Residential	Residential - Low to Medium Intensity
Density and intensity	Refer to Map 6: Fitzgibbon Urban Development Area density plan			
Building heights	Refer to Map 5: Fitzgibbon Urban Development Area building heights plan			
Minimum site area	2000m <sup>2</sup>	1000m <sup>2</sup>	1000m <sup>2</sup>	n/a
Maximum site cover	70%	60%	40%	40%
Minimum communal open space*	20% site area for residential uses	20% site area for residential uses	20% site area	20% site area
Maximum building length	60 metres (to Village Main Street)	60 metres	50 metres	50 metres
Minimum ceiling heights	3.3m at ground level (to allow flexible use)	3.3m at ground level (to allow flexible use)	n/a	n/a
Preferred carparking configuration	Supermarket- Designated carpark Retail- On-site or shared car parking Commercial or Residential- Basement or semi-basement (carpark not-permitted on Village Main Street Frontage)	Commercial- On-site within building footprint Retail- On-site and on-street combined Residential - Basement or semi-basement	Residential- Basement or semi-basement On-site visitor parking at ground level or in close proximity to main building entry	Residential- On-site within building footprint On-site visitor parking at ground level or in close proximity to main building entry
Carparking rates	Refer to Table 1: Car parking rates			
Minimum boundary setbacks - primary street (ground) (levels 2-3) (levels 3+)	0 metres 0-4 metres 4-6 metres 0 metres 0 metres	2- 4 metres 2- 4 metres 2-6 metres 6 metres 6 metres	2-4 metres 2-4 metres 2-4 metres 6 metres 6 metres	2-4 metres 2-4 metres 2-4 metres 6 metres 6 metres
Minimum building separation levels 0-3 levels 3+	12 metres 18 metres	12 metres 18 metres	12 metres 18 metres	12 metres 18 metres

\*Communal open space requirements may be varied considering nearby public space opportunities and private open space provision.



- Development interfaces with infrastructure which must balance amenity impacts, sub-tropical design and CPTED.
- Semi-basements may be used to reduce required earthworks or where fill is required for flood immunity, provided that site access and floor levels comply with relevant standards<sup>17</sup>. Landscaping, screening or mounding will be used to improve streetscape amenity, whilst allowing for natural ventilation.
- Ground level sleeved parking is generally not appropriate except where superior design and development outcomes are provided.

- (f) Sustainability**
- Sustainability measures are to be developed at the precinct wide and individual development scale in consultation with the ULDA.
- (i) General
 

General sustainability initiatives should relate to subdivision layout, bushland protection and rehabilitation, water management, energy use, materials and construction management.

Precinct layout, land uses, movement networks, public spaces and built form responses will support the achievement of a walkable self-contained neighbourhood.

Significant bushland and waterway corridors are protected and detailed planning and design complies with the relevant standards and guidelines<sup>18</sup>.

Subdivision will provide for good north-south orientation for the majority of possible sites and building footprints.

Development of the Urban Village is to demonstrate best practice Integrated Water Cycle Management and Water Sensitive Urban Design (WSUD). This may include but not be limited to the following:

    - roadside or median bio-retention pods at regular intervals to treat road runoff
    - public space stormwater harvesting with reuse in key public spaces subject to

- detailed planning and consultation with Brisbane City Council and user groups
- waterway remediation and erosion control.
- Greenwalls and landscaping should be considered as part of key infrastructure projects.
- Responsible material usage, including reuse of materials, recycled materials and consideration of the life cycle environmental costs of material, will be required.
- (ii) Individual development/ building requirements
 

New buildings within the UDA will be required to demonstrate best practice in sustainability<sup>19</sup>.

Particular requirements in relation to key elements such as water, energy, transport and landscaping within Precinct 1 of the Urban Village are as follows.

  - Development within the Urban Village demonstrates best practice Integrated Water Cycle Management, WSUD and encourage inclusion of water efficient appliances.
  - The overall target is to achieve a 50% reduction in non-potable water demand across the Urban Village. Refer to detailed studies and technical best practice guidelines<sup>20</sup>.

- Development provides a lot/development based water plan which addresses non-potable water demand and reuse and stormwater quality management.
  - Alternative energy sources should be considered for residential and commercial buildings subject to consultation with the ULDA.
- Significant employment developments will apply TravelSmart principles to prepare Business and Employee Travel Plans. Preparation, implementation and monitoring of required travel plans should include support for public and active transport modes, telecommuting, flexible workplace options, car pooling and business travel practices.
- Development and buildings will consider implementation of green walls or roofs, such as on the roof of the small supermarket or servicing and loading areas or within mixed use developments, to provide communal open spaces above street level if residential uses are included.

<sup>17</sup> Development to comply with BCC Subdivision and Development Guidelines regarding flood immunity

<sup>18</sup> Refer to Fitzgibbon Bushland Management Plan.

<sup>19</sup> Development achieves a 5 star design rating under the applicable Green Building Council of Australia Green Star rating tool, or another recognised equivalent.

<sup>20</sup> Refer to the Carceldine Flooding and Stormwater Management Plan for further detail.



## 3.0 Land Use Plan

### Precinct 1 - Sub-precincts

Sub-precinct 1(a): Mixed Use  
Centre - Village Heart



Figure 2b: Sub-precinct 1(a) locality plan

#### Sub-precinct intent

This sub-precinct will be the focal point for the Urban Village with the greatest mix of uses including retail, local professional services, commercial offices and residential uses supporting the highest level of activity.

Buildings will be 3 to 5 storeys in height and address the street and proposed village green space with active ground floor uses, continuous awnings and a high level of pedestrian amenity. At levels above the street, this sub-precinct can incorporate a variety of commercial and residential uses.

The Village Main Street will be a slow-speed environment with short-stay on-street car parking. Visitor parking, loading and

servicing will be provided within each development site.

#### Sub-precinct outcomes

- A vibrant Village Main Street is established with high quality pedestrian spaces, active building frontages and a slow-speed environment.
- Development complies with UDA and Precinct Maps, and Table 2: Carseldine Urban Village development parameters.
- Development is set back from Beams Road as required for future road widenings and the Beams Road Railway Overpass.
- Development contributes to the role of this sub-precinct as the primary pedestrian gateway to the Urban Village with high quality architectural and landscape corners and frontages.
- Retail uses are limited to a total maximum of 7,000m<sup>2</sup> within this sub-precinct and primarily service the local residential and employment catchment.
- A small supermarket sleeved by other uses is located at ground level in the preferred location indicated on Map 7c, can be conveniently accessed and does not exceed 1,500m<sup>2</sup> GFA.
- A centrally located village green space is created with active edges, northern aspect and supporting landscape and furniture elements.

- Development supports priority pedestrian connections to public transport hubs and adjacent local facilities, such as the child care centre and residential areas.

- Residential balconies overlook the main street and key public spaces.

- Basement or semi-basement parking is provided for mixed use buildings.

- Ground floor/ at-grade parking for retail uses may be provided in shared facilities not fronting the village main street but conveniently accessible, identifiable and signed for short-term use.

- Footpaths are of a high quality with street trees, landscaping, pedestrian-scale lighting and street furniture, and finished in accordance with the appropriate standards and guidelines<sup>21</sup>.

- Service and loading areas are appropriately detailed and screened adjoining development and when viewed from Beams Road.

- Development is flood free and results in no worsening of flood levels in other areas<sup>22</sup>.

#### Sub-precinct preferred land uses

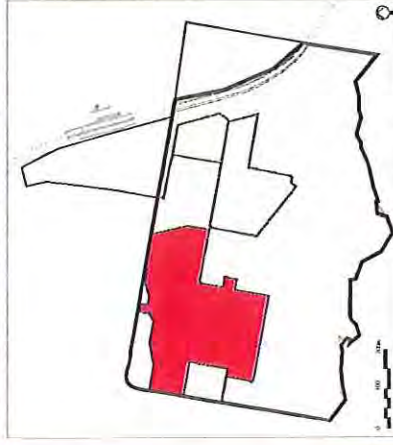
- Retail uses - Shops servicing the local catchment (e.g. newsagent, bakery, deli, fruit and veg)
- Retail uses - Small supermarket (maximum 1,500m<sup>2</sup> GFA) or shopping centre with supermarket and local shops
- Residential uses on upper levels not ground level
- Commercial uses - Local professional services on ground level where public usage and maximum accessibility is expected or required (e.g. sales office, medical or community services)
- Commercial uses - Offices on upper levels not ground level

<sup>21</sup> Refer to the BCC Brisbane Streetscape Design Guidelines.

<sup>22</sup> Development within this precinct is flood free in accordance with the ULDA guideline addressing the protection of development from flood and storm tide inundation and meets standards set out in the Brisbane City Council Subdivision and Development Guidelines. Development also demonstrates no off-site impacts in accordance with the Fitzgibbon UDA Flood and Stormwater Management Report and Carseldine Urban Village Flooding and Stormwater Management Plan.



## Sub-precinct 1(b): Mixed Use



**Figure 2c: Sub-precinct 1(b) locality plan**

### Sub-precinct intent

The Mixed Use sub-precinct will contain significant employment and provides for the re-use of existing buildings and new buildings for a range of uses including small to large offices with supporting and associated services.

Buildings up to 5 storeys will be permitted stepping down to 3 storeys on the Dorville Road frontage and to Beams Road.

Redevelopment will support the integration of existing buildings into the fabric of the Urban Village with new public streets, strong pedestrian and cycle links, public accessibility and community use.

This sub-precinct will be strongly connected to public transport nodes including the Carseldine Railway Station/bus interchange and proposed Busway stop to the south.

Existing car parking may be relocated closer to buildings to create new opportunities within this sub-precinct for mixed uses as redevelopment occurs. Car parking is provided at rates appropriate to the nature of the uses proposed at the time of development, considering the frequency and availability of public transport services.

The Mixed Use sub-precinct contains an existing child care centre. Should this use cease or be relocated redevelopment for mixed use purposes is appropriate.

### Sub-precinct outcomes

- Existing buildings are reused or redeveloped and opportunities for new development provided.
- Development complies with UDA and Precinct Maps and Table 2: Development parameters.
- Mixed uses are supported including commercial, retail, service, community and research and technology.
- Retail uses are limited to a total maximum of 1,000m<sup>2</sup> GFA in this sub-precinct.
- Retail uses are located to activate key entries, pedestrian links and public spaces.

- Existing mature vegetation is retained along the Beams Road frontage where possible.

- Development is set back 10 metres from Dorville Road to provide for retention and rehabilitation of significant vegetation and additional planting with appropriate species to create a vegetated landscape buffer.

- Building footprints and surface parking are minimized to provide for the retention of mature trees and connection of the canopy for fauna movement.

- Development involving vegetation clearing is required to address the Fitzgibbon Bushland Management Plan and contribute to replacement and rehabilitation strategies.

- The existing central green space is maintained and strong pedestrian links extended to existing and future transport hubs and stops.

- Esplanade edges are created to bushland and open space zones where possible and detailed design considers fauna, bushfire and CPTED principles.<sup>23</sup>

- Development considers boundary investigation areas and develops appropriate interfaces considering fauna, bushfire and CPTED principles.

- Development in this sub-precinct will support the establishment of strong safe

pedestrian links to the Carseldine Railway Station, existing adjoining bus stops in Dorville Road and to the proposed Busway stop on the new access road from Dorville Road.

- Footpaths are of a high quality with street trees, landscaping, pedestrian-scale lighting and street furniture, and are finished in accordance with relevant standards and guidelines<sup>24</sup>.

- Lighting minimizes spill to adjoining bushland and open space areas.

- Access points are generally in accordance with Map 7a.

- New internal roads provide for accessibility within the Urban Village and connection to key activities.

- Car parking is provided considering proposed uses, public transport services and employee travel planning in accordance with Table 1: Car parking rates.

- Sufficient parking is provided and maintained for the child care centre during development and operation phases.

- Car parking is sleeved to the primary access frontages.

- Buildings provide active frontages, awnings and entries on the pedestrian plaza spine to and from the Carseldine Railway station and future busway stop

<sup>23</sup> Refer to the Fitzgibbon Bushland Management Plan and State Planning Policy 1/03: Mitigating the adverse impacts of flood, bushfire and Landslide

<sup>24</sup> Refer to the BCC Brisbane Streetscape Design Guidelines

### 3.0 Land Use Plan

- to the south of this sub-precinct.
- Buildings respect the land form and minimize cut/fill and maintain direct pedestrian connection from the public footpath to active ground floor uses.
- Development provides an appropriate interface with the child care centre including heights of buildings immediately adjoining and appropriate screening.
- Development applies total water cycle management and water sensitive urban design principles.
- Development considers alternative energy sources, energy use minimization and monitoring strategies.
- Best practice CPTED principles are applied to re-use and new development.

#### *Sub-precinct preferred land uses*

- Commercial uses - Offices
- Retail uses - Small-scale food premises or shops not exceeding 1,000m<sup>2</sup> within this sub-precinct (e.g. cafe, computer or printing services)
- Service, community and other uses - including child care centre, community facility and educational establishment
- Research and technology facilities
- Indoor sport and recreation (e.g. gym)



## Sub-precinct 1(c): Mixed Use - High Intensity Employment



Figure 2d: Sub-precinct 1(c) locality plan

### Sub-precinct intent

This sub-precinct will provide for the highest intensity of commercial office uses with larger floor plates and basement parking. It has high exposure to Beams Road and the railway and is in close proximity to the Carseldine Railway Station and future busway station/interchange hub.

This sub-precinct's prominent position and building heights of up to 8 storeys will require feature architectural responses, to reflect its gateway presence and to address the future Beams Road Railway Overpass elevations.

### Sub-precinct outcomes

- Development complies with UDA and Precinct Maps and Table 2: Development parameters.
- Basement car parking is preferred but a small area of visitor parking at ground may be appropriate.
- At ground level buildings contribute to a positive public realm which is accessible 24/7 and designed considering public accessibility and CPTED principles.
- Building design considers sustainability and best practice urban design principles.
- 10% of the site area is established for deep planting with mature tree stock.
- Architectural treatment is given to facades and podiums.
- Consideration is given to the interface with adjoining Mixed Use - Residential Parkside sub-precinct to the south.
- Development is flood free and results in no worsening of flood levels in other areas<sup>25</sup>.

<sup>25</sup> Development within this precinct is flood free in accordance with the ULDA guideline addressing the protection of development from flood and storm tide inundation and meets standards set out in the BCC Subdivision and Development Guidelines. Development also demonstrates no off site impacts in accordance with the Fitzgibbon UDA Flood and Stormwater Management Report and Carseldine Urban Village Flooding and Stormwater Management Plan.

- Development provides a positive interface to the loop road and infrastructure considering CPTED, street level and footpath detailing.
- Sub-precinct preferred land uses*
- Commercial uses - Large scale offices
  - Retail uses - Small-scale ancillary uses such as food premises or shop at ground floor (e.g. cafe, computer or printing services)
  - Research and technology facilities
  - Indoor sport and recreation (e.g. gym)

## 3.0 Land Use Plan

### Sub-precinct 1(d): Mixed Use - Parkside Residential

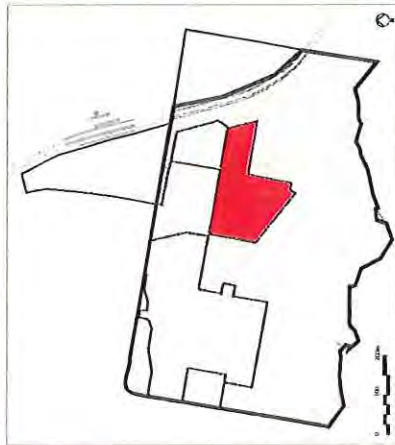


Figure 2e: Sub-precinct 1(d) locality plan

#### Sub-precinct intent

This sub-precinct provides for high intensity residential use up to 8 storeys in height. Development will provide a diversity of housing types and building forms including affordable housing.

Residential amenity will be enhanced with views to adjacent bushland and open space areas.

A high level of architectural and landscape detail will be required to create an interesting and varied skyline, and streetscape when viewed from adjoining open spaces and sub-precincts.

Variation in heights and building forms will be encouraged along with best practice sub-tropical design.

#### Sub-precinct outcomes

- Uses are predominantly residential, with a diversity of dwelling types, pricing and forms.
- Non-residential uses may be provided where ancillary or minor in nature, and not considered to impact on the residential amenity of this sub-precinct.

- Development in accordance with UDA and Precinct Maps and Table 2: Development parameters.

- A mix of dwelling types and building forms within one development is encouraged.

- Lot and building orientation maximize passive design responses.

- Buildings are aligned parallel to streets and park frontages and incorporate balconies and windows that overlook these spaces.

- Buildings provide definition to corners and appropriate variation to distinguish entries.

- 20% of lot areas are developed for communal open space, of which 50% is for deep planting with mature tree stock.

- Communal open space is generally located on the northern side of sites.

- Where private ground floor open space is to be provided for individual dwellings within a development, communal open space requirements may be varied.

- Car parking is basement, semi-basement or sleeved with development.

- Interfaces with adjoining transport corridors consider noise, CPTED and residential amenity to achieve a positive interface.

- Development is flood free and results in no worsening of flood levels in other areas<sup>26</sup>.

#### Sub-precinct preferred land uses

- Residential uses
- Commercial uses - Home based business, sales office and display home
- Retail uses - Small-scale local uses where located on a corner or adjacent to the local park, informal sports and community hub

<sup>26</sup> Development within this precinct is flood free in accordance with the ULDA guideline addressing the protection of development from flood and storm tide inundation and meets standards set out in the ECC Subdivision and Development Guidelines. Development also demonstrates no off-site impacts in accordance with the Fitzgibbon UDA Flood and Stormwater Management Report and Carseldine Urban Village Flooding and Stormwater Management Plan.



### Sub-precinct 1(e): Residential - Low to Medium Intensity

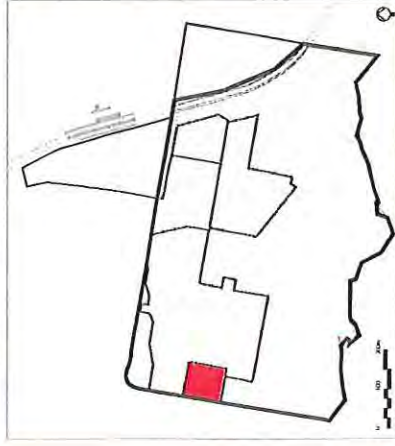


Figure 2f: Sub-precinct 1(e) locality plan

#### Sub-precinct intent

This sub-precinct provides an area of low to medium intensity residential on the Dorville Road frontage as an appropriate interface to existing residential areas to the west and transition to the Mixed Use sub-precinct.

Site planning and detail design will ensure existing vegetation is retained on the Dorville Road frontage, and in pockets, to achieve north-south connection of the tree canopy within new road reserves.

#### Sub-precinct outcomes

- Uses are residential, with a diversity of housing types, tenures and building forms.
- Building heights are limited to a maximum of 3 storeys.
- Development is in accordance with UDA and Precinct Maps and Table 2: Development parameters.
- Buildings are aligned parallel to streets and park frontages and incorporate balconies and windows that overlook these spaces.
- Buildings provide definition to corners and appropriate variation to distinguish entries.
- Development is set back 10 metres from Dorville Road to provide for retention and rehabilitation of significant vegetation and additional planting with appropriate species to create a vegetated landscape buffer.
- Mature trees are retained within road reserves and between buildings.
- Development involving vegetation clearing is required to address the Fitzgibbon Bushland Management Plan and contribute to replacement and rehabilitation strategies.
- 20% of lot areas are developed for communal open space with deep planting with mature tree stock and/or tree retention.

- Where private ground floor open space is provided for individual dwellings within a development, communal open space requirements may be varied.

#### Sub-precinct preferred land uses

- Residential uses
- Commercial uses - Home based business, sales office and display home



Precinct 1: Level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
All development specified in Schedule 1.  In all zones except for the bushland and open space zone, material change of use for:	Material change of use for an environmentally relevant activity for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 2008</i> .	All other development not specified in Column 1, Column 2 or Column 3B.	In the special purpose (research and educational purposes) zone material change of use for:
<ul style="list-style-type: none"> <li>park.</li> </ul>			<ul style="list-style-type: none"> <li>commercial uses (except office)</li> <li>industrial uses (except research and technology facility)</li> <li>residential uses</li> <li>retail uses</li> <li>rural uses</li> </ul>
In the mixed use centre zone material change of use for:			<ul style="list-style-type: none"> <li>service, community and other uses (except for car park, child care centre, community facility, educational establishment, emergency services, place of assembly, environmentally relevant activities and utility installation).</li> </ul>
<ul style="list-style-type: none"> <li>sales office and display home</li> <li>home based business.</li> </ul>			<ul style="list-style-type: none"> <li>service, community and other uses (except for educational establishment, environmentally relevant activities and utility installation).</li> <li>sport, recreation and entertainment uses (except for indoor sport and recreation, outdoor sport and recreation and park).</li> <li>tourism uses.</li> </ul>
Operational work in accordance with the agreed standards as stated in a UDA development approval.			
		In the mixed use centre and mixed use zone material change of use for:	
		<ul style="list-style-type: none"> <li>industrial uses (except for service industry and research and technology facility)</li> <li>retail uses (except for food premises, garden centre, hardware and trade supplies, market, shop, shopping centre and showroom)</li> <li>rural uses</li> <li>service, community and other uses (except for car park, child care centre, community facility, educational establishment, emergency services, place of assembly, environmentally relevant activities and utility installation).</li> </ul>	
		In the residential zone, material change of use for:	
		<ul style="list-style-type: none"> <li>commercial uses (except for home based business and sales office and display home)</li> <li>industrial uses</li> <li>retail uses (except for food premises and shop)</li> <li>rural uses</li> <li>service, community and other uses (except for child care centre, community facility and environmentally relevant activities)</li> <li>sport, recreation and entertainment uses (except for park)</li> <li>tourism uses.</li> </ul>	

Precinct 1: Level of assessment table (continued)

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3A Permissible development	Column 3 – UDA assessable development Column 3B Prohibited development
		<p>In the bushland and open space zone, material change of use for:</p> <ul style="list-style-type: none"> <li>commercial uses</li> <li>industrial uses</li> <li>residential uses</li> <li>retail uses</li> <li>rural uses</li> <li>service, community and other uses (except for car park, environmentally relevant activities and utility installation)</li> <li>sport, recreation and entertainment uses (except for park)</li> <li>tourism uses.</li> </ul> <p>In the civic and open space zone, material change of use for:</p> <ul style="list-style-type: none"> <li>commercial uses</li> <li>residential uses</li> <li>industrial uses</li> <li>retail uses</li> <li>rural uses</li> <li>service, community and other uses (except for car park, community facility, environmentally relevant activities and utility installation)</li> <li>tourism uses.</li> </ul>	<p>In the special purpose (community facilities) zone material change of use for:</p> <ul style="list-style-type: none"> <li>commercial uses (except for office)</li> <li>industrial uses</li> <li>retail uses (except for food premises, market and shop)</li> <li>rural uses</li> <li>service, community and other uses (except for car park, child care centre, community facility, educational establishment, emergency services, place of assembly, environmentally relevant activities and utility installation).</li> <li>tourism uses.</li> </ul> <p>In the special purpose (transport corridor) and special purpose (transport related facilities) zone, material change of use for:</p> <ul style="list-style-type: none"> <li>commercial uses</li> <li>industrial uses</li> <li>residential uses</li> <li>retail uses</li> <li>rural uses</li> <li>service, community and other uses (except for car park, environmentally relevant activities and utility installation)</li> <li>sport, recreation and entertainment uses (except for park)</li> <li>tourism uses.</li> </ul>

## Precinct 2

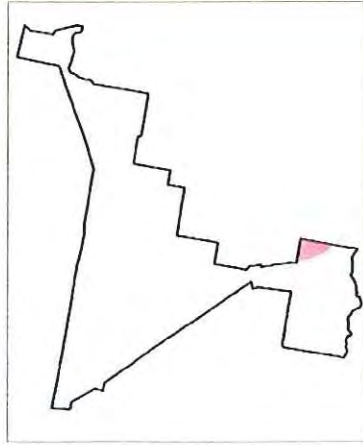


Figure 3: Precinct 2 locality plan

*Precinct intent*

This precinct is intended to be developed with mixed use and high intensity residential to complement the diversity and variety in housing and mixed use options in Precincts 1 and 3.

*Precinct outcomes*

- Development occurs in accordance with Map 8.
- Development considers the proposed Northern Busway corridor<sup>27</sup> and Beams Road Railway overpass<sup>28</sup>.

<sup>27</sup> Details of land requirements for the proposed busway to be determined in conjunction with Department of Transport and Main Roads.

<sup>28</sup> Details of land requirements for the Beams Road Overpass to be determined in conjunction with Brisbane City Council and Department of Transport and Main Roads.

Map 8: Precinct 2



Produced by the Urban Land Development Authority (ULDA) 2010  
 Map is intended for illustration purposes only and unless stated is not to scale.



- Direct, safe and efficient public access is available to the future pedestrian/cyclist path to be provided within the proposed northern busway.
- Development directly adjacent to, and within 10 metres of the boundary of the existing Golden Downs Relocatable Home Park shall be no greater than 3 storeys.
- A minimum of 5% of dwellings are available for purchase at or below the median house price in Brisbane.
- A minimum of 5% of dwellings are available for purchase or rental to low to moderate income households.
- Retail uses in the mixed use zone are limited to 500sqm gross floor area.
- Development in the residential zone must provide at least 25% of the site as common property or other open space exclusive of public access streets and pedestrian/cyclist links and areas required for utility infrastructure<sup>30</sup>. The open space provided is of adequate size and shape to meet the needs of the development and should generally be located in no more than two discrete areas that are generally square in shape.
- Development is flood free and results in no worsening of flood levels in other areas<sup>30</sup>.

<sup>30</sup> Development within this precinct is flood free in accordance with the ULDA guideline addressing the protection of development from flood and storm tide inundation and meets standards set out in the Brisbane City Council Subdivision and Development Guidelines. Development also demonstrates no off site impacts in accordance with the Fitzgibbon UDA Flood and Stormwater Management Report and Carseldine Urban Village Flooding and Stormwater Management Plan.

<sup>29</sup> Refer to *Body Corporate and Community Management Act 1997*.

Precinct 2: Level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
All development specified in Schedule 1.	Material change of use for an environmentally relevant activity for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 2008</i> .	All other development not specified in Column 1, Column 2 or Column 3B.	In the special purpose (transport corridor) zone, material change of use for:
In all zones material change of use for:	Material change of use where not involving building work and complying with the applicable car parking ratios.		<ul style="list-style-type: none"> <li>commercial uses (except for home based business and sales office and display home)</li> <li>industrial uses</li> <li>retail uses</li> <li>rural uses</li> <li>service, community and other uses (except for child care centre, community facility and environmentally relevant activities)</li> <li>sport, recreation and entertainment uses (except for park)</li> <li>tourism uses.</li> </ul>
<ul style="list-style-type: none"> <li>park.</li> </ul>			
In the mixed use zone, material change of use for:			
<ul style="list-style-type: none"> <li>sales office and display home</li> <li>home based business.</li> </ul>			
Operational work in accordance with the agreed standards as stated in a UDA development approval.			
		In the mixed use zone, material change of use for:	
		<ul style="list-style-type: none"> <li>industrial uses (except for service industry)</li> <li>retail uses (except for fast food premises, food premises, garden centre, hardware and trade supplies, market, shopping centre and shop)</li> <li>rural uses</li> <li>service, community and other uses (except for car park, child care centre, community facility and environmentally relevant activities)</li> <li>sport, recreation and entertainment uses (except for park)</li> <li>tourism uses.</li> </ul>	

## Precinct 3

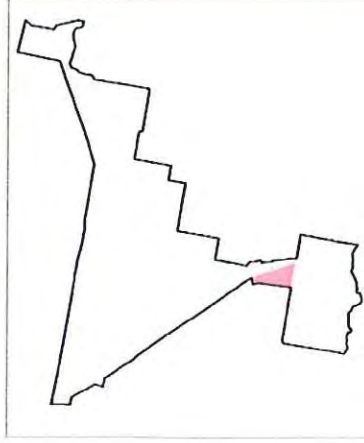


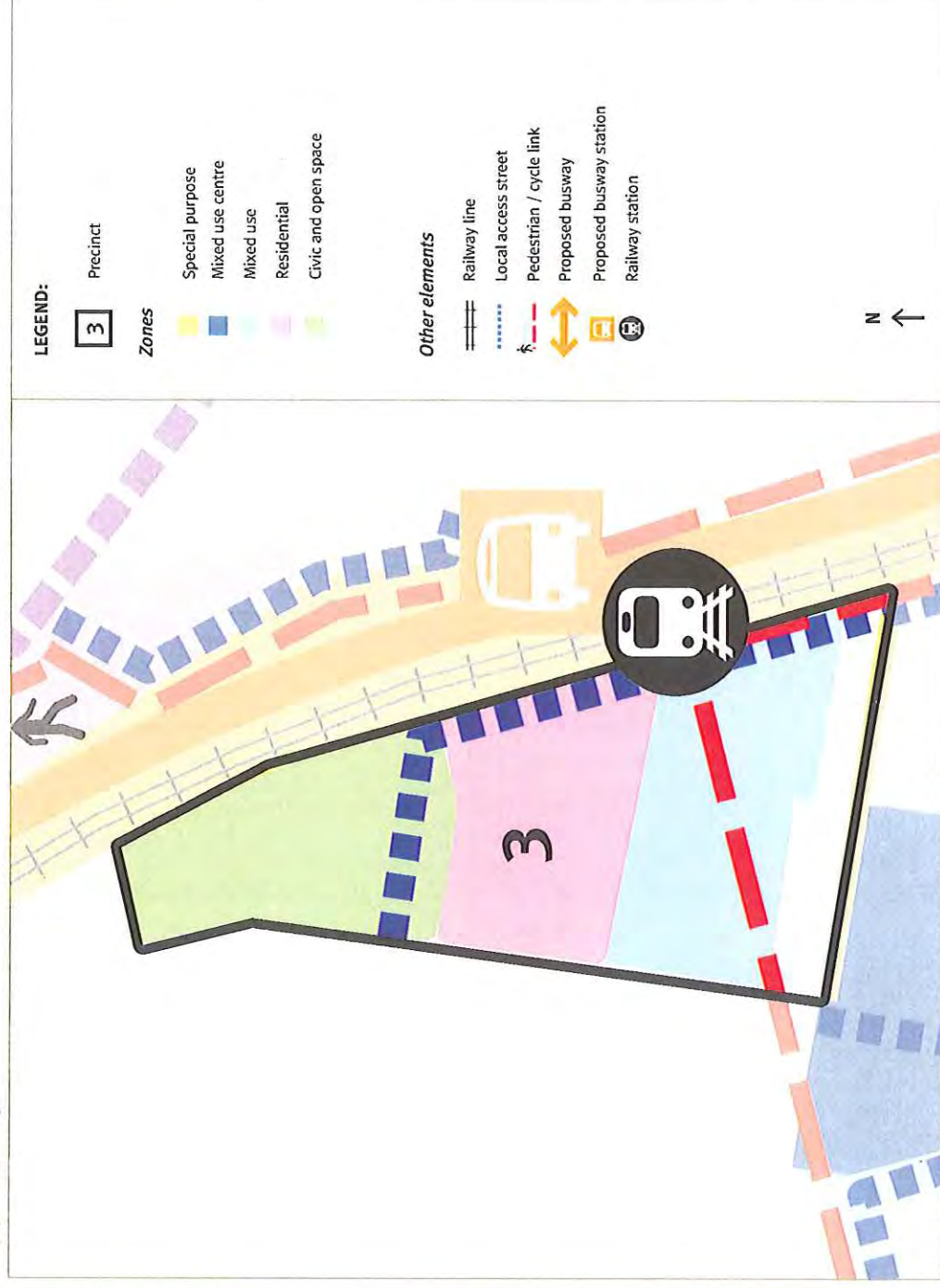
Figure 4: Precinct 3 locality plan

### Precinct intent

This precinct provides for a mixed use activity node, bounded to the west by Balcara Avenue, existing low intensity residential to the north, the North Coast railway line to the east, and Beams Road to the south.

A key principle in the development of the precinct is the provision of safe and convenient access between the railway station and proposed busway station to the Urban Village Main Street to the south via the Beams Road and Balcara Avenue intersection and new main street into Precinct 1 and under the Railway Overpass in future.

Map 9: Precinct 3



Produced by the Urban Land Development Authority (ULDA) 2010  
Map is intended for illustration purposes only and unless stated is not to scale.



#### Precinct outcomes

- Development occurs in accordance with Map 9.
- A new public street located generally as depicted in Map 9, is provided for local access and general access to and from the railway station. This street is intended to pass under the future Beams Road railway overpass providing a new connection to the urban village to the south.
- Direct, safe and secure 24 hour per day public access is provided generally as depicted in Map 9 from the junction of Balcara Avenue and Beams Road to the main entry of the Carseldine Railway Station.
- Development in the mixed use zone provides a mix of retail, commercial and residential uses, with a variety and mix of affordable and sustainable multi-unit dwellings and mixed used development accessed via street upgrading off Balcara Avenue.
- The gross floor area of retail uses is limited to 2,500sqm. The retail component of any redevelopment of the existing shopping centre on Lot 1-18 Building Unit Plan 7414 is limited to the existing gross floor area.
- Development in the residential zone comprises a variety and mix of affordable and sustainable multi-unit dwellings accessed via the new street connection and/or Balcara Avenue.
- A minimum of 5% of dwellings are available for purchase at or below the median house price in Brisbane.
- A minimum of 5% of dwellings are available for purchase or rental to low to moderate income households.
- Any development within 10 metres of the Balcara Avenue boundary is no greater than 3 storeys in height.
- Development is flood free and results in no worsening of flood levels in other areas<sup>31</sup>.
- The immediate railway station environment provides for bus/rail interchange, kiss and ride, taxis, disabled parking and an area of commuter parking.

<sup>31</sup> Development within this precinct is flood free in accordance with the ULDA guideline addressing the protection of development from flood and storm tide inundation and meets standards set out in the Brisbane City Council Subdivision and Development Guidelines. Development also demonstrates no off site impacts in accordance with the Fitzgibbon LDA Flood and Stormwater Management Report.

Precinct 3: Level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
All development specified in Schedule 1.	Material change of use for an environmentally relevant activity for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 2008</i> .	All other development not specified in Column 1, Column 2 or Column 3B.	In the mixed use zone, material change of use for:
In all zones material change of use for:			<ul style="list-style-type: none"> <li>industrial uses (except for service industry)</li> <li>retail uses (except for food premises, market, shop and shopping centre)</li> <li>rural uses</li> </ul>
<ul style="list-style-type: none"> <li>park.</li> </ul>			<ul style="list-style-type: none"> <li>service, community and other uses (except for car park, child care centre, community facility, and environmentally relevant activities)</li> </ul>
In the residential zone and mixed use zone, material change of use for:	Material change of use where not involving building work and complying with applicable car parking ratios.		<ul style="list-style-type: none"> <li>sport, recreation and entertainment uses (except for park)</li> <li>tourism uses.</li> </ul>
<ul style="list-style-type: none"> <li>sales office and display home</li> <li>home based business.</li> </ul>			
Operational work in accordance with the agreed standards as stated in a UDA development approval.			
		In the residential zone, material change of use for:	
		<ul style="list-style-type: none"> <li>commercial uses (except for home based business and sales office and display home)</li> <li>industrial uses</li> <li>retail uses</li> <li>rural uses</li> <li>service, community and other uses (except for child care centre, community facility and environmentally relevant activities)</li> <li>sport, recreation and entertainment uses (except for park)</li> <li>tourism uses.</li> </ul>	
		In the civic and open space zone, material change of use for:	
		<ul style="list-style-type: none"> <li>commercial uses</li> <li>residential uses</li> <li>industrial uses</li> <li>retail uses</li> <li>rural uses</li> <li>service, community and other uses (except for environmentally relevant activities)</li> <li>sport, recreation and entertainment uses (except for car park and park)</li> <li>tourism uses.</li> </ul>	



## Precinct 4

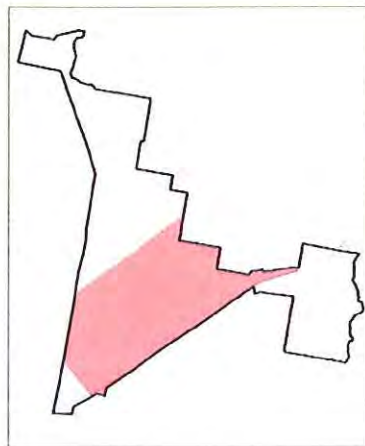


Figure 5: Precinct 4 locality plan

## Precinct intent

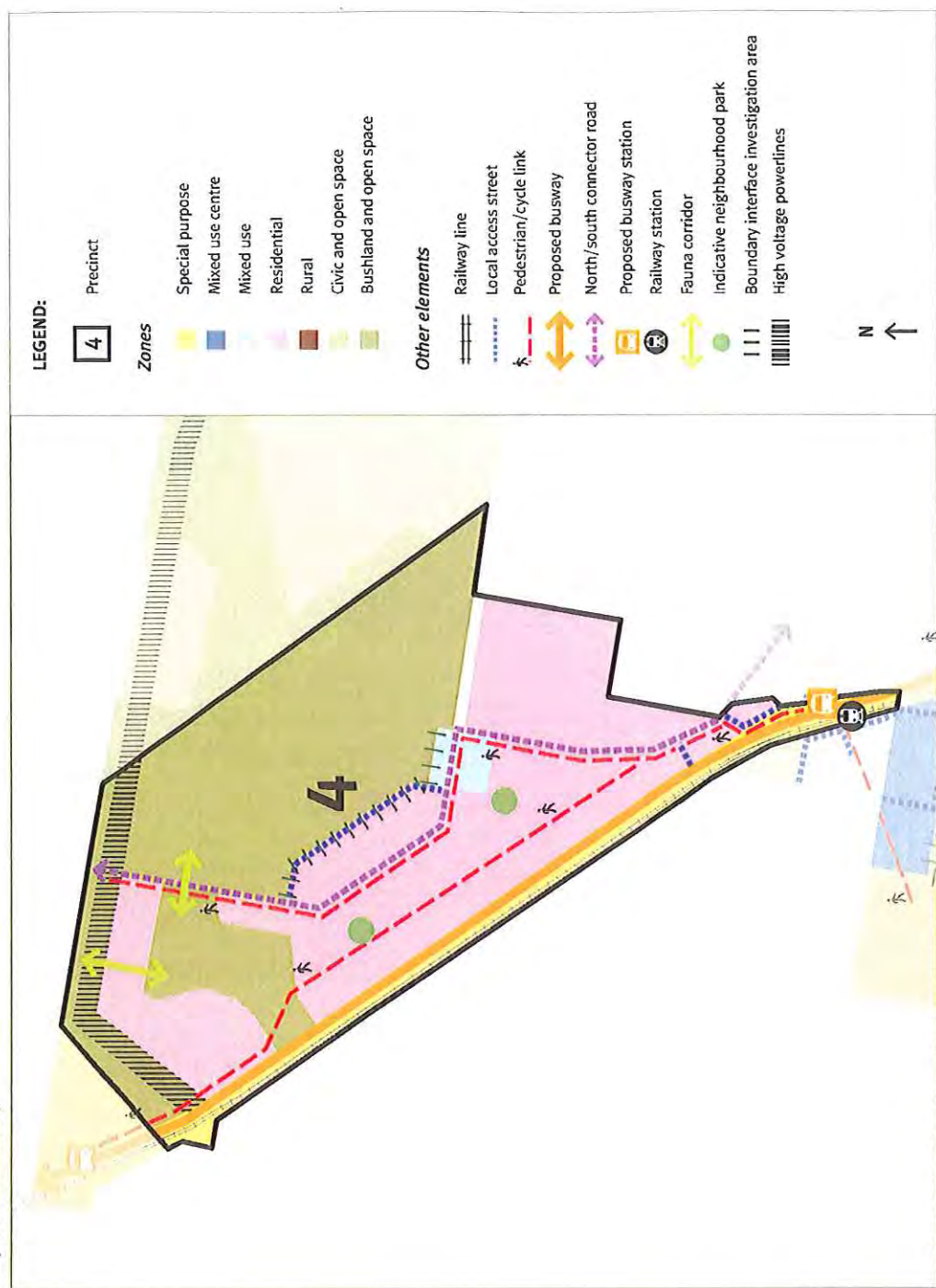
## Residential and bushland focus

This precinct comprises the majority of residential development and bushland areas within the Fitzgibbon UDA, extending from Beams Road in the south through to Telegraph Road in the north, and bounded to the west by the North Coast railway line, and to the east by existing residential and bushland areas.

Development in this precinct will be a mixture of affordable and sustainable residential dwellings ranging from single detached to multi-unit dwellings with opportunities for home based business in every dwelling.

The bushland provides an open space setting and amenity for the emerging new suburban

Map 10: Precinct 4



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and urban communities in the Fitzgibbon UDA.

### Neighbourhood centre

The precinct contains a local neighbourhood centre site at the intersection of Roghan Road and the north/south connector road. The neighbourhood centre has the potential to showcase state-of-the-art community facilities as well as a small scale, mixed use development that includes innovative, sustainable and affordable housing capable of supporting occupants without a private motor vehicle in a generally suburban location. The neighbourhood centre will be set within a low speed traffic environment not dominated by cars. The neighbourhood centre will also provide a focal point for the Fitzgibbon residential area as well as an accessible and legible point of access to the bushland within and to the east of the precinct. Residential 'shop-top' housing is encouraged above the commercial and retail uses in the neighbourhood centre.

The mixed use elements of the neighbourhood centre will predominately occur south and west of the north/south connector road. Community facilities will be developed in association with the bushland and open space areas to the north and east of the north/south connector road.

### Bushland and open space

The precinct comprises substantial areas of bushland and open space, including areas of significant environmental value, and a corridor including power lines which traverse the precinct in an east/west direction in the

north. An important feature of the precinct is the retention of a north/south squirrel glider and other fauna corridor across major roads within the precinct and outside the UDA.

Development within the bushland and open space zone will be limited to enhancement and rehabilitation of environmental values and construction of water sensitive urban design features, stormwater management features, maintenance of drainage lines and for pedestrian/cycleways and other park facilities where such development minimises impacts upon the areas' environmental values in accordance with the Fitzgibbon Bushland Management Plan.

The interface between the bushland and open space zone and other zones will be carefully managed to ensure bushland interface areas are not infested with weeds or plants not endemic to the location.

The existing high voltage power lines will be retained and, where possible, underplanted to contribute to the desired ecological values of the precinct. The bushland and open space areas also play an important role in stormwater management.

### Transport

The precinct is traversed by the north/south connector road, providing a major connection for public transport, private vehicle and pedestrian and cycle access (refer to Figure 6). The north/south connector road is to be constructed to a 1 in 100 year flood immunity level.

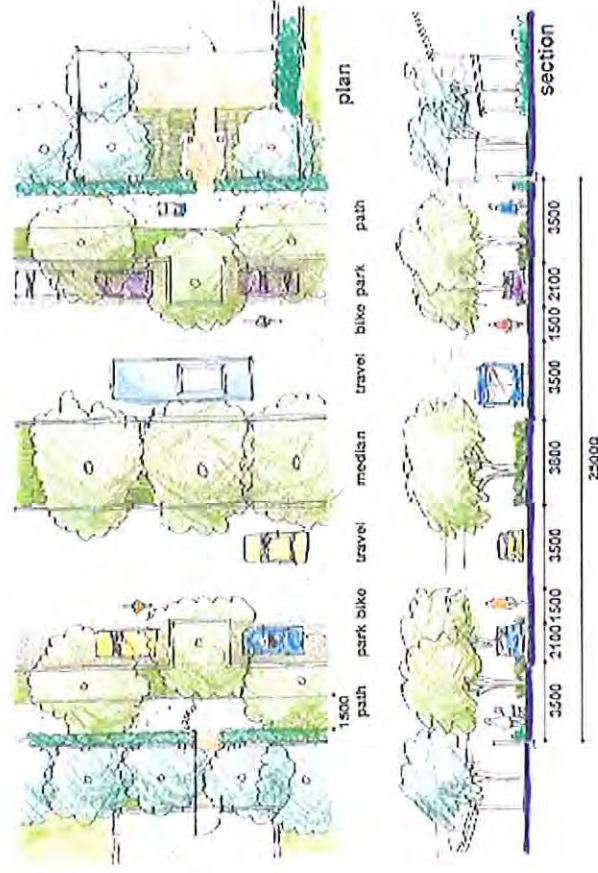
A generally north/south pedestrian and cycle link will also be provided through the precinct to connect the proposed busway and park and ride in the north of the UDA to the Carseldine Railway Station and proposed bus station to the south.

A local access street extension of Lavender Place will provide an important vehicle and pedestrian/cyclist link between the north/south connector road and the railway and proposed busway stations. The extension of Lavender Place will

provide for bus access and set down areas and at least one at-grade pedestrian crossing to provide a direct and legible link to the station.

To assist in the public transport movement through the precinct an east/west public street will also be provided between the north/south connector road and the proposed busway corridor. This street will be used by local buses to access the busway and as a public street to provide vehicular access points to adjoining development sites.

Figure 6: North/south connector road<sup>32</sup>



<sup>32</sup> Subject to detailed design.



## Precinct outcomes

### General

- Development occurs in accordance with Map 10.
- Development adjoining the north/south connector road can accommodate home based business and 'live-work' opportunities serviced by a rear lane.
- A centralised neighbourhood park is provided to meet the anticipated local open space requirements of each neighbourhood community in the precinct.
- A safe, direct and comfortable pedestrian route is provided through the precinct generally as depicted in Map 10.
- An east/west public street is provided between the north/south connector road and the proposed busway corridor. This public street accommodates safe and efficient movement of buses and enables vehicular access points to adjoining development sites.
- In the residential area north of Roghan Road and east of the north south corridor, a public street is provided along the full extent of the interface between residential and bushland areas to provide access for bush fire and other emergency vehicles, and to provide a clear edge between residential development and bushland areas.
- A neighbourhood centre, including community facilities located adjacent to the bushland areas and some 'shop-top' housing is provided.

- The neighbourhood centre includes innovative, sustainable and affordable housing.
- Development that supports the primary residential uses, such as child care is developed as need or demand warrants.
- Sufficient land is set aside to accommodate the proposed northern busway corridor<sup>33</sup>.
- Development is located away from the existing high voltage power lines in accordance with energy supplier standards, including buildings located at least 10 metres from the energy easement boundary.
- A minimum of two thirds of dwellings are available for purchase at or below the median house price in Brisbane.
- A minimum of one fifth of dwellings are available for purchase or rental to low to moderate income households.
- Building heights and densities are limited to that shown in Map 5 and Map 6.

### Bushland and open space

- Bushland and open space corridors and habitat have a strong connection with existing corridors and habitat beyond the UDA, and are maintained across streets and roads within the precinct<sup>34</sup>.

<sup>33</sup> Details of land requirements for the proposed busway to be determined in conjunction with Department of Transport and Main Roads.

<sup>34</sup> Development in the boundary interface investigation area will determine the precise extent of development in accordance with the criteria of the Fitzgibbon Bushland Management Plan.

- A north/south squirrel glider and other fauna movement corridor is provided in the north of the precinct. The fauna movement corridor is a minimum of 30m wide and contains infrastructure to assist fauna movements to link to future fauna movement infrastructure. The corridor is replanted with squirrel glider habitat species<sup>35</sup>.
- An east/west squirrel glider and other fauna movement corridor is provided across the north/south connector road. The corridor is a minimum of 50m wide and links the two bushland areas either side of the north/south connector road<sup>36</sup>.
- The north/south connector road is designed to minimise impacts upon significant vegetation including habitat trees, hydrology and wetlands<sup>36</sup>.
- In the north west of the precinct, a bushland and open space area of no less than 8.1 ha is maintained west of the north/south connector road for stormwater management. The stormwater management measures have minimal impact upon the area's environmental values<sup>36</sup>.
- In the south west of the precinct, the stormwater management function of the channel between the rail line and existing development to the east is maintained and the environmental values retained, rehabilitated and/or landscaped within at least 10 metres from the centre of the channel<sup>36</sup>.

<sup>35</sup> The Fitzgibbon Bushland Management Plan contains details of these requirements.

- Neighbourhood centre – mixed use zone**
  - The majority of the mixed use neighbourhood centre occurs south and west of the north/south connector road.
  - Community facilities are developed in the mixed zone adjoining the bushland and open space zone to the north and east of the north/south connector road.
  - The neighbourhood centre buildings and surrounds includes space for community meetings and uses such as social gatherings, refreshment, ancillary commercial uses, civic and open space uses and car parking areas that respect the bushland setting.
  - A focal point for walking and cycling trailways through the bushland is provided.
  - The future north/south connector road provides a traffic calmed environment to facilitate the safe movement of pedestrians across the street in the mixed use centre zone.
  - The neighbourhood centre:
    - is developed to take advantage of its northerly exposure and views over bushland to the north
    - is developed with a range of retail, commercial and residential uses that address the north/south connector road
    - showcases sub-tropical design in a small-scale, mixed-use neighbourhood centre



- provides for a maximum of 1500sqm gross floor area of retail uses
  - leasable ground floor space is designed to accommodate a combination of retail uses, cafes, personal and community services or uses and to function as a series of independent shopfronts and display windows
  - has key built edges that define corners and accommodates on-footpath dining
  - has key built edges with zero setbacks to the north/south connector road and at least a 3 metre wide veranda roof extending over at least a 5 metre wide footpath for the entire length of the building frontage
  - has footpaths that accommodate pedestrian movement, informal footpath dining, and key services such as post boxes, public telephones, refuse bins and seating
  - has a built form that facilitates the natural evolution, growth and extension of the centre over time
  - has first floor space designed to accommodate either small office tenancies or residential units, and to facilitate change of use over time and/or accommodate live-work situations.
- Carparking:
    - is provided at rates outlined in Table 1: Car parking rates
    - is provided generally behind the neighbourhood centre building
    - is provided in on-street parallel parking areas along the Roghan Road frontage
    - is available off-secondary access streets to facilitate off-street parking access and service requirements for retail tenants and possible second floor uses
    - is shared between the neighbourhood centre and community centre and potentially adjoining multi-unit and 'live-work' unit development
    - is at grade where possible.
  - Bus stops are provided along the north/south connector road to service the neighbourhood centre.
  - The architectural style of all buildings and landscape is themed to ensure that the neighbourhood centre, including community centre, is seen as a completely integrated local community and convenience destination.
- ### Jacaranda Gardens vicinity
- Development is limited to 3 storeys in height.
  - Development addresses and provides opportunities for surveillance of the local access street extension of Lavender Place.
  - Development is sited to ensure that existing residences in the neighbouring Jacaranda Gardens community are not overlooked.
  - The local access street extension of Lavender Place is suitable for buses, has sufficient area allocated for passenger set down and also provides for vehicular and pedestrian access from the adjoining low intensity residential areas to the north and medium intensity residential areas to the east.
  - A dedicated pedestrian and cycleway is provided along at least one side and a pedestrian path is provided on the other side of the local access street.
  - Safe and efficient pedestrian access is provided between the bus set down and the Carseldine Railway Station.



Precinct 4: Level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
All development specified in Schedule 1.	Material change of use for an environmentally relevant activity for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 2008</i> .	All other development not specified in Column 1, Column 2 or Column 3B.	In the bushland and open space zone, material change of use for:
In all zones (except for bushland and open space zone) material change of use for:			<ul style="list-style-type: none"> <li>commercial uses</li> <li>residential uses</li> <li>industrial uses</li> <li>retail uses</li> <li>rural uses</li> </ul>
<ul style="list-style-type: none"> <li>park.</li> </ul>	In the residential zone material change of use for:	<ul style="list-style-type: none"> <li>commercial uses (except for home based business, office and sales office and display home)</li> <li>industrial uses (except for service industry)</li> <li>retail uses</li> <li>rural uses</li> </ul>	<ul style="list-style-type: none"> <li>commercial uses</li> <li>residential uses</li> <li>industrial uses</li> <li>retail uses</li> <li>rural uses</li> </ul>
In the residential zone and mixed use zone, material change of use for:	<ul style="list-style-type: none"> <li>house.</li> </ul>	<ul style="list-style-type: none"> <li>service, community and other uses (except for child care centre, community facility and environmentally relevant activities)</li> <li>sport, recreation and entertainment uses (except for park)</li> <li>tourism uses.</li> </ul>	<ul style="list-style-type: none"> <li>service, community and other uses (except for environmentally relevant activities and utility installation)</li> <li>sport, recreation and entertainment uses (except for park)</li> <li>tourism uses.</li> </ul>
<ul style="list-style-type: none"> <li>sales office and display home</li> <li>home based business.</li> </ul>	Material change of use where not involving building work and complying with applicable car parking ratios.		
Operational work in accordance with the agreed standards as stated in a UDA development approval.		In the mixed use zone, material change of use for:	In the special purpose (transport corridor) zone, material change of use for:
		<ul style="list-style-type: none"> <li>commercial uses (except for home based business, medical centre, office and sales office and display home)</li> <li>industrial uses (except for service industry)</li> <li>retail uses (except for fast food premises, food premises, garden centre, hardware and trade supplies, market, shopping centre and shop)</li> <li>rural uses</li> <li>service, community and other uses (except for car park, child care centre, community facility and environmentally relevant activities)</li> <li>sport, recreation and entertainment uses (except for park)</li> <li>tourism uses.</li> </ul>	<ul style="list-style-type: none"> <li>commercial uses</li> <li>residential uses</li> <li>industrial uses</li> <li>retail uses</li> <li>rural uses</li> <li>service, community and other uses (except for environmentally relevant activities)</li> <li>sport, recreation and entertainment uses (except for park)</li> <li>tourism uses.</li> </ul>

## Precinct 5

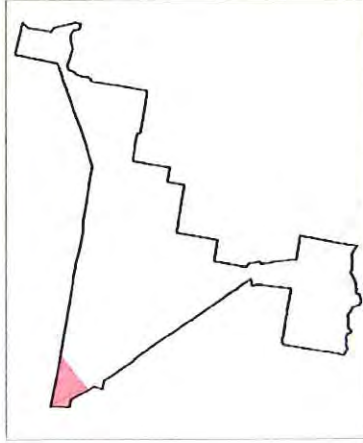
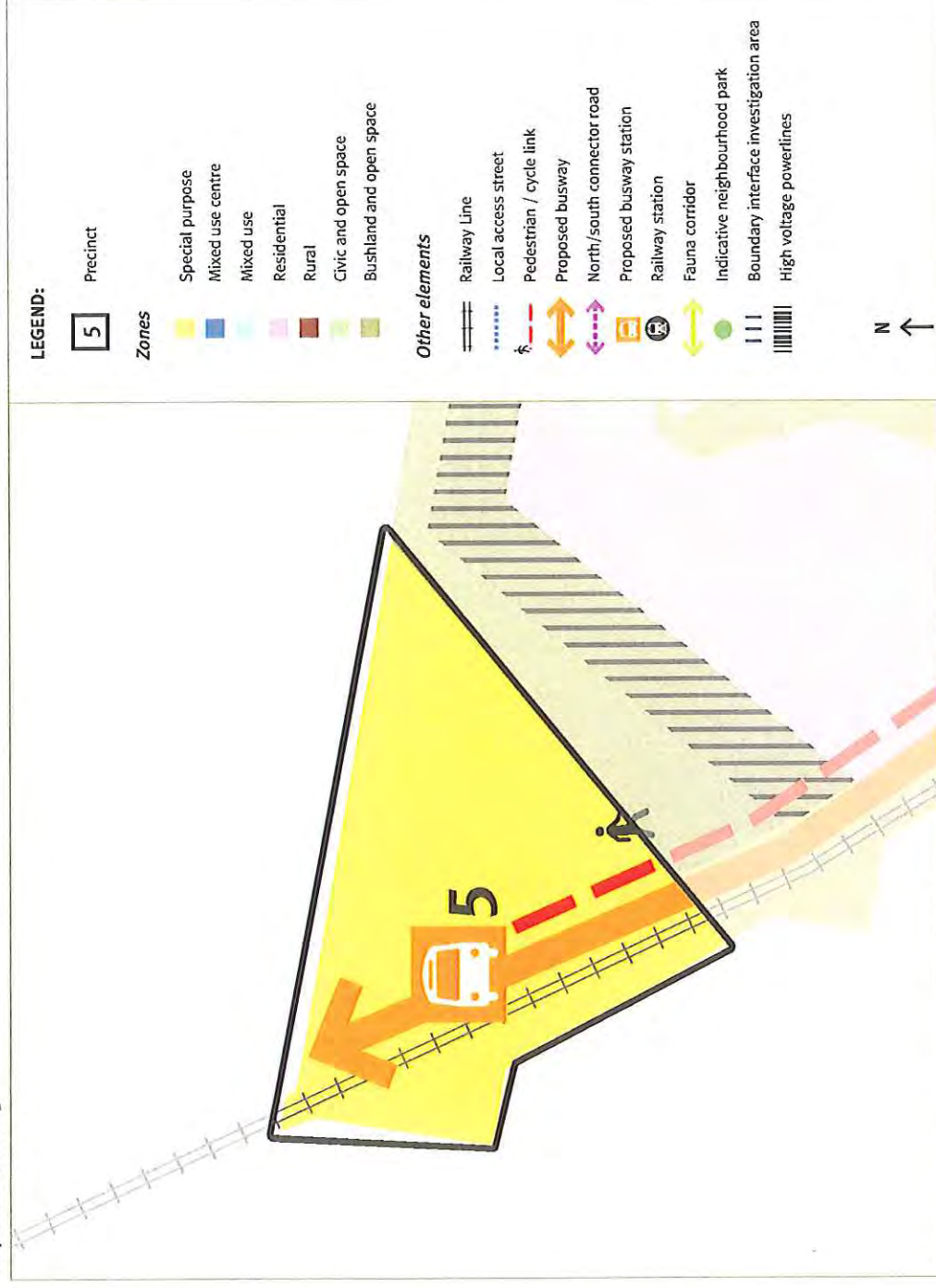


Figure 7: Precinct 5 locality plan

### Precinct intent

This precinct is characterised by a future Linkfield Road to Telegraph Road overpass. The precinct provides for the operation of the public transport network, including station and stop infrastructure, intermodal facilities (car parking, cycle parking and passenger set down) and access pathways. The precinct may also be developed for related small scale mixed use development, including local community uses, child care facilities, neighbourhood convenience retail and service industries.

Map 11: Precinct 5



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Map is intended for illustration purposes only and unless stated is not to scale.

### *Precinct outcomes*

- Development occurs in accordance with Map 11.
- The precinct is developed with public transport infrastructure and related mixed use development to suit local demands.
- Sufficient land is set aside for the proposed northern busway corridor<sup>36</sup>.

<sup>36</sup> Details of land requirements for the proposed busway to be determined in conjunction with Department of Transport and Main Roads.



Precinct 5: Level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
<p>All development specified in Schedule 1.</p> <p>In all zones material change of use for:</p> <ul style="list-style-type: none"> <li>park.</li> </ul> <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>Material change of use for an environmentally relevant activity for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 2008</i>.</p> <p>Material change of use where not involving building work and complying with applicable car parking ratios.</p>	<p>All other development not specified in Column 1, Column 2 or Column 3B.</p>	<p>In the special purpose (transport corridor and mixed use) zone, material change of use for:</p> <ul style="list-style-type: none"> <li>residential uses (except for multiple residential and other residential)</li> <li>industrial uses (except for service industry)</li> <li>retail uses (except for fast food premises, food premises, garden centre, hardware and trade supplies, market, service station and shop)</li> <li>rural uses</li> <li>service, community and other uses (except for child care centre, community facility, emergency services and environmentally relevant activities)</li> <li>sport, recreation and entertainment uses (except for park)</li> <li>tourism uses (except for visitor accommodation).</li> </ul>

## Precinct 6

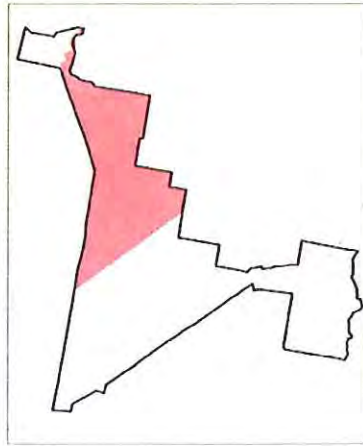
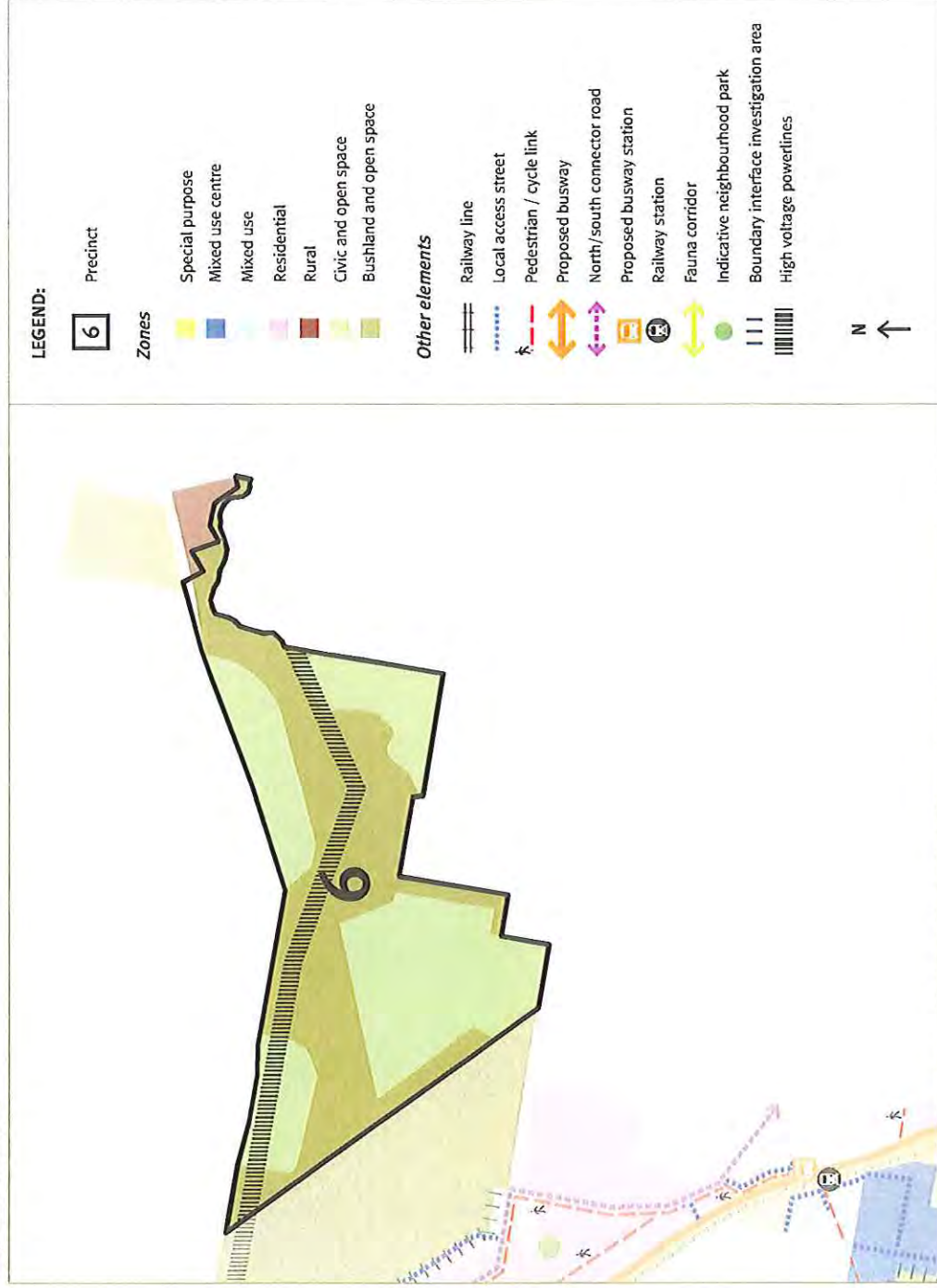


Figure 8: Precinct 6 locality plan

*Precinct intent*

This precinct comprises the BCC bushland and open space areas in the north of the Fitzgibbon UDA. It is bounded primarily by Telegraph Road in the north, Lemke Road in the east, Roghan Road to the south, and other bushland to the west. The precinct contains significant environmental values, recreational, sporting and civic open spaces, a major land fill and other cleared areas and a corridor including power lines which traverse the site in an east/west direction in the north of the precinct.

Map 12: Precinct 6



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Map is intended for illustration purposes only and unless stated is not to scale.

The precinct will provide a significant bushland amenity and sporting and recreational open space facilities for the emerging new suburban and urban communities surrounding and within the Fitzgibbon UDA.

The precinct comprises substantial areas of bushland and open space, including areas of significant environmental value, and a corridor including power lines which traverse the precinct in an east/west direction in the north. An important feature of the precinct is the retention of a north/south squirrel glider and other fauna corridor across major roads within the precinct and outside the UDA.

Development in sporting, recreational and other open space areas will support the proposed uses in these areas.

The existing high voltage power lines will be retained and, where possible, underplanted to contribute to the desired ecological values of the precinct. Bushland and open space areas also play an important role in stormwater management.

#### *Precinct outcomes*

##### **Bushland and open space**

- Development within the bushland and open space zone will be limited to enhancement and rehabilitation of environmental values and construction of water sensitive urban design features, stormwater management features, maintenance of drainage lines and for pedestrian/cycleways and other park

facilities where such development minimises impacts upon the area's environmental values.

- Bushland and open space corridors and habitat have a strong connection with existing fauna corridors and habitat beyond the UDA, and are maintained across streets and roads within the precinct.

- Cabbage Tree Creek is maintained and, where necessary, rehabilitated as one of the major pedestrian and cycleways throughout the precinct.

#### **Sporting, recreational and other open space**

- Existing land fill areas are rehabilitated to sporting, recreational and open space.
- Existing sporting and recreational open space areas are maintained or enhanced to encourage increased use.
- Development respects and accommodates the existing power lines and associated corridor.
- The high voltage powerline easement is, where possible, underplanted to contribute to the desired ecological values of the precinct.
- Stormwater conveyance and storage capacity is maintained.
- Where required, provision is made for essential services, infrastructure and transport requirements.



Precinct 6: Level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
<p>All development specified in Schedule 1.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> <li>○ park</li> <li>○ sport, recreation and entertainment uses.</li> <li>○ Operational work in accordance with the agreed standards as stated in a UDA development approval.</li> </ul>	<p>Material change of use for an environmentally relevant activity for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 2008</i>.</p>	<p>All other development not specified in Column 1, Column 2 or Column 3B.</p>	<p>In the bushland and open space zone, material change of use for:</p> <ul style="list-style-type: none"> <li>○ commercial uses</li> <li>○ residential uses</li> <li>○ industrial uses</li> <li>○ retail uses</li> <li>○ rural uses</li> <li>○ service, community and other uses (except for community facility and environmentally relevant activities)</li> <li>○ tourism uses.</li> </ul> <p>In the civic and open space zone, material change of use for:</p> <ul style="list-style-type: none"> <li>○ commercial uses</li> <li>○ residential uses</li> <li>○ industrial uses</li> <li>○ retail uses</li> <li>○ rural uses</li> <li>○ service, community and other uses (except for community facility and environmentally relevant activities)</li> <li>○ tourism uses.</li> </ul>

## Precinct 7

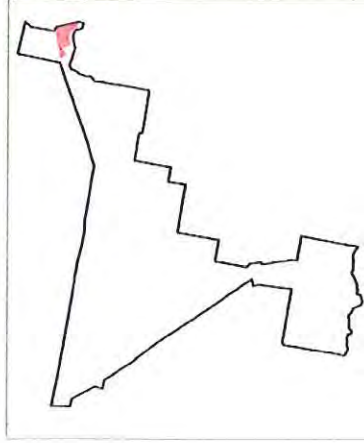


Figure 9: Precinct 7 locality plan

### Precinct intent

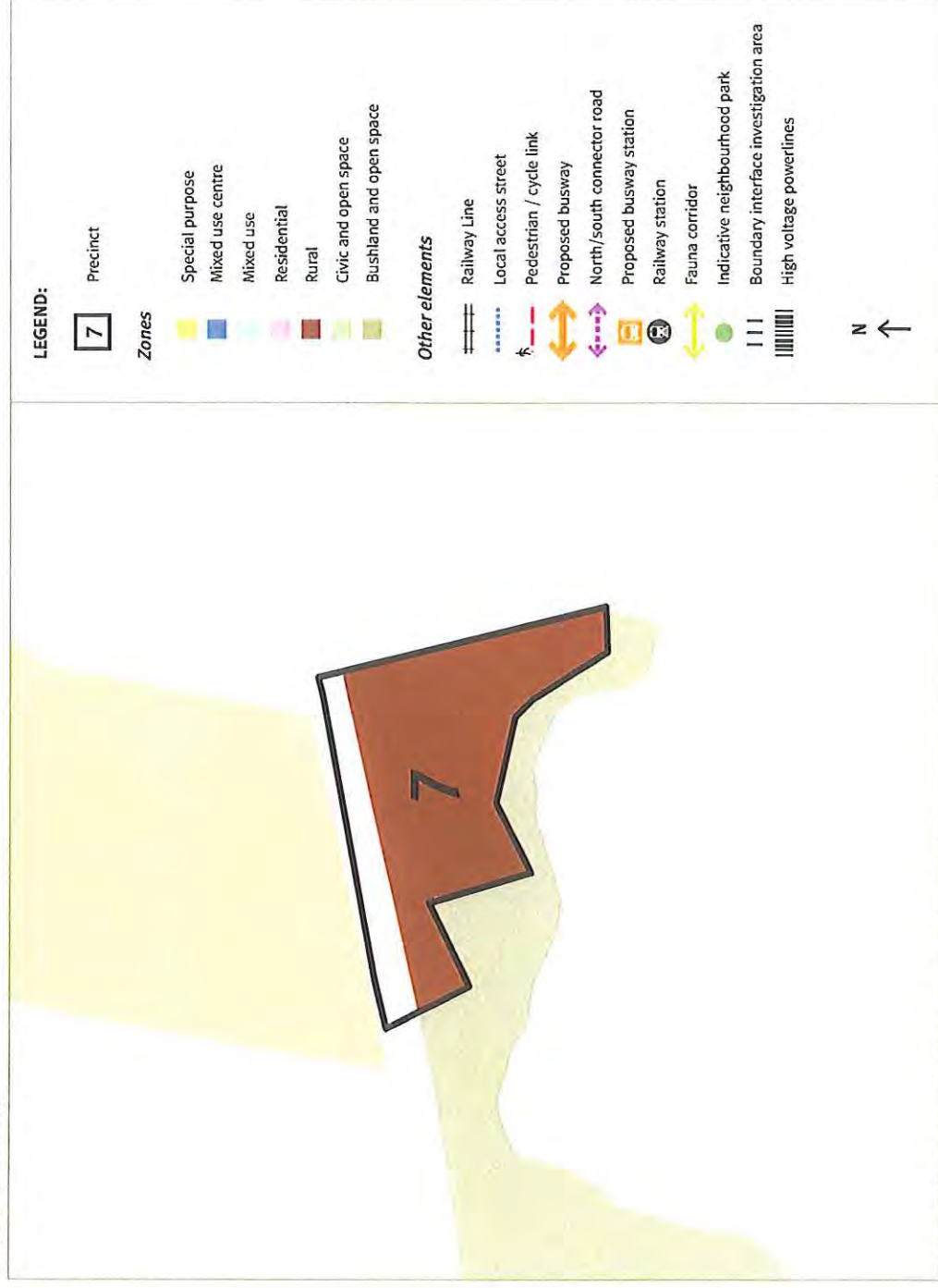
This precinct is located in the far north east of the Fitzgibbon UDA. It is bounded by Depot Road to the north, the Gateway Arterial to the east and bushland and open space areas to the south and west. The precinct currently incorporates a range of uses including a service station and dwellings in a rural setting.

It is intended that the rural uses in this precinct be retained.

### Precinct outcomes

- The rural uses in the precinct are retained.

Map 13: Precinct 7



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Map is intended for illustration purposes only and unless stated is not to scale.

Precinct 7: Level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
All development specified in Schedule 1. Material change of use for: ○ park. Operational work in accordance with the agreed standards as stated in a UDA development approval.	Material change of use for an environmentally relevant activity for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 2008</i> . In the rural zone, material change of use for: ○ house ○ agriculture ○ home based business.	All other development not specified in Column 1, Column 2 or Column 3B.	In the rural zone, material change of use for: ○ commercial uses (except for home based business) ○ industrial uses ○ residential uses (except for house) ○ retail uses ○ rural uses (except for agriculture) ○ service, community and other uses (except for environmentally relevant activities) ○ sport, recreation and entertainment uses (except for park) ○ tourism uses.



## Precinct 8

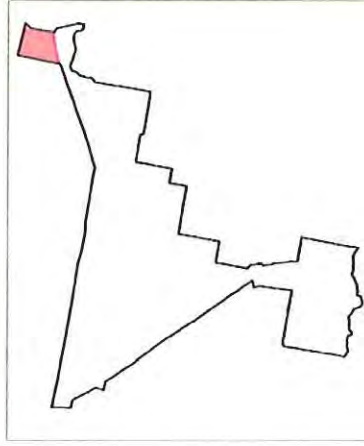


Figure 10: Precinct 8 locality plan

### Precinct intent

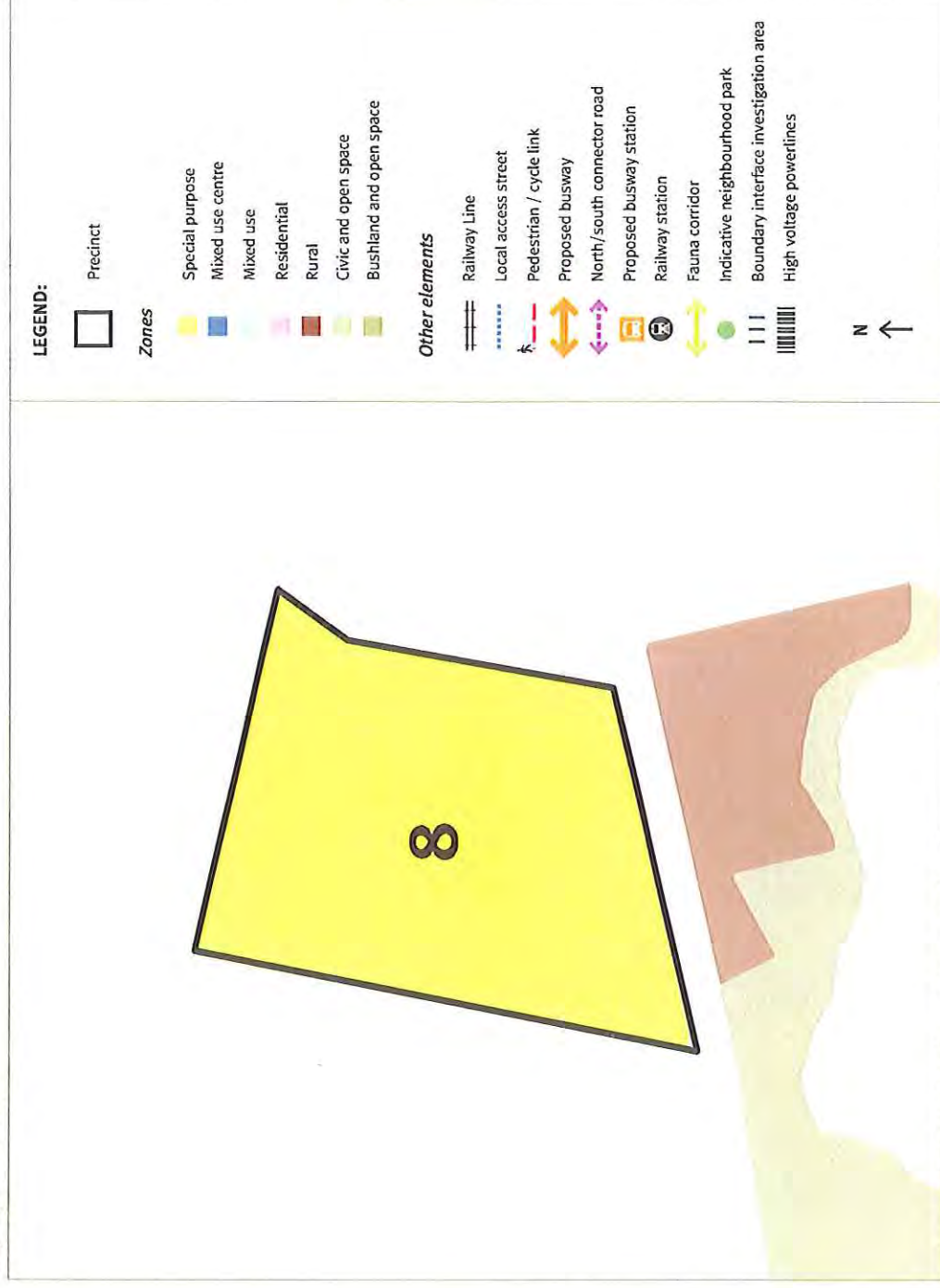
This precinct incorporates the Environmental Protection Agency Hydraulics Laboratory on the corner of Depot Road and Quinlan Street. Deagon. The precinct is otherwise bounded by the Gateway Arterial to the east and a bushland park to the north.

It is intended that the existing uses in this precinct be retained.

### Precinct outcomes

- The existing uses are retained.
- The existing pedestrian and cyclist paths servicing the precinct are retained.

Map 14: Precinct 8



Produced by the Urban Land Development Authority (ULDA) 2009  
Map is intended for illustration purposes only and unless stated is not to scale.

Precinct 8: Level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
<p>All development specified in Schedule 1.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> <li>○ park.</li> <li>○ Operational work in accordance with the agreed standards as stated in a UDA development approval.</li> </ul>	<p>Material change of use for an environmentally relevant activity for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 2006</i>.</p>	<p>All other development not specified in Column 1, Column 2 or Column 3B.</p>	<p>In the special purpose (environmental protection agency hydraulics laboratory) zone, material change of use for:</p> <ul style="list-style-type: none"> <li>○ commercial uses</li> <li>○ industrial uses</li> <li>○ retail uses</li> <li>○ residential uses</li> <li>○ rural uses</li> <li>○ service, community and other uses (except for environmentally relevant activities)</li> <li>○ sport, recreation and entertainment uses (except for park)</li> <li>○ tourism uses.</li> </ul>

Table 3: Description of works outlines the infrastructure items required to support the vision for the Fitzgibbon Urban Development Area.

Funding mechanisms to achieve the delivery of this infrastructure are detailed in Chapter 5.0 Implementation Strategy.

## 4.1 Infrastructure not subject to UDA infrastructure charges

### Linkfield/Telegraph Road overpass

The Linkfield/Telegraph Road overpass is a Brisbane City Council infrastructure initiative of regional significance. Funding and timing of delivery is subject, in the first instance, to Brisbane City Council priorities. As the benefited area for this initiative is substantially outside the UDA, no specific contribution from infrastructure charges within the UDA will be sought.

### Proposed northern busway

Funding and timing of delivery of the proposed northern busway is subject to State Government priorities. Land requirements for the proposed northern busway are to be provided in accordance with the land use plan at the time of development approvals. Construction of the northern busway is subject to Department of Transport and Main Roads investigations and State Government funding.



Table 3: Description of works

## Proposed transport improvements

Description of works	Indicative timing/responsibility
1 North/south connector road to Telegraph Road	Road link delivered in accordance with development requirements. Link to be fully funded and delivered by future development within Precinct 4.*
2 Lavender Place extension to Carselgrove Avenue	This link provides essential vehicle, pedestrian and cycle access to and from Carseldine Railway Station on the eastern side of the railway line. This link should be operational no later than 12 months after residents begin to occupy new development in Precinct 4. This link should be funded by contributions from within Precinct 4 with a contribution towards its construction provided by Department of Transport and Main Roads and the Translink Transit Authority.*
3 New Loop Road Balcara Avenue to Carseldine Station into Precinct 1	New road to be provided in association with development of the Carseldine Urban Village and Beams Road Railway Overpass. Link to be funded by infrastructure contributions for development within Precinct 1 and Precinct 3 and as part of the Beams Road Railway Overpass.*
4 Intersection upgrades	These upgrades will be in accordance with traffic studies undertaken as development proceeds. Contributions towards intersection upgrades shall generally be drawn from Precinct 4.*
<ul style="list-style-type: none"> <li>• Carselgrove Avenue and Beams Road</li> <li>• Telegraph Road and north/south connector road</li> <li>• Handford Road and Roghan Road</li> </ul>	
5 Intersection upgrades	These upgrades will be in accordance with traffic studies undertaken as development proceeds. Contributions towards intersection upgrades shall generally be drawn from Precinct 1, 2 and 3 as appropriate.*
<ul style="list-style-type: none"> <li>• Balcara Avenue and Beams Road</li> <li>• Golden Place and Beams Road</li> <li>• Dorville Road and Beams Road</li> <li>• Dorville Road and Precinct 1 access points</li> </ul>	
6 Beams Road Railway Overpass	Development in Precincts 1, 2 and 3 will contribute to the cost of the overpass at a rate to be determined through a development agreement and/or special rate or charge. Development within Precinct 1 will be subject detailed traffic studies and threshold analysis.

## Proposed community facilities

Description of works	Indicative timing/responsibility
7 Community facility - Fitzgibbon residential area	A multi-purpose community facility is envisaged associated with the proposed neighbourhood centre within Precinct 4. Contributions to this facility will be required from future development in Precinct 4 at a rate determined in the ULDA's Infrastructure Charges Schedule.
8 Community facility - Carseldine Urban Village	A community facility is envisaged within Precinct 1. Contributions to this facility will be required from future development in Precinct 1, 2 and 3 at a rate determined in the ULDA's Infrastructure Charges Schedule.

## Proposed flood mitigation works

Description of works	Indicative timing/responsibility
9 Cabbage Tree Creek flood mitigation works	A schedule of flood mitigation works within Cabbage Tree Creek is required in order to provide flood immune development/redevelopment outcomes for portions of Precincts 1, 2 and 3. These works are subject to agreements with Brisbane City Council and will need to be fully funded by development agreements and/or special rates or charges from development in Precincts 1, 2 and 3.*

Proposed water and sewer infrastructure

Description of works	Indicative timing/responsibility
10 Water and sewer	Water and sewer networks within the UDA will be provided at the time of developments being undertaken.*
* A credit for that component of the infrastructure provided outside the developable areas may be applicable if development is constructed or completed by the owner.	



## 5.1 Introduction

As described in earlier sections of the development scheme the purpose of the ULDA Act is to facilitate:

- (i) the availability of land for urban purposes
- (ii) the provision of a range of housing options to address diverse community needs
- (iii) the provision of infrastructure for urban purposes
- (iv) planning principles that give effect to ecological sustainability and best practice urban design and
- (v) the provision of an ongoing availability of affordable housing options for low to moderate income households.

The mission formulated by the ULDA to achieve the purposes of the Act is to create vibrant inclusive communities and to:

*Create sustainable world class precincts all Queenslanders can be proud of. These outstanding new urban communities will incorporate best practice urban design principles and a range of affordable housing options.*

In achieving that vision, the values the ULDA seek to exhibit in its achievement of that outcome are:

- bold leadership
- collaboration and partnership
- creativity and innovation
- sustainability and
- integrity.

Consequently, the implementation strategy and actions of the ULDA need to address aspects broader than the Act's purposes and need to address, not only what is to be achieved, but also how it is achieved.

In many aspects, this implementation strategy will be a living document, responding to circumstances as they arise, learning from the lessons as the ULDA develops and adopting innovation arising from technological change and innovation from industry.

However, the following section provides a framework, indicating the implementation strategy elements, desired outcomes and planned actions formulated at this time to give effect to the Act's purposes and the ULDA's mission.

The key elements determined as essential in the achievement of the ULDA's mission are indicated below and detailed in the following sections:

- urban land availability for development
- housing options
- urban infrastructure provision
- ecological sustainability
- best practice urban design.

All elements in each section must be achieved to the greatest extent practical having regard to each of the other elements of the implementation strategy.

However, the ULDA also recognises that there are other aspects to the creation of development in the ULDA that bear recognition. In particular leadership and placemaking.

### 5.1.1 Leadership

The ULDA has been provided with an Act that allows for a 'blank slate' approach to urban development. This blank slate allows the ULDA to try alternative methods of delivering successful urban development outcomes.

Consequently, the ULDA recognises that while it has the ability to have a direct impact on outcomes within the ULDA, it also has the potential to have an indirect outcome by way of demonstration of the impact of alternative approaches.

Consequently, if successful, the processes, provisions or systems put in place may be suitable for adoption by other authorities in the State.

### 5.1.2 Placemaking

The ULDA recognises that the creation of successful urban spaces starts with establishing a vision for the ULDA which is meaningful, respects the location and site's characteristics and is likely to find acceptance by the wider community, and in particular, the development community so that development occurs. The land use plan and infrastructure strategy provides the main means of achieving good urban spaces.

However, the ULDA recognises that there are other, more subtle aspects that need to be considered to create truly special places that do not neatly fit into the following structure, namely:

- the arrangement and type of uses within spaces
- the role of the community in the development and change of spaces over time and
- event management to enliven and activate spaces.

These aspects are not addressed in this section but will be instituted as part of the ULDA's activities as the ULDA develops.



### 5.2 Urban land availability for development

The development scheme, to be successful and achieve the ULDA's aims, needs to lead to development on the ground, rather than be just a planning document. For landowners and the development industry, the development scheme's provisions need to create an environment where commercially viable development projects are fostered.

The ULDA will lead development in the ULDA by developing the state owned land. Measures of success include community acceptance and market purchase of ULDA developed land, and the willingness of private industry to seek to develop sites within the ULDA.

Element	Measure	Actions
Urban land availability for development	Development occurs within the ULDA.	<p>A development scheme that:</p> <ul style="list-style-type: none"> <li>includes development requirements that allow a commercial outcome</li> <li>provides certainty of development potential (uses and yield)</li> <li>responds to changes in market conditions and</li> <li>allows for alternative design solutions.</li> </ul> <p>An infrastructure strategy that:</p> <ul style="list-style-type: none"> <li>ensures necessary infrastructure is co-ordinated and constructed to facilitate development</li> <li>does not require development contributions that are so high that land owners have no incentive to redevelop their properties</li> <li>has a charging regime that balances upfront costs with payments over time, and recognises the importance of time of payments to the industry</li> <li>has a transparent and easily calculable development contribution schedule.</li> </ul> <p>An approval system that:</p> <ul style="list-style-type: none"> <li>minimises time delay to the developer</li> <li>highlights early the level of detail required for a specific development application</li> <li>allows for consideration of alternative solutions in an expeditious manner</li> <li>allows a development proponent to be provided with a degree of certainty early in the process so that a development proposal will be acceptable</li> <li>provides consistency from the pre-lodgement process, through approval to project commencement.</li> </ul> <p>The ULDA will seek to facilitate development in specific areas by:</p> <ul style="list-style-type: none"> <li>working with landowners to find solutions to specific issues</li> <li>build catalyst infrastructure where it will lead to early development within a precinct</li> <li>broker discussions with government agencies where required to facilitate resolution of issues</li> <li>work with government agencies to bring land to the market where the land is surplus to their requirements</li> <li>undertake studies to address area wide issues.</li> </ul>



## 5.0 Implementation Strategy

### 5.3 Housing options

There has been a decline in housing affordability in Queensland which has been exacerbated by increases in interest rates and strong growth in the economy until market events in 2008. Declining housing affordability is particularly pronounced in the inner suburbs of Brisbane as a result of inner urban gentrification.

The ULDA Act specifically states that one of the main purposes of the Authority is to facilitate the provision of 'an ongoing

availability of affordable housing options for low to moderate income households'.

Consequently, the ULDA seeks to achieve the development of diverse and inclusive communities by improving housing delivery, affordability, design and choice and specifically the ULDA will seek to increase the provision of affordable, appropriate and accessible housing for low to moderate income earners.

The Fitzgibbon UDA is a rare greenfield development opportunity in the Brisbane

- suburbs. Planning and design innovations, including the introduction of a variety of forms, types and arrangements of sites, lots and housing, and ULDA's management and control of the development process enables the ULDA to quickly deliver some of the most affordable housing in Brisbane in the Fitzgibbon UDA.
- Measures of this success will be:
  - achieving a minimum of two-thirds of dwellings within Precinct 4 at or below the median house price in Brisbane
- achieving a minimum of one-fifth of dwellings within Precinct 4 available for purchase or rental to low to moderate income households
- achieving a mix of incomes, tenures and price point in the UDA and precincts within the UDA including social, affordable rental and affordable owner occupier housing.

Elements	Measure	Actions
Housing options	<p>Achieving a minimum of 15% of all dwellings across the UDAs as affordable.</p> <p>Achieving a minimum of two-thirds of dwellings within Precinct 4 at or below the median house price in Brisbane.</p> <p>Achieving a minimum of one-fifth of dwellings within Precinct 4 available for purchase or rental to low to moderate income households.</p> <p>Achieving a minimum of 5% of all dwellings in the Carseldine Urban Village as affordable.</p> <p>Achieving a diversity in housing options across the UDA.</p>	<p>Implement the following strategies to deliver affordable housing in the UDAs:</p> <p><b>(1) Development contribution: sharing value uplift</b> In private development in the UDAs where there is significant land value uplift arising from the ULDA Development Scheme, a development contribution towards affordable housing will be required.</p> <p><b>(2) Development contributions: affordable housing and housing diversity requirements</b> In all residential developments through appropriate design, reduction in house, unit and lot sizes, and changes to building practices, residential product will be required to provide affordable and diverse housing options.</p> <p><b>(3) Facilitating Not for Profit housing (NFP)</b> This will occur through ensuring a timely development approval process and in some circumstances reduced requirements through the development scheme.</p> <p><b>(4) ULDA development activities</b> The ULDA Act allows the ULDA to develop land. Surplus income generated from these activities will be utilised for the purposes of funding the ongoing operations of the ULDA and to deliver additional affordable housing outcomes.</p> <p><b>(5) Provision of social housing (subject to DoH funding):</b> The provision of social housing in all UDAs which is funded by the Department of Housing and managed by the Department or a Not for Profit (NFP) community housing organisation and meets the needs of the lowest income and highest need households on the housing register.</p> <p><b>(6) Facilitating social housing</b> The ULDA is working closely with the Department of Housing to facilitate the provision of social housing through their standard purchase program.</p>

## 5.4 Ecological sustainability

The provisions of the land use plan and infrastructure plan reflect an ecological sustainable balance that integrates:

- protection of ecological processes and natural systems at local, regional, state and wider levels
- economic development
- maintenance of the cultural, economic, physical and social wellbeing of people and communities.

Element	Measure	Actions
Ecological sustainability	Planning and development achieves a balance that facilitates ecological sustainability.	<p>The ecological sustainability principles within the land use plan are enforced.</p> <p>The ULDA sustainability policy is used to promote and facilitate incorporation of ecological sustainability principles within development.</p> <p>The development industry is encouraged to better the land use plan's provisions.</p> <p>Establishment of a close working relationship with tertiary institutions and private industry to identify projects demonstrating ecological sustainable outcomes to be instituted in the UDA.</p> <p>Documentation and promotion of ecological sustainable examples developed within the UDA.</p> <p>The ULDA Fitzgibbon Bushland Management Plan is used to guide activities within the bushland and open space zone.</p>



## 5.0 Implementation Strategy

### 5.5 Best practice urban design

The land use plan and infrastructure plan have been prepared to result in urban design outcomes of a high standard.

A measure of this success will be the acceptance by the industry and community of the resulting built form.

Element	Measure	Actions
Best practice urban design	Built form outcome is accepted by the industry and community as a high standard.	<p>The vision for the UDA and its precincts, and the principles contained within structure plan are protected through the development approval process.</p> <p>The development requirements are continually assessed and reviewed for their relevance and appropriateness.</p> <p>Design innovation and alternative outcomes are encouraged with an incentive program to be developed to reward excellence in design.</p> <p>ULDA review panels provide a multi-disciplinary review of development proposals.</p> <p>Establishment of a close working relationship with tertiary institutions and private industry to identify projects demonstrating superior design outcomes to be instituted in the UDA.</p> <p>Documentation and promotion of good design outcomes developed within the UDA.</p>

## 5.6 Urban infrastructure provision

### Funding principles to facilitate development

Prudent investment in infrastructure is necessary to facilitate the increase in development intensity required to deliver the vision for the UDA.

Contributions towards the delivery of this infrastructure will be shared as the funding of the required infrastructure is not commercially viable for any one developer, owner or government entity due to the fragmentation of land ownership or the overall sizeable costs of some of the infrastructure works.

The use of public funds as the primary source of funding to pay for the necessary infrastructure, resulting in a significant increase in development yield and hence a windfall gain to private land owners, is not considered appropriate.

Consequently, redevelopment of areas within the UDA are not likely to occur unless a specific infrastructure funding package can be developed, which is acceptable to landowners, the industry and government.

The overarching infrastructure funding principles proposed to facilitate redevelopment are:

- (i) infrastructure funding will be based on ensuring that the vision of the UDA can be achieved
- (ii) infrastructure and activities will be funded in a fair and equitable manner and will be based on the most appropriate mechanism. These include:
  - user charges
  - special rates and charges
  - state and federal funding
  - conditions for the provision of infrastructure
  - state infrastructure agreements
  - negotiated infrastructure agreements.
- (iii) where infrastructure can be fairly apportioned to users, infrastructure charges as per the *Integrated Planning Act 1997* will be used. Impact mitigation payments may be imposed if unanticipated development occurs
- (iv) special rates and charges will be used generally for maintaining infrastructure and for infrastructure / projects / activities / services where there is a direct nexus between development within the UDA and the item(s) that are being charged. In some instances special rates and charges will be used for establishing strategic infrastructure and services
- (v) land value uplift will be captured and expended on infrastructure and projects that are of a strategic nature and have a community benefit. This may include part funding some of the items captured under the infrastructure charges

### Major infrastructure and affordable housing

The major infrastructure works, affordable housing and ecologically sustainable outcomes will be funded by way of the sharing of the land value uplift arising from the UDA's development scheme. In the case of major infrastructure requiring funding in addition to what development in the UDA could support by way of an infrastructure charge, the ULDA will seek to enter into development agreements with the State, local government or developer as required.

Where land value uplift arises from the ULDA's development scheme, the value uplift shall be shared by the ULDA and the land owner. The rate will be determined by considering various development scenarios and developing a business model, using standard industry assumptions and using this information to then determine the residual land value.

### Infrastructure contributions

Charges for infrastructure will be determined and reviewed from time to time and be published in the ULDA's infrastructure contributions framework.

Where special rates and charges are proposed consultation with the local community will assist in determining the contribution area and scope and scale of works.

Where required, a development agreement will be entered into with the development proponent in accordance with ss.2.11 of the land use plan.

schedule or special rates and charges or infrastructure not included in these charging mechanisms. This could include funding affordable housing, shortfalls / gaps in funding required for infrastructure provision and / or strategic projects of a broad nature for community assets and high level shared infrastructure

- (vi) the allocation of government funding for infrastructure provision will be determined through the annual budget process.

### Financing of works

#### Network infrastructure

The funding of network infrastructure will be achieved through an Infrastructure Contribution Schedule (ICS).

The ICS will cover the following items:

- water
- sewer
- waterways
- transport
- community facilities.

The methodology to calculate the rates for these items will be consistent with the *Integrated Planning Act 1997* methodology.

These contributions will be required to be paid prior to development commencing.



### Schedule 1: Exempt Development

<b>Building work</b>
Minor building work or demolition work.
Carrying out building work associated with a material change of use that is UDA exempt development.
<b>Material change of use of premises</b>
Making a material change of use of premises implied by building work, plumbing work, drainage work or operational work if the work was substantially commenced by the State, or an entity acting for the State, before 31 March 2000.
Making a material change of use of premises for a class 1 or 2 building under the Building Code of Australia (BCA), part A3 if the use is for providing support services and short term accommodation for persons escaping domestic violence.
<b>Reconfiguring a lot</b>
Reconfiguring a lot under the <i>Land Title Act 1994</i> , where the plan of subdivision necessary for the reconfiguration is: <ul style="list-style-type: none"> <li>(a) a building format plan of subdivision that does not subdivide land on or below the surface of the land</li> <li>(b) for the amalgamation of two or more lots</li> <li>(c) for incorporation, under the <i>Body Corporate and Community Management Act 1997</i>, section 41, of a lot with common property for a community titles scheme</li> <li>(d) for the conversion, under the <i>Body Corporate and Community Management Act 1997</i>, section 43, of lessee common property within the meaning of that Act to a lot in a community titles scheme</li> <li>(e) in relation to the acquisition, including by agreement, under the <i>Acquisition of Land Act 1967</i> or otherwise, or land by: <ul style="list-style-type: none"> <li>(i) a constructing authority, as defined under that Act, for a purpose set out in paragraph (a) of the schedule to that Act</li> <li>(ii) an authorised electricity entity</li> </ul> </li> <li>(f) in relation to land held by the State, or a statutory body representing the State and the land is being subdivided for a purpose set out in the <i>Acquisition of Land Act 1967</i>, schedule, paragraph (a) whether or not the land relates to an acquisition</li> <li>(g) for the reconfiguration of a lot comprising strategic port land as defined in the <i>Transport Infrastructure Act 1994</i> or</li> <li>(h) for the <i>Transport Infrastructure Act 1994</i>, section 240, or</li> <li>(i) in relation to the acquisition of land for a water infrastructure facility.</li> </ul>
Subdivision involving road widening and truncations required as a condition of development approval.



<b>Operational work</b>
Carrying out operational work associated with a material change of use that is UDA exempt development.
Clearing vegetation:
(a) other than significant vegetation as defined in Schedule 2
(b) carried out by, or on behalf of Brisbane City Council or a public sector entity, where the works being undertaken are authorised under a state law
(c) in accordance with the conditions of a UDA development approval for material change of use or reconfiguring a lot.
Erecting no more than one satellite dish on a premises, where the satellite dish has no dimension greater than 1.8 metres.
Filling or excavation:
(a) to a depth of one vertical metre or less from ground level on land to that is not referred to in Brisbane City Plan's Acid Sulphate Soil Code, Wetland Code and/or Waterway Code and where the site is not listed on the Contaminated Land Register or Environmental Management Register, or
(b) where top dressing to a depth of less than 100 vertical millimetres from ground level on land that is not referred to in Brisbane City Plan's Wetland Code and/or Waterway Code.
Placing an advertising device on premises.
Operational work or plumbing or drainage work (including maintenance and repair work) if the work is carried out by or on behalf of a public sector entity authorised under a state law to carry out the work.
<b>Plumbing and drainage work</b>
Carrying out plumbing or drainage work.
<b>All aspects of development</b>
All aspects of development a person is directed to carry out under a notice, order or direction made under a state law.
All aspects of development including maintenance that are incidental to and necessarily associated with a park.
All aspects of development undertaken by the State, or a statutory body representing the State, for the purposes of social housing.

**All aspects of development**

All aspects of development for a utility installation, being an undertaking for the supply of water, information communications technology cabling, electricity or gas, of any development required for the purpose of that undertaking by way of:

- (a) development of any description at or below the surface of the ground
- (b) the installation of any plant inside a building or the installation or erection within the premises of a generating station of any plant or other structures or erections required in connection with the station
- (c) the installation or erection of an electricity distribution or supply network (and any components of such a network) which operates at voltages up to and including 33 kilovolts, excluding new substations
- (d) the installation or erection of a new electrical transmission line on land on which such a line has already been erected
- (e) the augmentation of a Powerlink substation and of any Energex substation existing as at the date this clause took effect
- (f) the placing of pipes above the surface of the ground for the supply of water, the installation in a water distribution system of booster stations and meter or switchgear houses - any other development not specifically referred to above except where it involves erection of new buildings or reconstruction or alteration of existing buildings that would materially affect their design or external appearance
- (g) any new Energex substation where:
  - it ensures that there is appropriate capacity and reliability of electricity supply for the area
  - the transformers and other equipment are enclosed within buildings
  - it is limited in size to a total site (excluding buffer area) of 3000m<sup>2</sup> or less
  - contains no more than two transformers
  - the facility is designed to (as much as possible) to blend in with the locality (including fencing)
  - has landscaping along boundaries to provide a partial visual screen for the facility
  - it is accessible for plant and equipment replacements and at all times in emergency situations.
- (h) any other development not specifically referred to above except where it involves erection of new buildings or reconstruction or alteration of existing buildings that would materially affect their design or external appearance.

### All aspects of development

This exemption does not apply for a utility installation, where it involves:

- (i) the erection of new buildings
- (ii) power generation plant where burning 100kg or more of fuel an hour
- (iii) reconstruction or alteration of existing buildings that would materially affect their design or external appearance
- (iv) waste handling, treatment and disposal facility.

Development involving the construction, maintenance or operation of roads, busways and rail transport infrastructure, and things associated with roads, busways and rail transport infrastructure by or on behalf of or under contract with the ULDA, Brisbane City Council or the Queensland Government.

Things associated with roads, busways and rail transport infrastructure include but are not limited to:

- activities undertaken for road construction
- traffic signs and controls
- depots
- road access works
- road construction site buildings
- drainage works
- ventilation facilities, including exhaust fans and outlets
- rest area facilities and landscaping
- parking areas
- public passenger transport infrastructure
- control buildings
- toll plazas
- rail transport infrastructure.



## Schedule 2: Definitions list

For the purposes of the level of assessment tables within the land use plan, uses have been grouped into the following use definitions.

### Use definitions

#### Commercial uses

- o Home based business
- o Medical centre
- o Office
- o Sales office and display home
- o Veterinary clinic
- o Veterinary hospital

#### Industrial uses

- o Extractive industry
- o General industry
- o Heavy industry
- o Light industry
- o Research and technology facility
- o Service industry

#### Residential uses

- o House
- o Multiple residential
- o Other residential
- o Relocatable home and caravan park

#### Retail uses

- o Bulk landscape supplies
- o Fast food premises
- o Food premises
- o Garden centre
- o Hardware and trade supplies
- o Market
- o Outdoor sales or hire yard
- o Produce store
- o Roadside stall
- o Service station
- o Shop
- o Shopping centre
- o Showroom
- o Warehouse
- o Wholesale plant nursery

#### Rural uses

- o Agriculture
- o Animal keeping and husbandry
- o Aquaculture
- o Forestry
- o Winery

#### Service, community and other uses

- o Car park
- o Cemetery
- o Child care centre
- o Community facility
- o Crematorium

#### Educational establishment

- o Emergency services
- o Environmentally relevant activities

#### Funeral parlour

- o Hospital

#### Landing

- o Marina

#### Place of assembly

- o Utility installation

#### Sport, recreation and entertainment uses

- o Club
- o Indoor entertainment
- o Indoor sport and recreation
- o Outdoor sport and recreation
- o Park

#### Tourism

- o Tourist facility
- o Visitor accommodation

### Administrative definitions

#### Affordable housing

- o Authority

#### Basement

#### Building height

#### Bus rapid transit

#### Clean industry

#### Development scheme

#### Dwelling unit

- o Filling or excavation

#### Ground level

- o Gross floor area

#### High water mark

- o Mezzanine

#### Minor building or demolition work

#### Noise sensitive use

- o Plot ratio

#### Podium

#### Private open space

- o Public benefit

#### Public realm

- o Setback

#### Significant vegetation

- o Site cover

#### Storey

#### Sub-precinct plan

- o Tidal works

#### Land value uplift

- o Urban design

## Use definitions

### Commercial uses

#### (a) Home based business

House or multiple residential unit used for an occupation or business activity as a secondary use where:

- (a) the floor area used specifically for the home business does not exceed 50m<sup>2</sup>
- (b) any visitor accommodation does not exceed 4 visitors
- (c) there is no hiring out of materials, goods, appliances or vehicles
- (d) there is no repairing, servicing, cleaning or loading of vehicles not normally associated with a house and
- (e) the maximum height of a new building, structure or object does not exceed the height of the house and the setback is the same as, or greater than, buildings on adjoining properties.

#### (b) Medical centre

Premises used for the medical care and treatment of persons not resident on the site. The term includes medical centres, dental clinics, pathology labs, naturopath clinics, chiropractic clinics, natural medicine practices, counselling rooms, psychiatric and psychological consulting rooms, premises used for nursing services, and the like.

The term does not include home-based businesses, hospitals, retirement villages or aged care facilities.

#### (c) Office

Premises used primarily for administration, clerical, technical or professional activities. Any goods or materials made, sold or hired on the premises are ancillary to the primary activity.

#### (d) Sales office and display home

Premises, including a caravan or relocatable home structure, used for the promotion and/or sale of land and/or buildings within an estate, where such premises are located within the estate which is proposed to be promoted or sold.

#### (e) Veterinary clinic

Premises used for the veterinary care, surgery and treatment of animals, whether or not provision is made for the overnight short stay accommodation of the animals on the premises. The term does not include animal keeping and husbandry or veterinary hospital.

#### (f) Veterinary hospital

Premises used for the treatment of sick or injured animals where such animals are accommodated overnight or for long stay periods on the premises. The term does not include animal keeping and husbandry or veterinary clinic.

### Industrial uses

#### (a) Extractive industry

Premises used for extraction of sand, gravel, soil, rock, stone or similar substance from land. The term includes ancillary storage, loading or cartage and any crushing, screening, washing, blending or other treatment processes of material extracted from the site.

#### (b) General industry

Premises used for making, assembling, dismantling, break up, servicing, storing, repairing goods, or treating waste where potential impacts exist. The use includes but is not limited to the following:

- fuel burning
- boat maintenance
- battery recycling
- water treatment
- beverage production
- bottling and canning
- concrete batching
- tyre retreading
- metal forming
- edible oil processing
- seafood processing
- milk processing.

#### (c) Heavy industry

Premises used for making, assembling, dismantling, break up, servicing, storing, repairing goods, or treating waste of significant impacts which are likely to be noxious and/or hazardous and require isolation or significant buffering from other buildings and uses. The use includes but are not limited to the following:

- alcohol distilling
- boiler making
- metal recovery
- sugar milling or refining
- meat processing
- crushing, milling and grinding
- rendering
- pet, stock or aquaculture food manufacturing
- textile manufacturing
- tyre manufacturing
- chemical manufacturing, processing or mixing
- chemical storage
- coke producing
- gas producing
- paint manufacturing
- crude oil or petroleum product storage (excluding service stations)
- oil refining or processing
- fuel gas refining or processing

<ul style="list-style-type: none"> <li>metal works, surface coating and foundry</li> <li>mineral processing</li> <li>battery manufacturing</li> <li>manufacturing of plastic, plaster, pulp or paper</li> <li>sawmilling or wood chipping or chemically treating timber chemical or oil recycling.</li> </ul>	<p>industrial activity which is intended to provide services to the general public or is similar to those activities set out below and ancillary activities that support the industrial use such as administration offices or sales and display areas for products manufactured, assembled or finished on the site including:</p> <ul style="list-style-type: none"> <li>making of the following: <ul style="list-style-type: none"> <li>artificial flowers</li> <li>bread, cakes and pastry</li> <li>dental prostheses</li> <li>fashion accessories</li> <li>garments</li> <li>jewellery</li> </ul> </li> <li>optical goods, being spectacles and the like</li> <li>soft furnishings</li> <li>toys.</li> </ul>	<ul style="list-style-type: none"> <li>scientific instruments</li> <li>sports equipment, other than ammunition, vehicles and watercraft</li> <li>television and video equipment.</li> </ul>	<ul style="list-style-type: none"> <li>plan printing</li> <li>restoration of small articles of a personal or domestic nature works of art</li> <li>studio facilities for film, theatre or television.</li> </ul>
<p>This use does not include any other industrial uses or service station.</p>			<p>The term does not include any other industrial use.</p>
<p><b>(d) Light industry</b></p> <p>Premises used for making, assembling, dismantling, break up, servicing, storing, repairing goods, or treating waste of a small scale and low impact similar to those activities set out below and ancillary activities that support the industrial use such as administration offices or sales and display areas for products. The use includes but is not limited to the following:</p> <ul style="list-style-type: none"> <li>printing</li> <li>all industrial activities not Environmentally Relevant Activities, except where defined.</li> </ul>			
<p><b>(e) Research and technology facility</b></p> <p>Premises used for scientific or technological research development or testing.</p>			
<p><b>(f) Service industry</b></p> <p>Premises used for a small scale, low impact</p>	<ul style="list-style-type: none"> <li>providing the following services: <ul style="list-style-type: none"> <li>book binding</li> <li>car washing</li> <li>document duplicating or copying or photocopying</li> <li>engraving by hand</li> <li>laboratory facilities</li> <li>locksmith services</li> <li>photographic film processing</li> <li>picture framing</li> </ul> </li> </ul>		
	<ul style="list-style-type: none"> <li>domestic electrical appliances</li> <li>portable domestic electrical appliances</li> <li>domestic light fittings and accessories</li> </ul>		
	<ul style="list-style-type: none"> <li>aids and appliances for people with a disability</li> <li>audio-visual equipment</li> <li>barbeques</li> <li>blinds</li> <li>furniture</li> </ul>		
	<ul style="list-style-type: none"> <li>assembling the following from components manufactured elsewhere: <ul style="list-style-type: none"> <li>disability</li> </ul> </li> </ul>		
	<ul style="list-style-type: none"> <li>providing the following services: <ul style="list-style-type: none"> <li>book binding</li> <li>car washing</li> <li>document duplicating or copying or photocopying</li> <li>engraving by hand</li> <li>laboratory facilities</li> <li>locksmith services</li> <li>photographic film processing</li> <li>picture framing</li> </ul> </li> </ul>		
	<ul style="list-style-type: none"> <li>domestic electrical appliances</li> <li>power and other tools</li> <li>scientific instruments.</li> </ul>		
	<ul style="list-style-type: none"> <li>optical goods, being spectacles and the like</li> <li>portable gardening equipment</li> <li>mowers, including motor mowers and portable gardening equipment</li> <li>garments</li> <li>computers and computer equipment</li> <li>electronic instruments and equipment</li> <li>soft goods</li> <li>canvas goods, tents and camping</li> <li>cameras or other photographic equipment</li> <li>blinds</li> <li>repairing and servicing the following: <ul style="list-style-type: none"> <li>television and video equipment.</li> <li>ammunition, vehicles and watercraft</li> <li>sports equipment, other than scientific instruments</li> </ul> </li> </ul>		
	<ul style="list-style-type: none"> <li>restoration of small articles of a personal or domestic nature works of art</li> <li>studio facilities for film, theatre or television.</li> </ul>		
	<ul style="list-style-type: none"> <li>plan printing</li> <li>restoration of small articles of a personal or domestic nature works of art</li> <li>studio facilities for film, theatre or television.</li> </ul>		



facilities and residential accommodation for management and staff.	include drive through facilities and ancillary facilities for the consumption of food on the premises.	owned or occupied by the stall operator. The stall is to be no greater than 50m <sup>2</sup> in gross floor area.
<b>(d) Relocatable home and caravan park</b>	<b>(c) Food premises</b>	<b>(i) Service station</b>
Premises used for the parking or location of relocatable homes, caravans, self contained cabins, tents and similar structures for the purpose of providing residential accommodation.	Premises used for the preparation and sale of food and drink to the public for consumption on or off the site. The term includes a café, restaurant, coffee shop, bistro, tea room, milk bar, snack bar, kiosk, take-away, but does not include a fast food premises as separately defined.	Premises used for the retail sale of fuel including petrol, liquid petroleum and automotive distillate to refuel motor vehicles.
The term includes ancillary facilities such as amenities, laundries, kitchens, a kiosk and recreation facility residential accommodation for persons associated with the development. It also includes a manager's office and residence.	<b>(d) Garden centre</b>	<b>(k) Shop</b>
	Premises used for the display and retail sale of gardening and landscape products and supplies. The term includes the propagation and sale of plants and the sale of seeds, pots, gardening tools, pre-packaged landscaping products (such as fertilisers, potting mix, mulch and stones) outdoor furniture and lighting, letterboxes, garden ornamentation, and literature on gardening. The use may include an ancillary coffee shop or café.	Premises used for the display, sale or hire of goods to the public. The term includes the incidental storage of goods on the premises and the ancillary or incidental preparation of food. It also includes hairdressing, minor appliance repairs, alterations, retail dry cleaning, liquor store, department store, discount department store, discount variety stores and betting agencies. The term does not include the types of repairs as separately defined by light industry.
<b>Retail uses</b>	<b>(e) Hardware and trade supplies</b>	<b>(l) Shopping centre</b>
<b>(a) Bulk landscape supplies</b>	Premises used for the display, sale, and hire of hardware and trade supplies household fixtures, timber, tools, paint, wallpaper, plumbing supplies and the like.	Premises used for display, sale or hire of goods comprising two or more individual tenancies, comprising primarily shops and which function as an integrated complex.
Premises used for the bulk storage and sale of landscaping, gardening or rural materials and supplies including soil, soil additives, gravel, seeds, fertilisers, potting mix, mulch, agricultural chemicals and fertilisers, irrigation supplies, where the majority of materials sold from the premises are not in pre-packaged form. The term also includes the cultivation of plants for sale on the site where ancillary to the other landscape supplies.	<b>(f) Market</b>	<b>(m) Showroom</b>
<b>(b) Fast food premises</b>	Premises used for the preparation and sale of food to the public generally for immediate consumption off the premises. The term may	Premises used for the display and sale of goods primarily of a bulky nature and of a similar or related product line, where the gross floor area exceeds 250m <sup>2</sup> , including but not limited to large electrical goods, furniture, floor coverings, toys, bulk stationery supplies,
	<b>(g) Outdoor sales or hire yard</b>	
	Premises used for the display, sale, hire or lease of any construction or industrial plant and equipment, agricultural machinery, motor vehicles, boats, trailers, other demountable or transportable structures and the like, to the public, where the use is conducted wholly or predominantly outdoors. The term includes the ancillary maintenance and repair of any of the items to be sold, hired or leased and the ancillary sale or hire of portable tools, machinery or equipment.	
	<b>(h) Produce store</b>	
	Premises used for the display and sale of goods which are normally used in carrying out agricultural uses, including animal fodder, chemical fertilisers for primary production, seeds, bulk veterinary supplies, saddlery, other stock and pet supplies, small scale farm and garden equipment, and the like.	
	<b>(i) Roadside stall</b>	
	Premises used for the display and retail sale of agricultural products grown on the premises or on adjoining land which is	

motor vehicles, motor accessories, caravans, boats, sporting equipment and apparel, computer hardware and software, building and construction supplies, pools, spas and camping equipment. The term includes the ancillary and incidental sale of spare parts for such goods.

**(n) Warehouse**

Premises used for the storage of goods whether or not in a building, including self-storage facilities or storage yards.

**(o) Wholesale plant nursery**

Premises used for the purpose of growing plants, shrubs, trees or other vegetation for wholesale purposes.

**Rural uses**

**(a) Agriculture**

Premises used for commercial purposes for the:

- growing and harvesting of trees, crops, pastures, flowers, fruit, turf, vegetables and the like for commercial or business purposes. The definition includes the storage and packing of produce grown on the subject site and the repair and servicing of machinery and other ancillary activities or
- breeding, keeping, rearing, training, boarding or stabling of animals.

**(b) Animal keeping and husbandry**

Premises used for keeping, depasturing, grazing or stabling of any animal, bird, insect and reptile. The term includes the use of land for keeping, breeding, stabling, training or boarding animals.

**(c) Aquaculture**

Premises used for the cultivation of live fisheries resources (where such resources are defined in the *Fisheries Act 1994*).

**(d) Forestry**

Premises used for the management, planting, growing or harvesting of trees as a commercial forestry production, including in a plantation or native forest. The term may include the ancillary use of the premises for:

- the onsite processing and removal of either native or exotic tree species for the primary purpose of producing and extracting fibre or non fibre products and services
- the management, harvesting and primary processing of the trees grown upon the land to produce products such as pulp, piles, poles, posts, sawlogs, saw, leaf or bark
- the ancillary storage of milled or processed timber
- limited impact secondary processing such as portable sawmilling and kiln drying.

**(e) Winery**

Premises used for the purpose of manufacturing and retailing wine. The term also includes ancillary uses that support the primary function of the premises.

**Service, community and other uses**

**(a) Car park**

Premises used for the parking of motor vehicles where such parking is not ancillary to some other development on the same site.

**(b) Cemetery**

Premises used for the interment of the dead. The term does not include a crematorium or funeral parlour.

**(c) Child care centre**

Premises used for the minding or care, but not residence of children generally under school age. The use includes but is not limited to a kindergarten, crèche or early childhood centre.

**(d) Community facility**

Premises used for social or community purposes, such as a community centre, library, public building or the like.

**(e) Crematorium**

Premises used for cremating human corpses after death. The term does not include a funeral parlour or cemetery.

**(f) Educational establishment**

Premises used for systematic training and instruction, including any other ancillary facility. This definition includes prep facilities, primary school, secondary school, college, university, technical institute, academy or other educational centre.

This term may include residential

accommodation and other ancillary uses provided for the employees and the students of such premises.

**(g) Emergency services**

Premises used for services which respond to community need in an emergency.

**(h) Environmentally relevant activities**

As defined in the *Environmental Protection Act 1994*.

**(i) Funeral parlour**

Premises used for arranging and conducting funerals, memorial services and the like, but does not include burial and cremation. The definition includes the storage and preparation of bodies for burial or cremation and includes a mortuary and funeral chapel. The term does not include a cemetery or crematorium.

**(j) Hospital**

Premises used for the medical or surgical care or treatment of persons

## Administrative definitions

<p>accommodated on the premises to receive this care or treatment.</p> <p>The use includes care or treatment of persons such as emergency patients or out-patients not residing on the premises.</p> <p><b>(k) Landing</b></p> <p>Structure for mooring or launching boats and/or for passengers to embark and disembark.</p> <p><b>(l) Place of assembly</b></p> <p>Premises used for worship and activities of a religious organisation, community or association.</p> <p><b>(m) Utility installation</b></p> <p>Premises used for the purpose of providing utility or telecommunications services, which does not fall within the Schedule of Facilities and Areas under the <i>Telecommunications Act 1997</i>. The term may include but is not limited to:</p> <ul style="list-style-type: none"> <li>• a telecommunications tower more than 5 m in height</li> <li>• an equipment shelter of more than 7.5m<sup>2</sup> in area and 3 m in height.</li> </ul>	<p>The term includes such typical premises as outdoor public swimming pools, golf courses and driving ranges, outdoor courts and sports grounds, and the like. The term also includes the provision of clubhouse and other ancillary facilities.</p> <p><b>(e) Park</b></p> <p>Premises used by the public for free recreation and enjoyment, but used infrequently for events.</p> <p>Facilities for park users may include children's playground equipment, informal sports fields, vehicle parking and other public conveniences.</p>	<p>Affordable housing is housing which can be reasonably afforded by low to moderate income households. Housing can reasonably be afforded by low income households, if the household spends no more than 30% of its combined annual gross household income on rent or 35% of its combined annual gross household income on home ownership.</p> <p>Affordable housing encompasses:</p> <ul style="list-style-type: none"> <li>• private rental housing and home purchase options (including housing aimed at the first home owners market)</li> <li>• social housing (including public and community housing).</li> </ul>	<p><b>(a) Affordable housing</b></p>
<p><b>Sport, recreation and entertainment uses</b></p> <p><b>(a) Club</b></p> <p>Premises used by persons associated (whether incorporated or not) for social, literary, political, sporting, athletic or other similar purposes to which the general public may also resort and which is, or intends to be, subject to a club licence under the <i>Liquor Act 1992</i>. The premises may also include the provision of food and beverages, limited live or recorded entertainment and gaming machines.</p> <p><b>(b) Indoor entertainment</b></p> <p>Premises used for public entertainment predominantly within a building. The term includes facilities commonly described as convention centres, amusement and leisure centres, cinema, nightclub, adult entertainment, theatre and hotel.</p> <p><b>(c) Indoor sport and recreation</b></p> <p>Premises used for leisure, sport or recreation conducted wholly or mainly indoors such as indoor sports and fitness centres, gyms, bowling alleys, squash courts and the like.</p> <p><b>(d) Outdoor sport and recreation</b></p> <p>Premises used for any sporting or recreational activity, or other leisure past time, which is conducted wholly or mainly outside of a building.</p>	<p><b>(a) Tourist facility</b></p> <p>Premises used, or intended to be used, for providing entertainment, recreation or similar facilities for the general touring or holidaying public. The term includes associated short term accommodation or facilities providing meals.</p> <p><b>(b) Visitor accommodation</b></p> <p>Premises used for short term accommodation for the general touring, holidaying or visiting public. The term includes associated facilities providing meals.</p>	<p>The Urban Land Development Authority.</p> <p>A storey either below ground level or where the underside of the ceiling projects no more than one metre above ground level.</p>	<p><b>(b) Authority</b></p> <p><b>(c) Basement</b></p>
<p><b>Tourism</b></p>	<p><b>(d) Building height</b></p> <p>The maximum vertical distance between the natural ground level and the roof or parapet at any point but not including an antenna, aerial, chimney, flagpole or the like.</p>		



<p><b>(e) Bus rapid transit</b> Non-rail based, distinctive, high passenger capacity vehicle which can operate in shared right-of-way with general road traffic or on its own right-of-way.</p> <p><b>(f) Clean industry</b> Industrial uses that have minimal air, noise or waste emissions.</p> <p><b>(g) Development scheme</b> As defined in the <i>Urban Land Development Authority Act 2007</i>.</p> <p><b>(h) Dwelling unit</b> Means a building or part of a building used or capable of being used as a self contained residence which must include:</p> <ul style="list-style-type: none"> <li>o food preparation facilities</li> <li>o a bath or shower</li> <li>o a toilet and wash basin.</li> </ul> <p>This term includes works ancillary to a dwelling.</p> <p><b>(i) Filling or excavation</b> Operational work for filling or excavating that materially affects premises or their use.</p> <p><b>(j) Ground level</b> The levels on a site which precede development excluding any site works that are subject to a related development approval, unless approved by the ULDA or</p>	<p>established as part of a reconfiguration of the land preceding development</p> <p><b>(k) Gross floor area</b> The total floor area of all storeys of a building, including mezzanines, measured from the external walls or the centre of a common wall, excluding areas used for:</p> <ul style="list-style-type: none"> <li>o building services</li> <li>o ground floor public lobby</li> <li>o a public mall in a shopping complex</li> <li>o the parking, loading and manoeuvring of motor vehicles</li> <li>o private balconies whether roofed or not.</li> </ul> <p><b>(l) High water mark</b> Refers to the ordinary high water mark at spring tides.</p> <p><b>(m) Mezzanine</b> An intermediate floor within a room.</p> <p><b>(n) Minor building or demolition work</b></p> <ul style="list-style-type: none"> <li>o internal building or demolition work</li> <li>o external building work up to 25m<sup>2</sup> for roofs over existing decks or paved areas, sun hoods, carports and the like</li> <li>o building work up to 10% of approved GFA or lawfully existing GFA at the time of commencement of this development scheme</li> <li>o raising a house where the resultant height does not exceed 8.5m</li> </ul>	<p><b>(o) external demolition of post-1946 additions, alterations, extensions or outbuildings or pre-1946 free standing outbuildings at the rear of the building</b></p> <p><b>(p) Noise sensitive use</b> Means any of the following:</p> <ul style="list-style-type: none"> <li>o house, multiple residential, other residential</li> <li>o childcare centre, community facility, hospital or place of assembly</li> <li>o park.</li> </ul> <p><b>(q) Plot ratio</b> The ratio between the gross floor area of a building and the total area of the site.</p> <p><b>(r) Podium</b> A continuous projecting base of a building.</p> <p><b>(s) Private open space</b> An outdoor area for the exclusive use of occupants.</p> <p><b>(t) Public benefit</b> Refers to an outcome that benefits the wider community rather than local, site specific or land ownership desires.</p> <p><b>(u) Public realm</b> Refers to spaces that are used by the general public, including streets, squares, parks and environmental areas.</p>	<p><b>(u) Setback</b> The shortest distance measured horizontally from the outermost projection of the building or structure to the vertical projection of the boundary lot.</p> <p><b>(v) Significant vegetation</b> Vegetation comprising vegetation described below whether living or dead including their root zone<sup>37</sup> that:</p> <ul style="list-style-type: none"> <li>o maintains biodiversity</li> <li>o preserves natural landforms</li> <li>o contributes to the character of the landscape</li> <li>o has cultural or historical value</li> <li>o has amenity value.</li> </ul> <p>Vegetation types:</p> <ul style="list-style-type: none"> <li>o all plants within the bed and banks of Cabbage Tree Creek</li> <li>o all vegetation in Precinct 1</li> <li>o vegetation included in regional ecosystem 12.3.11 remnant and non remnant</li> <li>o vegetation included in regional ecosystem 12.3.6 remnant and non remnant</li> <li>o vegetation included in regional ecosystem 12.3.7 remnant and non remnant</li> </ul>
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<sup>37</sup> The zone of the soil and roots is described in area by the vertical projection of the foliage limit of the tree, to the depth of 1 metre and including buttress roots on and above the soil surface.

- all other trees with a diameter of equal to or greater than 60cm measured at 1 metre above the ground level.

Does not include species listed by the ULDA as pest vegetation. Vegetation descriptions specific to the UDA can be found in the Fitzgibbon Bushland Management Plan.

**(w) Site cover**

The proportion of the site covered by buildings excluding areas of covered private open space.

**(x) Storey**

Means a space within a building which is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above, but does not mean:

- (i) A space that contains only:
  - a lift shaft, stairway or meter room
  - a bathroom, shower room, laundry, toilet or other sanitary compartment
  - accommodation intended for not more than 3 vehicles
  - a combination of the above, or
- (ii) a mezzanine.

**(y) Sub-precinct plan**

Refer sub-precinct development requirements in s3.2.6 of the land use plan.

**(z) Tidal works**

As defined in the *Coastal Protection and Management Act 1995*.

**(aa) Land value uplift**

The increase in development yield or land value arising from the ULDA development scheme.

**(ab) Urban design**

Refers to the holistic design of urban environments, including the overall townscape, individual buildings, street networks, streetscapes, parks and other public spaces.

### Schedule 3: Amendments

Amendment 1: July 2011

page 5	Amendment of Map 2: Fitzgibbon Urban Development Area structure plan to extend the Carseldine Urban Village area to include an area previously zoned Special purpose. Include additional proposed roads and additional Special purpose areas
page 6 and 7	Replacement of Sub-precinct principles with Sub-precinct intents
page 8	Inclusion of research facilities in the Special purpose zone definition
page 12	Inclusion of additional requirements in relation to balconies and other private spaces regarding minimum size and location standards
page 12	Additional criteria regarding the location of site parking in relation to ground level
page 13	Introduction of separate parking rates for retail and commercial uses and an increase in the rate for multiple residential
page 14	Addition of Lot design criteria and reference to ULDA Guideline No.01 Residential 30
page 15	Amendment of the number of sub-precincts
page 15	Amendment of Map 3: Fitzgibbon Urban Development zoning and precinct plan within Precinct 1 modifying the extent of the Special purpose SP1-Education purpose area and including for research and education purposes, adding Mixed use and Residential areas and introducing two additional Special purpose areas, SP1-Transport related facilities (park and ride) and SP6-Community facilities
page 16	Amendment of Map 4: Fitzgibbon Urban Development Area transport plan to include additional local access streets and a proposed Busway stop within Precinct 1
page 17	On Map 5: Fitzgibbon Urban Development Area building heights plan within Precinct 1 introduction of maximum storeys on the area formerly zoned Special purpose- Education, modification of the extent of the 8 storey height area to reflect the exclusion of the Special purpose- Community facilities area and Special purposes - Transport related facilities (park and ride) area from the maximum 8 storey extent
page 18	On Map 6: Fitzgibbon Urban Development Area density plan within Precinct 1 inclusion of density and intensity controls, within Precinct 2 inclusion of maximum intensity provision on the Mixed use portion of the Precinct, and in Precinct 3 an increase from 60 to 100 dwellings per hectare for the Residential zoned area and inclusion of maximum intensity provisions on the Mixed use zoned area
page 19	Inclusion of reference to five sub-precincts in Precinct 1 and Fitzgibbon UDA maps to be read in conjunction with Precinct 1 maps
page 19	Modification of Map 7: Precinct 1 with inclusion of the majority of the Special purpose- Education area into the Mixed use, Bushland and open space and Residential zones, addition of local access streets, reduction of the Mixed use centre zone and replacement with Mixed use zoning, additional Special purpose zoned areas for Community facilities and Transport related facilities (park and ride), inclusion of an additional fauna crossing point near Dorville Road and additional boundary interface investigation areas
page 20	Inclusion of significant employment in the Precinct intent for Precinct 1
page 20	Inclusion of additional points in the Precinct intent to provide for a diversity of housing types, enable training or research uses to continue and/or establish, accommodate community uses including child care
page 20	Additional text to clarify the function of major infrastructure
page 20	A new point regarding reconfiguring/relocation of the park and ride within Precincts 1 and 3 with a minimum of 210 spaces maintained
page 20	Amendment of boundary investigation area footnote to include reference to bushfire management principles
page 20	Addition of precinct outcome headings (a) General and (b) Bushland



pages 21-29	Addition of a new sections within Precinct 1 detailing preferred precinct outcomes for the following. (c) Access, movement and circulation (d) Public space and landscaping (e) Built form (f) Sustainability Inclusion of supporting maps and figures.
page 21	Inclusion of new Map 7a: Precinct 1 access, movement and circulation plan
page 23	Inclusion of new Figure 2a: Illustrative Street Sections
page 25	Inclusion of new Map 7b: Precinct 1 pedestrian and cycle links plan
page 27	Inclusion of new Map 7c: Precinct 1 public realm and built form plan
page 28	Inclusion of Table 2: Development parameters
pages 30-35	Introduction of additional sub-precincts within Precinct 1 and sub-precinct intent, outcome statements and preferred land uses for each sub-precinct
page 36-37	Amendment of Precinct 1: Level of assessment table to: <ul style="list-style-type: none"> <li>provide for development in Precinct 1 without the requirement of a sub-precinct plan</li> <li>introduce controls for the Residential zone</li> <li>introduce controls for new Special purpose zoned areas for community purposes and transport related infrastructure (park and ride) and limiting drive thru fast food premises</li> </ul>
page 38	Clarification of land requirements for the Northern Busway and Beams Road Railway Overpass within Precinct 2 outcomes
page 38	Amendment of Map 8: Precinct 2 to extend the Pedestrian and cycle links to illustrate how this will connect to the proposed Northern Busway in future
page 39	Clarification of development flood impact assessment and level requirements and additional reference documents within Precinct 2 outcomes
page 41	Additional text to clarify access arrangements considering the Beams Road Overpass within Precinct 3 intent
page 41	Amendment of Map 9: Precinct 3 adjusting the position of the local access street
page 42	Clarification of development flood impact assessment and levels and additional reference documents within Precinct 3 outcomes
page 43	Amendment of Precinct 3: Level of assessment table Mixed Use zone to provide for commercial uses as Permissible development and include fast food drive-thru premises and low intensity uses as Prohibited development
page 48	Amendment to the Precinct 4: Level of assessment table to except utility installations in the Bushland and open space zone
page 60	Amendment and additions to Table 3: Description of works to include infrastructure items required for development of the Carseldine Urban Village comprising of Precincts 1,2 and 3 of the UDA



## Contact Us

Visit our website at: [www.ulda.qld.gov.au](http://www.ulda.qld.gov.au)

### Write to us at:

Urban Land Development Authority

GPO Box 2202

BRISBANE QLD 4001

Telephone us: 1300 130 215

Fax us: (07) 302 44199

## July 2011

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[REDACTED]  
From: [REDACTED]  
Sent: Wednesday, 31 August 2011 5:18 PM  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: RE: Queensland Floods Commission of Inquiry - Draft Response to Issue 8  
Attachments: ATT419927.txt

H [REDACTED]

Thanks for this. In your absence I discussed this response with [REDACTED] and advised that my only concern is with the statement about flooding at Fitzgibbon. I have investigated this matter and can confirm that the UDA did not flood during the December/Jan period referred to by the Flood Commission. I will forward to you an email from [REDACTED] that explains that flooding occurred in November and the reasons for this flooding.

Hope this makes sense.

[REDACTED]  
Planning Manager

ulda | Level 4, 229 Elizabeth Street, QLD 4000 Australia  
GPO Box 2202 Brisbane QLD 4001 Australia

[REDACTED]  
From: [REDACTED]  
Sent: Tuesday, 30 August 2011 12:04 PM  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: FW: Queensland Floods Commission of Inquiry - Draft Response to Issue 8  
Importance: High

<<20110830 - Queensland Floods Commission of Inquiry - Response to Issue 8V2.doc>>  
Sorry about previous email - now with attachment!

From: [REDACTED]  
Sent: Tuesday, 30 August 2011 12:02 PM  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: Queensland Floods Commission of Inquiry - Draft Response to Issue 8  
Importance: High

H [REDACTED]

As discussed with [REDACTED] yesterday, we would appreciate it if you could have a quick look at the attached draft response and advise of any concerns/suggestions asap. We need to provide this to the coordinating officers in DLGP by cob today so (as usual) would appreciate a prompt response - feel free to send as a tracked changes version if that suits.

Also note that [REDACTED] has not yet had the opportunity for a final review so may want to make some final changes as well.

Thanks and regards,

Ph [REDACTED]

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8/09/2011

**FITZGIBBON URBAN DEVELOPMENT  
CARSELDINE URBAN VILLAGE  
FLOODING AND STORMWATER  
MANAGEMENT PLANS**

**Urban Land Development Authority**  
August 2010

Revision Number	Report Date	Report Author	Reviewer
0	13 July 2010	■	■
1	2 August 2010	■	■
2	24 August 2010	■	■

## Director

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# 1 INTRODUCTION

## 1.1 GENERAL

The Urban Land Development Authority (ULDA) is currently preparing the master plan for the proposed Carseldine Urban Village (CUV), within the Fitzgibbon Urban Development Area (UDA). The proposed CUV is a mixed use development made up of three precinct areas within the Fitzgibbon UDA as shown in Figure 1.1. This report, prepared by WRM Water & Environment, presents the results of hydrologic and hydraulic modelling studies undertaken to assess the impacts of the proposed development on flood behaviour and stormwater runoff.

## 1.2 ADOPTED ASSESSMENT CRITERIA AND DESIGN OBJECTIVES

### 1.2.1 Flooding

The impacts of full development of the UDA and development of Stages 1 to 4 of the Fitzgibbon Chase development were investigated in detail in a previous study (WRM, 2009) which developed a TUFLOW two-dimensional hydraulic model of the entire UDA. That study investigated a suite of flood mitigation infrastructure options to ensure no adverse impact on flood levels on adjoining or downstream properties. Since the completion of the full development study, a number of development features have been modified and the subsequent impacts of the revised full development Fitzgibbon UDA have been reassessed using the TUFLOW model. The results of the revised assessment are documented in WRM's letter "*Impact Assessment of the Revised Full Development Footprint and Flood Mitigation Infrastructure*" dated 1 March 2010.

The studies documented in this report assess the flood level impacts of Stage 1 to Stage 5 of the proposed CUV for the 100 year Average Recurrence Interval (ARI) event using the TUFLOW hydraulic model. The model incorporated full UDA development features to the north of the CUV. The effectiveness of the flood mitigation works within the CUV and along Cabbage Tree Creek were also assessed. The 100 year ARI water level impact of the Fitzgibbon UDA development was assessed along Cabbage Tree Creek, Fitzgibbon Drain and Carseldine Drain to ensure that the full Fitzgibbon UDA development (including the staging of the CUV) does not adversely impact on flooding outside the UDA compared with pre-development conditions.

A future report will document the concept design of the proposed flood mitigation measures required along Cabbage Tree Creek downstream (north) of the Railway following consultation with Brisbane City Council and further refinement of concepts.

### 1.2.2 Stormwater

Development within the Fitzgibbon UDA will be designed to meet current best practice design objectives for Water Sensitive Urban Design (WSUD), including management of stormwater quantity and quality, and source substitution for non-potable water supply.

Current WSUD design objectives for stormwater management are provided in the South East Queensland Regional Plan Implementation Guideline No. 7: Water Sensitive Urban Design (DIP 2008). The design objectives include:

- A stormwater quality management design objective. This objective requires the following reductions in total load of key stormwater pollutants discharging from the site, compared to untreated stormwater runoff:
  - 80% reduction in total suspended solids,
  - 60% reduction in total phosphorus,
  - 45% reduction in total nitrogen, and
  - 90% reduction in gross pollutants.
- A frequent-flow management design objective. This objective requires the first 15 mm of runoff from impervious surfaces (for sites with > 40% imperviousness) to be captured and managed to minimise the impacts on downstream ecosystems associated with the increased frequency of runoff from impervious surfaces.
- A waterway stability management design objective. The objective aims to protect downstream waterways from increases in in-stream erosion by ensuring that the peak 1 year ARI stormwater discharge from the site to the receiving waterway is not increased by the proposed development.
- In addition to the DIP (2008) objectives, the South East Queensland Water Strategy (QWC, 2008) and the Queensland Development Code (QDC, 2010; QDC, 2009; and QDC, 2008) include a non-potable water source substitution design objective. The objective requires all new Class 1 and Class 2 buildings that connect to the reticulated town water supply to employ water efficient practices.

A MUSIC model has been developed to ensure that load reduction targets for the development can be achieved.

Stormwater treatment measures (STMs) for the development have been proposed to achieve these stormwater management design objectives including rainwater tanks, sediment traps, trash racks, grass swales, bio-retention cells, detention basins, and flow dissipaters. The proposed STMs will only treat runoff from new development areas. Runoff from unmodified areas within the CUV such as the existing buildings within the QUT campus will remain untreated. However, further analysis and consideration of reuse options for the existing buildings is recommended as part of the development.



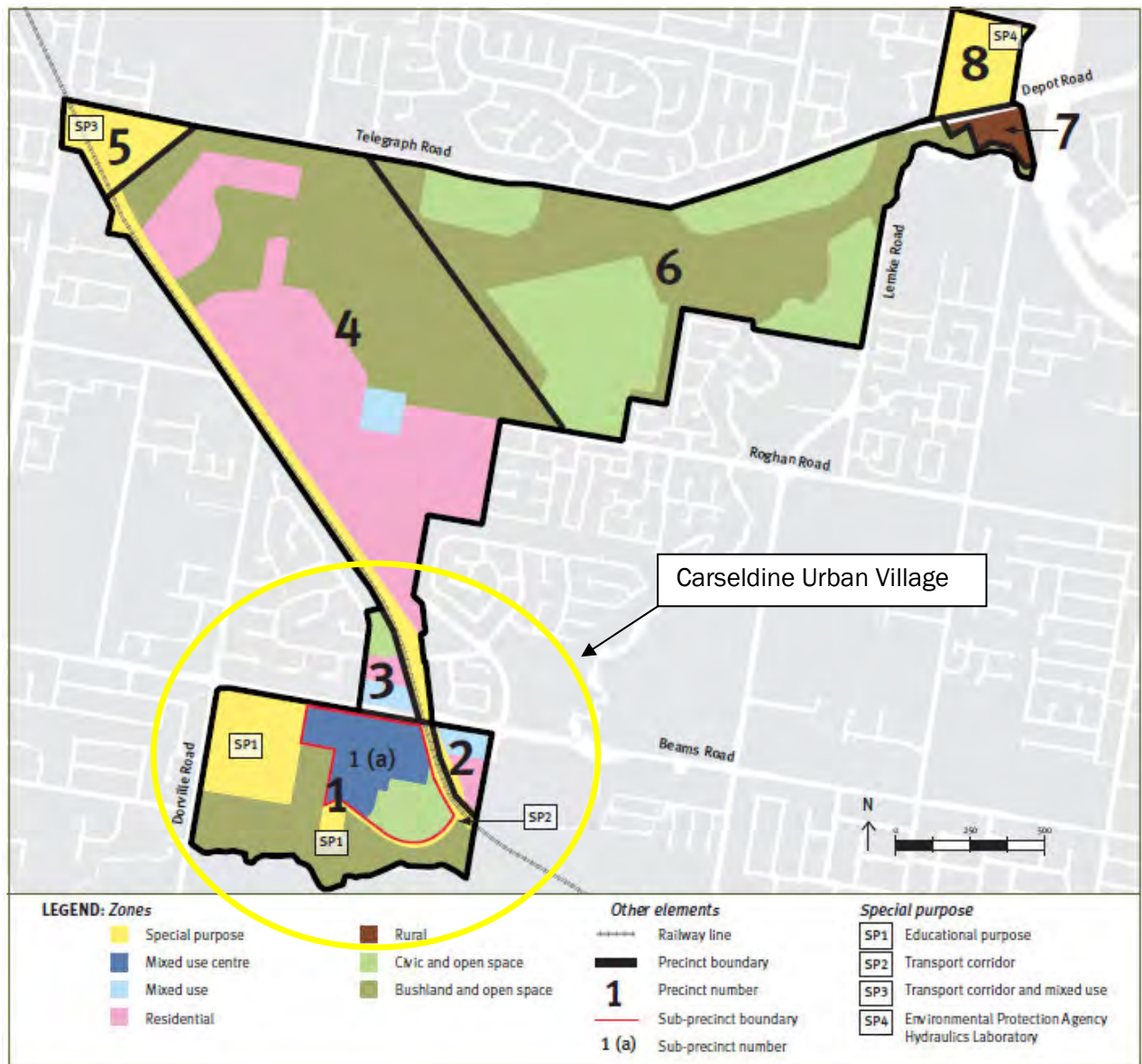


Figure 1.1 Carseldine Urban Village Locality

# 2

## FLOODING AND DRAINAGE CHARACTERISTICS

### 2.1 EXISTING CONDITIONS

Figure 2.1 shows the major drainage features in the vicinity of the proposed development site. Cabbage Tree Creek is located along the southern boundary of the proposed CUV Development. Cabbage Tree Creek has a catchment area of approximately 19.5 km<sup>2</sup> to the North Coast Railway. Fitzgibbon Drain is a manmade channel that flows in an easterly direction about 850 m to the north of the proposed development. The Fitzgibbon Drain catchment area to its confluence with Cabbage Tree Creek is 1.3km<sup>2</sup>.

Figure 2.2 shows the Cabbage Tree Creek pre-development Q100 flood extent in the vicinity of the CUV development (WRM, 2009). It was found that during a Q100 flood event with full development of the Cabbage Tree Creek catchment, floodwaters would exceed the capacity of Cabbage Tree Creek upstream of the railway crossing causing some water to escape the confines of the creek in a northerly and easterly direction across the eastern QUT Carseldine site.

- The northerly flowing water overtops Beams Road and inundates the CUV Precinct 3 and Balcara Avenue, before draining through culverts under the railway to Fitzgibbon Drain.
- The easterly flowing water overtops the North Coast Railway (initial flow through the ballast underneath the rails may occur) and flows across the existing wreckers yard to a maximum depth of 0.4 m before flowing along Beams Road to rejoin Cabbage Tree Creek on the northern side of Beams Road.

Further discussion of the existing conditions flooding within the Fitzgibbon UDA can be found in a previous report (WRM, 2009).

### 2.2 PROPOSED DEVELOPMENT

The proposed CUV is a mixed use development, made up of three precinct areas within the Fitzgibbon UDA as shown in Figure 1.1. Precinct 1 encompasses the former Carseldine QUT land including the existing campus buildings. Precinct 2 includes the existing Kelly's Wreckers yard along Beams Road. Precinct 3 includes the existing Clock Corner retail development, three townhouse developments, the existing Carseldine Railway Station car park, and an open space area to the north of the park and ride fronting Balcara Avenue.

Figure 2.3 shows the proposed staging plan for the CUV. The proposed busway has been considered in this report as a separate development which is not linked to the staging of the CUV development. The proposed CUV development includes 5 stages over an area of about

19.5 ha including 12 ha of gross developable area and 7.5 ha of road reserve (excluding the proposed busway, open space, and existing QUT campus buildings). In addition, a park and ride area (about 0.23 ha) and sports field (about 3.3 ha) will be included in the south-eastern corner of Precinct 1. A number of flood mitigation measures are also proposed, which will be discussed in Section 3.4.

In total the development will yield an estimated 1169 unit dwellings, 7.66 ha of commercial floor area, 0.8 ha of retail floor area, and 0.58 ha of community use area, with significant areas protected as bushland and open space.



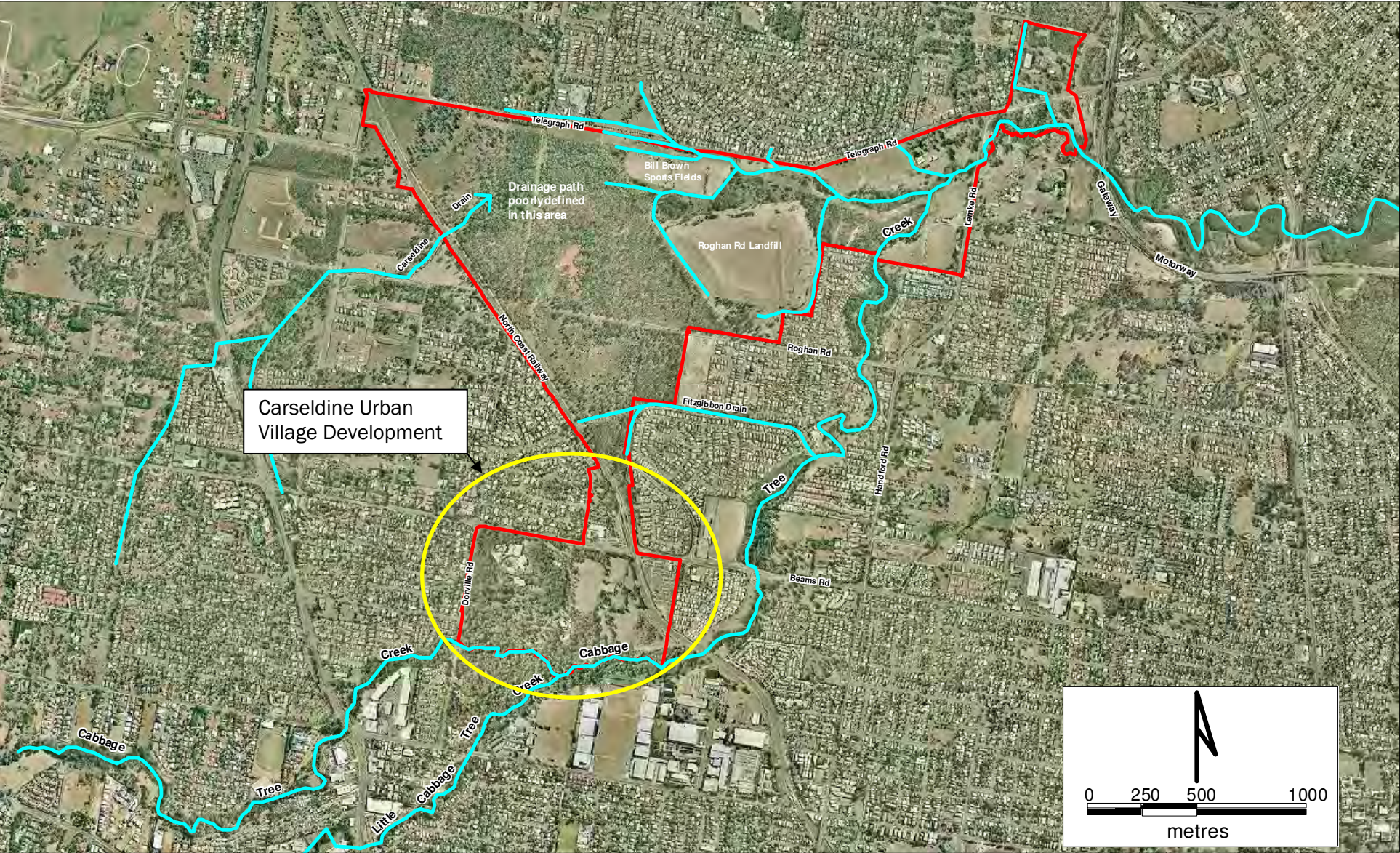


Figure 2.1      Fitzgibbon UDA Drainage Features



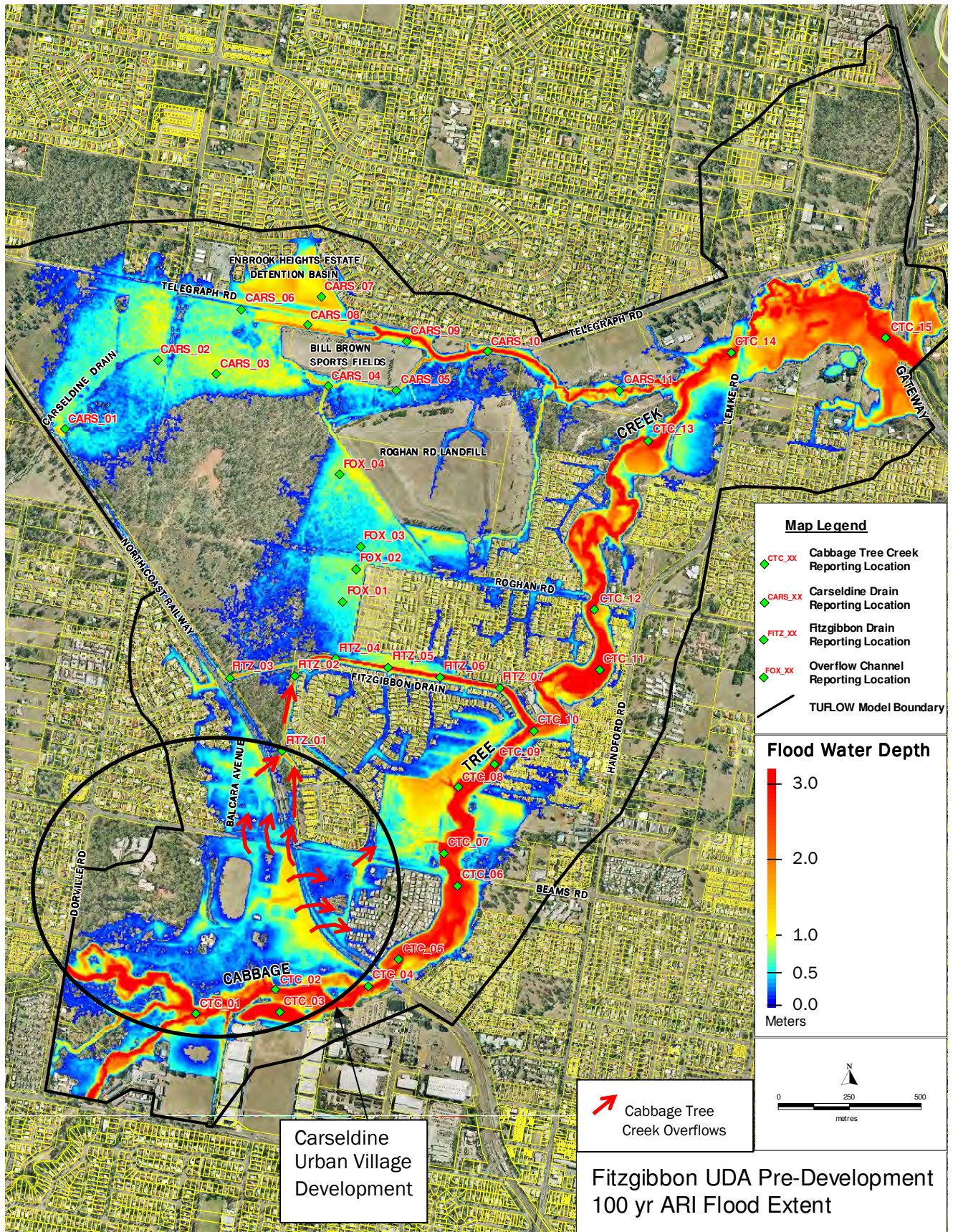


Figure 2.2 Pre-Development 100 year ARI Flood Extent, Fitzgibbon UDA site (from WRM,2009)



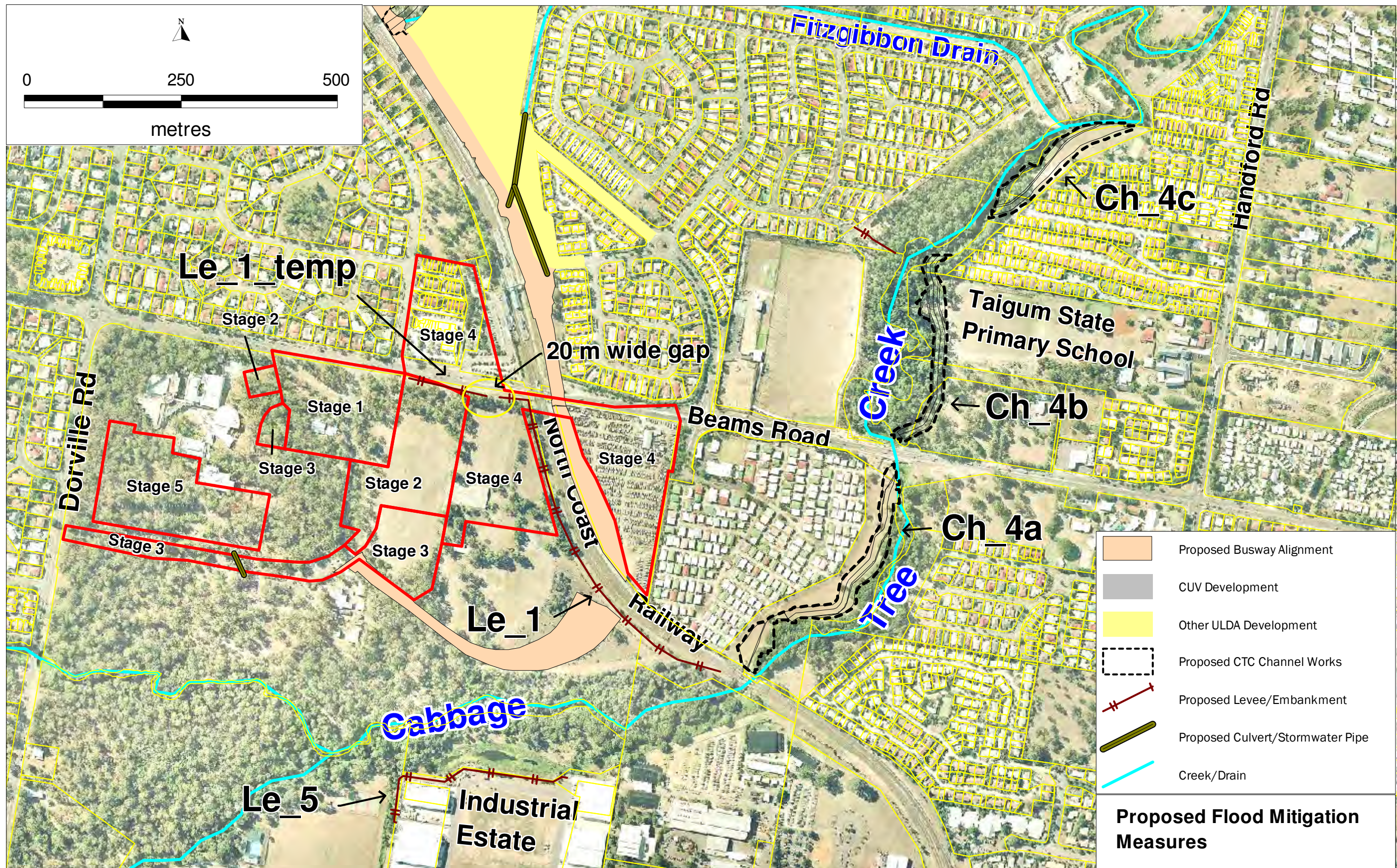


Figure 2.3 Proposed Carseldine Urban Village Staging (indicative only) and Flood Mitigation Measures



# 3 FLOOD IMPACT ASSESSMENT

## 3.1 METHODOLOGY

The impacts of Stage 1 to Stage 5 of the proposed CUV were assessed using the hydrologic and hydraulic models originally developed for the assessment of flood impacts for Stages 1 to 4 of Fitzgibbon Chase (to the north of Beams Road) and the overall development of the UDA. Full details of the development and calibration of the models are documented in the following report: *Flood and Stormwater Management Studies for the Fitzgibbon Development Scheme* (Ref. 0541-01-G [Rev 1] dated 24 July 2009).

For the assessment of flood impacts due to the proposed CUV development it was assumed that all other areas within the Fitzgibbon UDA to the north of the CUV were fully developed. The modelled peak water levels for Stages 1, 2, 3 and full development (Stages 4 and 5) were compared with existing (pre Fitzgibbon UDA development) conditions. The flood impacts of the CUV with and without flood mitigation measures were investigated.

The model was run for the 100 year ARI flood event for five storm durations including the 60, 90, 120, 180, and 270 minute duration storms to determine the impact of Stages 1 to 5 compared with pre Fitzgibbon UDA development on peak flood levels at 37 reporting locations within the study area. The reporting locations are shown in Figure 2.2.

## 3.2 MODEL CHANGES

The TUFLOW model including full Fitzgibbon UDA development (WRM, 2010) was modified by removing the CUV development and flood mitigation infrastructure along Cabbage Tree Creek. The model was then reconfigured to simulate the impacts of the CUV development as it progressed from Stage 1 to Stage 5. The modifications to the model were based on the following assumptions:

- The Manning's 'n' in the developed areas was modified to 0.025 to reflect the improved drainage efficiency within the developed area;
- The initial and continuing losses for the CUV development were set to 2.4 mm and 0.25 mm/hr. This corresponds to an impervious fraction of 90%.
- The existing landform was modified to include the expected extent of development based on preliminary advice from ULDA.
- No flood mitigation measures were included within the CUV or along Cabbage Tree Creek.

### **3.3 UNMITIGATED 100 YEAR ARI WATER LEVEL IMPACTS**

Table 3.1 shows the 100 year ARI flood level impacts of the proposed Stage 1, Stage 2, Stage 3, and Stages 4 and 5 of the CUV without any mitigation measures along Cabbage Tree Creek. The reporting locations are shown in Figure 2.2. Note that Stage 4 and 5 do not include the proposed busway.

The results of the flood modelling show the following:

- Stage 1 of the CUV does not increase 100 year ARI water levels compared with predevelopment conditions outside of the Fitzgibbon UDA. Hence, Stage 1 of the CUV does not require flood mitigation works along Cabbage Tree Creek.
- Stage 2 and 3 of the CUV (without flood mitigation measures) increase 100 year ARI water levels along Cabbage Tree Creek outside of the Fitzgibbon UDA by up to 0.02 m compared with predevelopment conditions. Figure 3.1 shows that the potential Cabbage Tree Creek flood level impacts will also increase flood levels on the wreckers yard by up to 0.03 m.
- Stages 4 and 5 of the CUV (without flood mitigation measures) increases 100 year ARI water levels along Cabbage Tree Creek outside of the Fitzgibbon UDA by up to 0.57 m compared with predevelopment conditions.

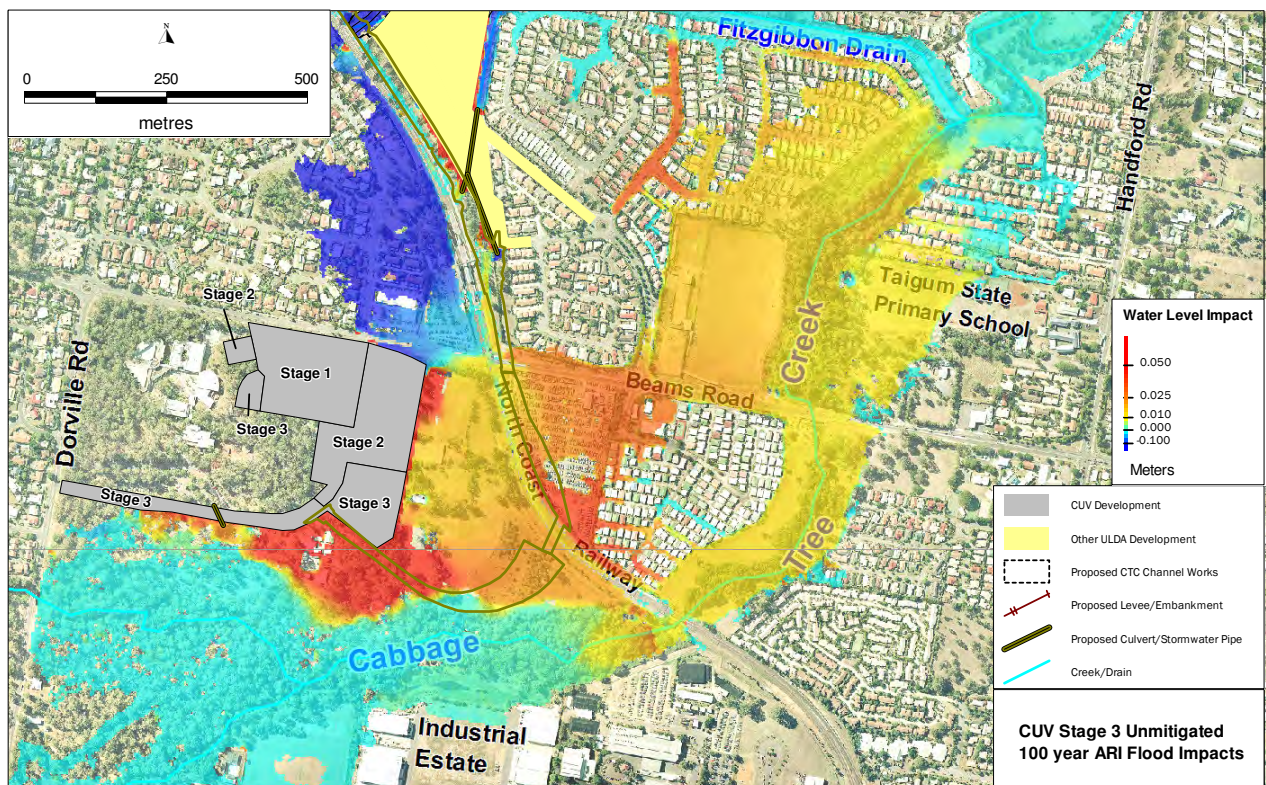
Without flood mitigation measures, the CUV development will increase 100 year ARI flood levels along Cabbage Tree Creek from Stage 2 onwards. Hence, the development will require flood mitigation works to ensure that the peak 100 year ARI flood level is not increased on any adjacent property as a result of the CUV development.

Note that Stage 5 will have negligible impact on flood levels along Cabbage Tree Creek if it is developed prior to the rest of the CUV because its footprint is almost entirely outside the Cabbage Tree Creek 100 year ARI flood extent. However, the Shared busway will increase flood levels and would require some form of flood mitigation measures to manage these impacts

**Table 3.1 CUV Development TUFLOW Model 100 yr ARI Flood Levels Impacts (Unmitigated)**

Reporting Location	Pre-Fitzgibbon UDA Peak Flood Level (m AHD)	100 yr ARI Water Level Impacts (m)			
		Stage 1	Stage 2	Stage 3	Stage 4 & 5
CTC_01	15.48	0.00	0.00	0.00	0.01
CTC_02	14.47	0.00	0.00	0.00	0.30
CTC_03	14.37	0.00	0.00	0.00	0.37
CTC_04	13.71	0.00	0.02	0.02	0.57
CTC_05	12.65	0.00	0.01	0.01	0.20
CTC_06	12.5	0.00	0.01	0.01	0.15
CTC_07	12.38	0.00	0.01	0.01	0.11
CTC_08	12.11	0.00	0.01	0.02	0.03
CTC_09	11.56	0.00	0.01	0.02	0.05
CTC_10	10.31	-0.02	0.00	0.00	-0.03
CTC_11	9.26	-0.01	0.00	0.00	-0.03
CTC_12	8.69	-0.01	0.01	0.00	-0.02
CTC_13	5.95	-0.01	0.00	0.00	-0.01
CTC_14	4.69	0.00	-0.01	-0.01	0.00
CTC_15	3.9	-0.04	-0.03	-0.03	-0.03

Note the 100 year ARI water levels in this table must **not** be used to determine development fill levels.



**Figure 3.1 Cabbage Tree Creek 100 year ARI Flood Level Impacts - CUV Stages 2 & 3 (Unmitigated)**



### 3.4 PROPOSED MITIGATION MEASURES

Figure 2.3 shows the location of the CUV and proposed Cabbage Tree Creek mitigation works. The proposed suite of flood management measures for the CUV development includes:

- Within the Fitzgibbon UDA:
  - A flood protection levee along the upstream boundary of the railway easement between the proposed CUV development and the North Coast Railway crossing of Cabbage Tree Creek (Le\_1);
  - A temporary flood mitigation bund (Le\_1\_temp) along Beams Road.
- Outside the Fitzgibbon UDA:
  - A channel along Cabbage Tree Creek from North Coast Railway to Beams Road (Ch\_4a);
  - A channel along Cabbage Tree Creek from Beams Road to Taigum State Primary School (Ch\_4b);
  - A channel along Cabbage Tree Creek from Taigum State Primary School to Fitzgibbon Drain (Ch\_4c); and
  - A flood protection bund along the northern lot boundary of the industrial estate to the south of the CUV (Le\_5).

Table 3.2 shows the implementation timing for each mitigation measure.

- For Stage 1, no flood mitigation measures are required.
- For Stage 2, most of the flood mitigation measures are required including Le\_1, Le\_5, Ch\_4a, Ch\_4b. A temporary bund (Le\_1\_temp) along Beams Road is required until Stage 4 of the CUV is developed. A 20 m gap will be provided in Le\_1\_temp (see Figure 2.3).
- For Stage 3, no additional flood mitigation is required.
- For Stage 4, Ch\_4c is required.
- For Stage 5, no additional flood mitigation is required.

**Table 3.2 Implementation Schedule of Flood Mitigation Measures**

Description	Stage 1	Stage 2 & Stage 3	Stage 4 & Stage 5 (Full Development)
<i>Within the UDA</i>			
Le_1	-	✓	✓
Le_1 temp	-	✓	x
<i>Outside the UDA</i>			
Ch_4a	-	✓	✓
Ch_4b	-	✓	✓
Ch_4c	-	-	✓
Le_5	-	✓	✓

### **3.5 MITIGATED 100 YEAR ARI WATER LEVEL IMPACTS**

#### **3.5.1 Overview**

The unmitigated conditions TUFLOW models for "Stage 2 & Stage 3" and "Stage 4 & Stage 5" conditions were modified to include the proposed mitigation measures for each scenario as shown in Table 3.2. The impact of the proposed mitigation measures are summarised below.

#### **3.5.2 Results**

Table 3.3 shows the 100 year ARI water level impacts across the study area for the CUV (mitigated) "Stage 2 and Stage 3" and "Stage 4 and Stage 5" conditions. Figure 3.2 and Figure 3.3 show the flood level impacts of the proposed CUV (mitigated) "Stage 2 and Stage 3" and "Stage 4 and Stage 5" condition, respectively.

The results show that the proposed flood mitigation measures successfully mitigate most development impacts downstream of the railway crossing. The development increases Cabbage Tree Creek 100 year ARI flood levels upstream of the railway. The following is of note:

- The water level impact along Carseldine Drain is due to Fitzgibbon UDA development to the north of the CUV. These impacts are not associated with the CUV development.
- There is a potential flood level increase adjacent to the existing industrial estate upstream of the railway. The proposed flood protection levee (Le\_5) adjacent to the Industrial Estate ensures that this development is not impacted by Cabbage Tree Creek flood waters during a 100 year ARI event.
- In general, the proposed "Stage 2 and Stage 3" mitigation measures reduce flood levels along Cabbage Tree Creek downstream of the railway. However, there is a localised minor increase in water levels at CTC\_09 where Ch\_04b rejoins Cabbage Tree Creek (see Figure 3.2). Given that this minor water level impact is isolated to the outlet of the channel, no existing development will be impacted by this increase, and future works will mitigate this impact, no further mitigation measures are proposed for this stage of development.
- In general, the proposed "Stage 4 and Stage 5" mitigation measures reduce flood levels along Cabbage Tree Creek downstream of the railway. However, there is a localised increase in water levels at CTC\_05 and CTC\_10 (see Figure 3.3).
  - The increase in water level at CTC\_05 could be reduced by widening the channel at this location. However, the left bank of the channel is constrained by a sewer manhole at this location. Excavation of the right bank could also be undertaken, however, this is undesirable as this could destabilise the existing bank downstream. This impact is isolated to a small area.
  - The increase in water level at CTC\_10 is isolated to the confluence of Cabbage Tree Creek and Fitzgibbon Drain. The water level increase only potentially impacts the arena area on the southern side of the equestrian centre. No buildings on the property are affected.
- There is a potential flood level increase at the existing research facility. It not known whether or not the floor level of the facility will maintain 100 year ARI flood immunity. It is recommended the floor level of the existing building be surveyed to determine if Cabbage Tree Creek flood water would in fact exceed the floor level of the facility.
- There is a potential flood level increase on the school sports field to the west of the industrial estate. No existing buildings are impacted by this water level increase.

Table 3.3 also shows the Cabbage Tree Creek water level impact if the proposed Busway was constructed after Stage 3 and prior to the development of Stage 4 and Stage 5 of the CUV. This case assumes that flood mitigation works are constructed as for Stage 2 and Stage 3. The results indicate that the Busway would increase water levels along Cabbage Tree Creek between the railway and Fitzgibbon Drain by up to 0.15 m without additional mitigation works. Therefore, if the Busway was constructed prior to the Stage 4 of the CUV, Ch\_4c should be constructed as part of the Busway works.

**Table 3.3 CUV Development TUFLOW Model 100 yr ARI Flood Levels Impacts (Mitigated)**

Reporting Location	Pre-Fitzgibbon UDA Peak Flood Level (m AHD)	100 yr ARI Water Level Impacts (m)		
		Stage 2 & Stage 3	Stage 4 & Stage 5	Stage 3 & Busway
CTC_01	15.48	0.01	0.02	0.04
CTC_02	14.47	0.11	0.25	0.31
CTC_03	14.37	0.15	0.31	0.35
CTC_04	13.71	0.19	0.43	0.41
CTC_05	12.65	-0.05	0.03	0.14
CTC_06	12.5	-0.05	0.00	0.15
CTC_07	12.38	-0.05	-0.02	0.10
CTC_08	12.11	-0.01	-0.04	0.04
CTC_09	11.56	0.01	-0.63	0.05
CTC_10	10.31	-0.05	0.04	-0.02
CTC_11	9.26	-0.04	-0.03	-0.02
CTC_12	8.69	-0.05	-0.02	-0.01
CTC_13	5.95	-0.03	-0.01	-0.01
CTC_14	4.69	-0.02	0.00	0.00
CTC_15	3.9	-0.05	-0.03	-0.04

Note the 100 year ARI water levels in this table must **not** be used to determine development fill levels.



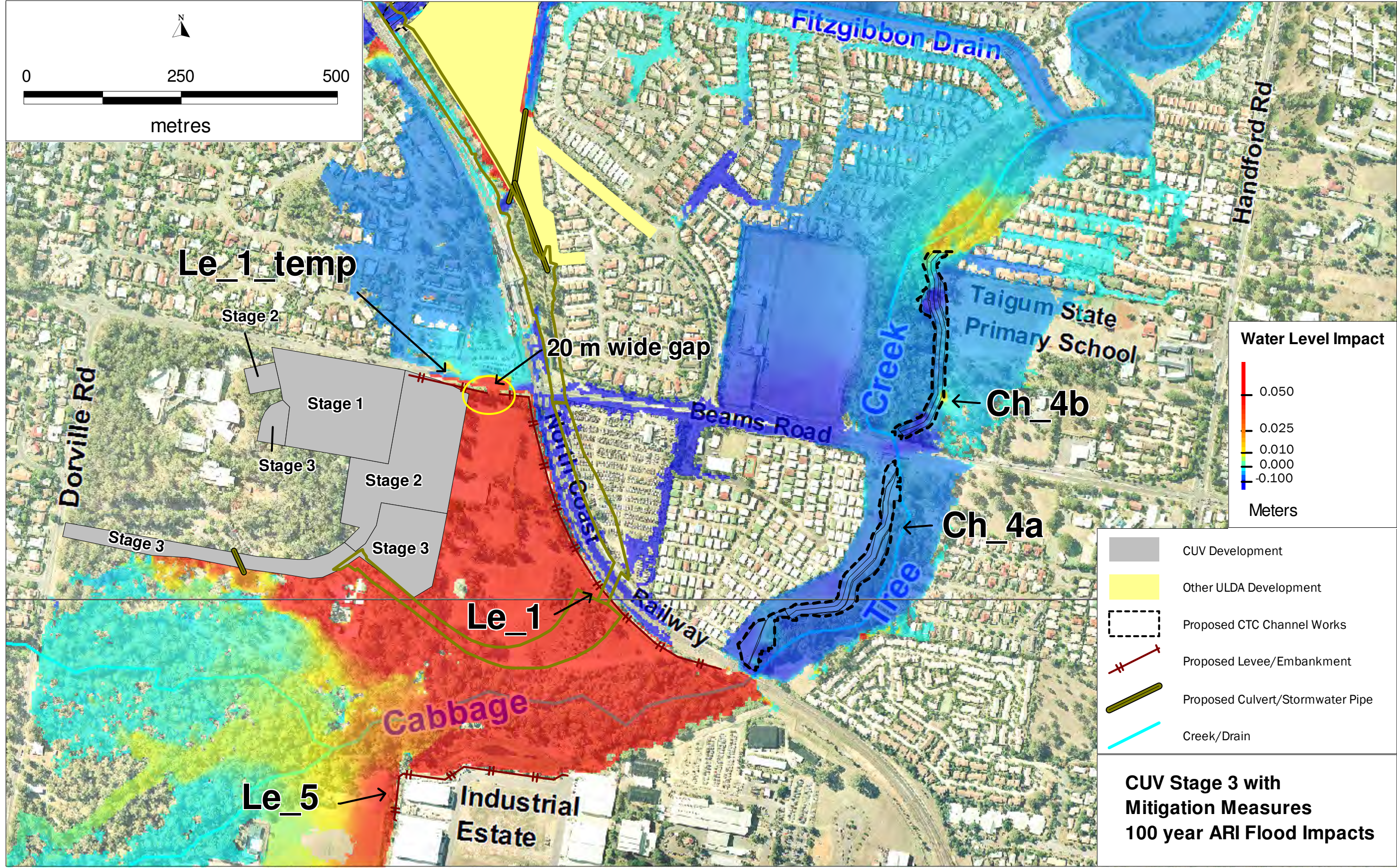


Figure 3.2 100 year ARI Flood Level Impacts in the Study Area, CUV Stage 3 (without busway) with Mitigation Measures



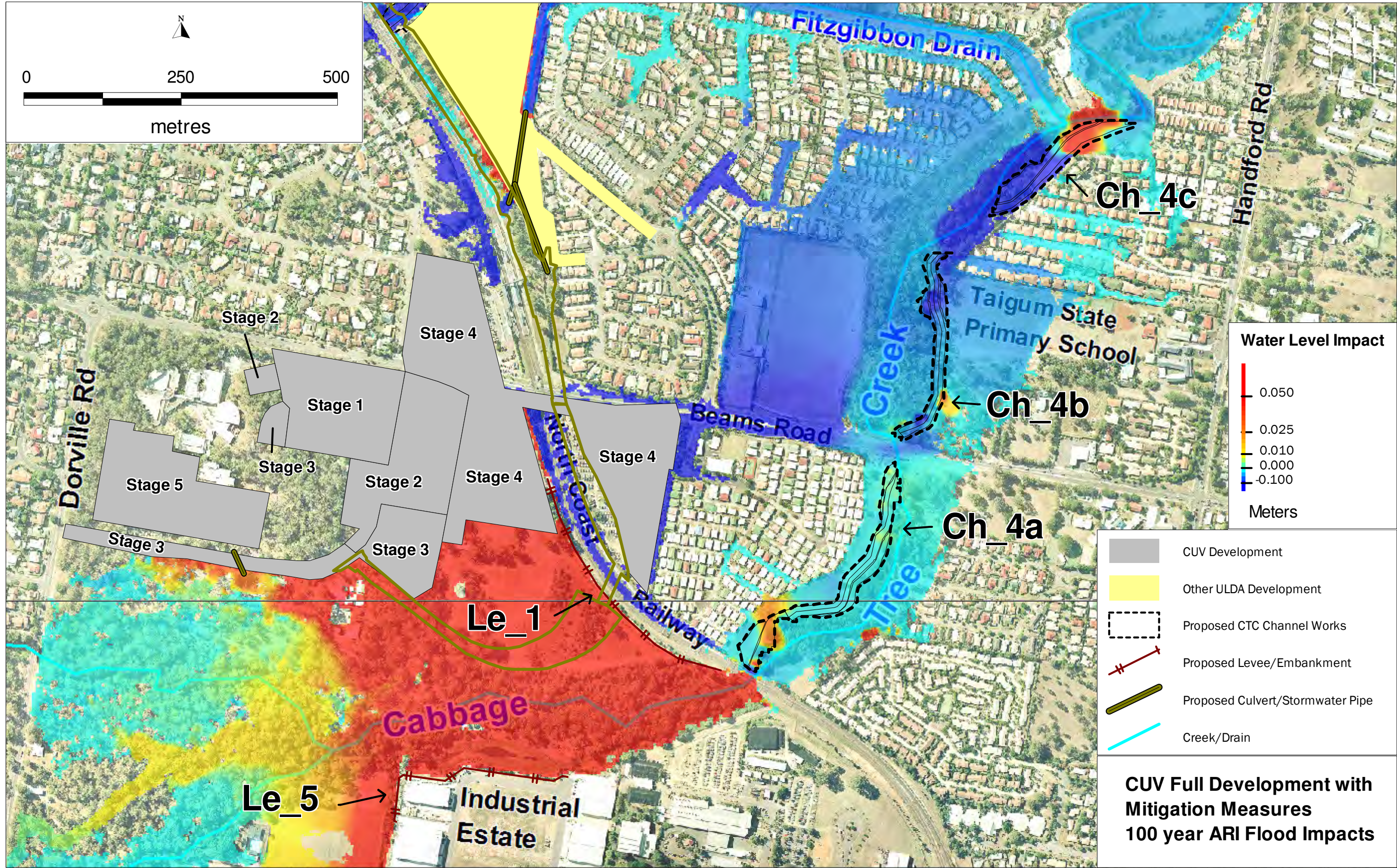


Figure 3.3 100 year ARI Flood Level Impacts in the Study Area, CUV Full Development (without the busway) with Mitigation Measures



### 3.1 SPORTS FIELD AREA FLOOD IMMUNITY

Table 3.4 shows the 2, 10, and 100 year ARI flood levels along Cabbage Tree Creek adjacent to the proposed sports field at five reporting locations. The locations of the sports field and reporting locations are shown in Figure 3.4. The Cabbage Tree Creek 10 year ARI flood level adjacent to the sports field ranges from about 14.4 m AHD at the upstream end to 13.7m AHD near the railway line. There is a natural levee along the northern bank of the creek which ensures that the 10 year ARI flows are contained within the confines of the creek banks. Hence, even though the sports field area is lower than the adjacent creek flood levels in some locations, it is not flooded for this event.

The 10 year ARI peak flood levels adjacent to the sports field are very close to overtopping the natural levee. It is likely that the sports field area would be inundated for events greater than a 10 year ARI event.

It is understood that BCC requires the finished level of the proposed sports area to have at least 5 year ARI flood immunity.

**Table 3.4 Cabbage Tree Creek 2, 10, and 100 year ARI flood Levels Adjacent to the Proposed Sports Field**

Reporting Location	Peak Flood Level (m AHD)		
	2 year ARI	10 year ARI	100 year ARI
1	14.19	14.73	15.17
2	13.82	14.37	14.81
3	13.71	14.24	14.72
4	13.42	13.93	14.57
5	13.16	13.70	14.48



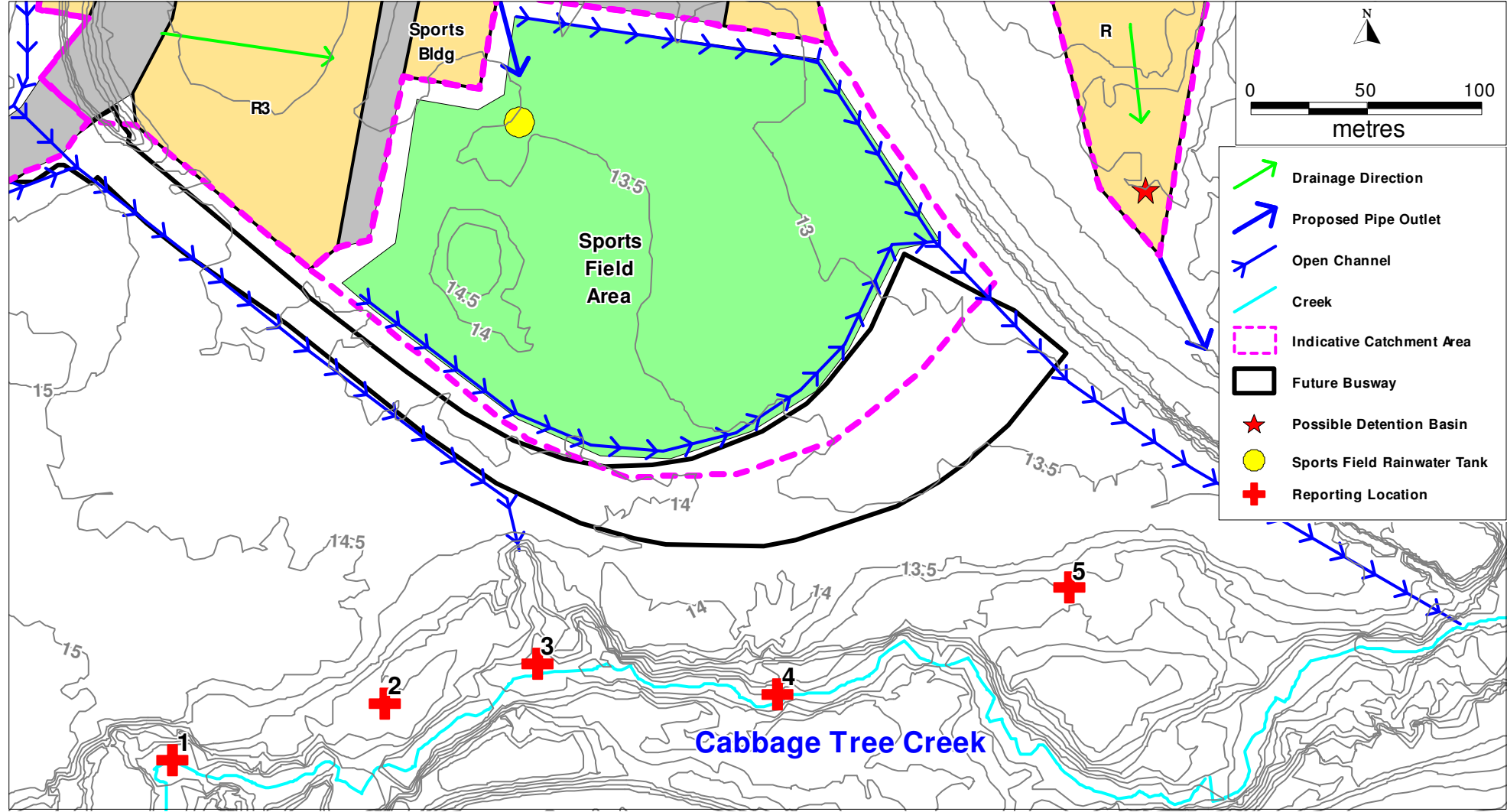


Figure 3.4 Sports Field Flood Reporting Locations

# 4

## STORMWATER QUANTITY MANAGEMENT

Figure 4.1 shows indicative stormwater drainage directions for the development site. The redevelopment of the CUV will increase the impervious area of the site. Management of impacts associated with these changes may require stormwater quantity management devices such as detention basins, flow spreaders, energy dissipation devices, and constructed channels for some areas of the site. Erosion protection will be required at the outlets of all stormwater pipes. The exact location and sizes of these devices will be determined at the detailed design stage. The following is of note:

- Precinct 1 will significantly increase the amount of impervious area of the site. It is recommended that, where possible, stormwater runoff from the proposed Precinct 1 development be directed towards Cabbage Tree Creek. Stormwater runoff from the development will not impact on the peak discharge in Cabbage Tree Creek due to the significant difference in catchment areas. It is proposed that the stormwater runoff from the eastern portion of the development be piped to a water storage tank within the sports field for irrigation of the sports field and other open space areas. Flow in excess of the stormwater pipe network capacity and overflows from the water tank will flow via a constructed channel to the railway corridor boundary. The proposed channel will then drain along the south-western side of the proposed flood protection levee (Le\_1 from WRM July 2009 report) to Cabbage Tree Creek. Stormwater from Stage 5 of Precinct 1 will be piped under the busway and discharge to the bushland via a flow spreader and energy dissipation device. The runoff from the remaining bushland area north of the busway will be collected in an open channel along the western side of R1 and the northern side of the busway and directed, via a culvert through the busway and open channel, to Cabbage Tree Creek.
- Precinct 2 is the existing wreckers yard. There is limited information in relation to current stormwater drainage from this property. The proposed Precinct 2 development will likely significantly increase the impervious area of the site. The management of stormwater runoff from the site may require a detention basin(s) to ensure that the proposed development does not increase peak discharges from the site onto adjoining properties.
- Precinct 3 is currently significantly developed with the majority of the site consisting of roof area, car park, and other impervious areas. Stormwater runoff from the proposed development will be directed northwards to the existing open space area and discharge to Fitzgibbon Drain via the railway culverts. The developed conditions peak discharge to the railway culverts will likely be reduced by the proposed development because Cabbage Tree Creek floodwaters that currently overtop Beams Road will be excluded when Stage 4 is developed. Hence, it is unlikely that detention basin(s) will be required for this site. A flow spreader and/or energy dissipation device will be required at the stormwater pipe outlet and an open channel will be constructed within the remaining open space to direct runoff to the railway culverts.



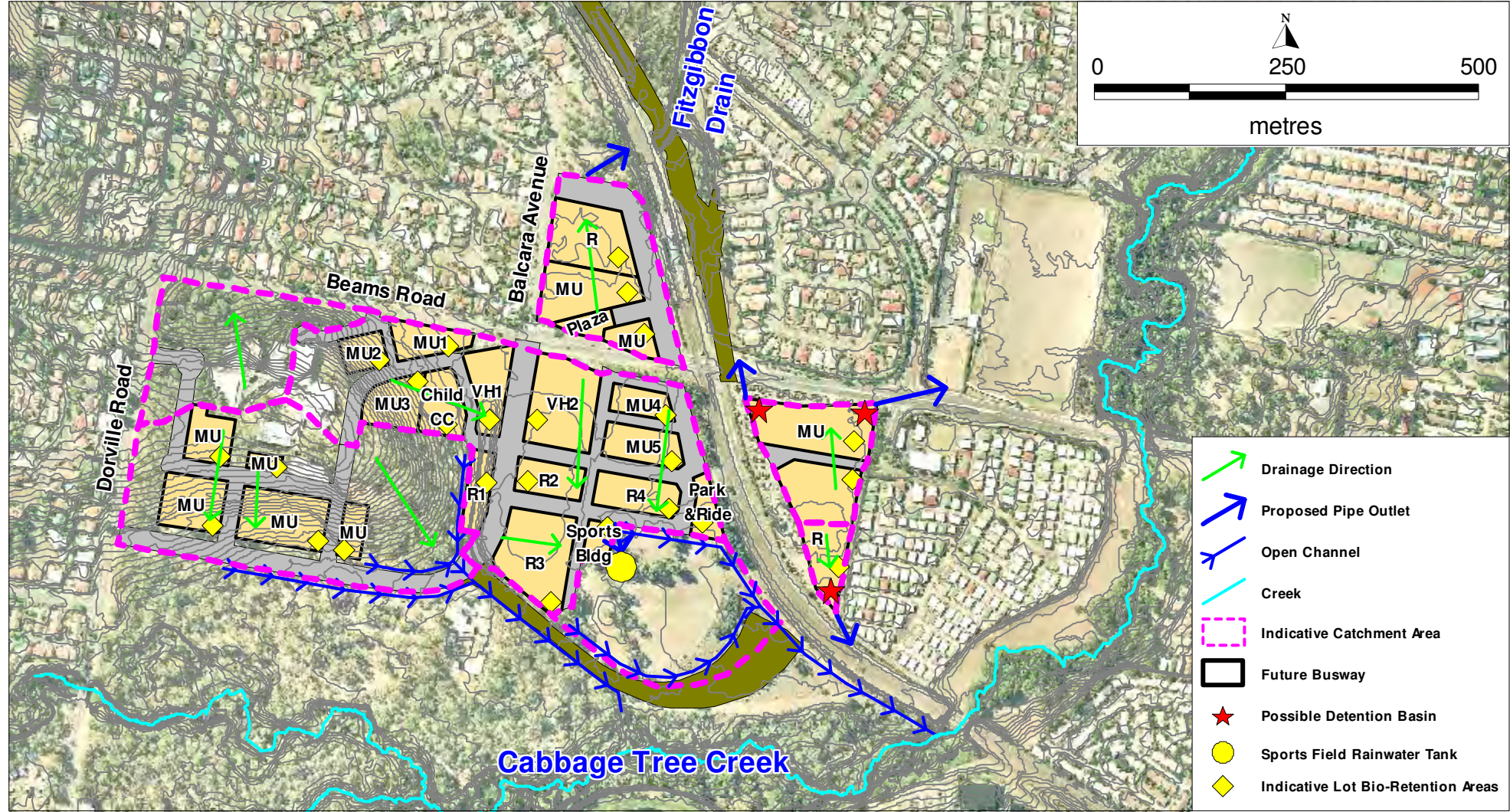


Figure 4.1 Conceptual Stormwater Management Plan (Indicative Only)



# 5 STORMWATER QUALITY MANAGEMENT

## 5.1 OVERVIEW

The stormwater management plan for the site includes the following:

- Descriptions and preliminary sizing of the Stormwater Treatment Measures (STMs) proposed for the operational phase of the development;
- Quantitative modelling to demonstrate that the treatment system will meet relevant performance criteria for stormwater quality management and frequent flow management;
- Description of erosion control management measures for waterway stability management.

The proposed stormwater management strategy includes the use of road-side bio-retention pods within the road reserve that will replace conventional gully pits. Runoff from allotments (including roof, overflows from rainwater tanks, and ground), will drain overland or via pipes for collection and treatment within site-based bio-retention pods (separate to road-side bio-retention pods). Stormwater will be conveyed to underground stormwater pipes within the bio-retention pods either through the filter media and sub-surface drainage or the overflow riser pipe.

The 'MUSIC' model for urban stormwater improvement conceptualisation (CRCCH, 2005) was used to assess the un-mitigated and mitigated runoff quality from the developed area on the site, and determine the performance of the proposed stormwater treatment system.

## 5.2 PROPOSED STORMWATER TREATMENT TRAIN

### 5.2.1 Overview

Figure 4.1 shows an indicative stormwater management plan for the development site. The locations of STMs are indicative only and are based on the most current available layout. The exact location of STMs will be determined during detailed design. It is recommended that further investigation be undertaken at the detailed design stage of the development on a lot-by-lot basis to locate and size these STMs within the lot footprint.

The following water sensitive urban design features will be included in the proposed development:

- Rainwater tanks will collect roof runoff for non-potable reuse on site.
- Lot-based bio-retention pods will be constructed within the lot area footprint. The pods will treat ground level runoff from lots as well as overflows from rainwater tanks.

- Roadside bio-retention pods will be constructed, at regular intervals within the road reserve. The pods will treat road runoff only. Figure 5.1 shows examples of typical road-side bio-retention pods.
- Appendix C shows typical plan and cross sections of the bio-retention pods. Bio-retention pods will consist of the following layers:
  - A 150mm deep drainage layer with particles between 10 and 15mm in diameter in the base of the basin. Slotted 90 mm PVC pipe at 1.5 m spacing (max) will be placed within this layer and connected to the underground pipe network.
  - A 150mm deep sand transition layer placed over the drainage layer.
  - A 500mm deep growing medium of sandy loam placed over the transition layer.
  - Small flows entering the basin will percolate into the gravel/sand layer, with sediment and nutrients being removed in the process. It was assumed that the underlying soil is impermeable when undertaking the water quality modelling.
  - Once flows exceed the hydraulic capacity of the bio-filtration layer, flows will fill the basin and discharge (via a riser pipe).
- A sediment forebay installed upstream of all bio-retention pods will remove coarse particles prior to discharge to the bio-retention pods.
- Where possible, runoff from impermeable surfaces should be directed to adjacent gardens and grassed areas (e.g. driveways, footpaths, small car parks, paved area, car wash areas).



Figure 5.1 Examples of Roadside Bio-Retention Areas



### 5.2.2 Rainwater Tanks and Stormwater Harvesting

Requirements for source substitution are provided in the South East Queensland Water Strategy (QWC, 2008) and the Queensland Development Code (QDC, 2010; QDC, 2009; and QDC, 2008) which require all new Class 1 and Class 2 buildings that connect to the reticulated town water supply to employ water efficient practices. It is recommended that the CUV development employ rainwater tanks (and water efficient fittings internally) within all Class 1 and Class 2 buildings to reduce the development's reliance on town water supply. Tank water will be reused within the development for non-potable water use. These uses should include as a minimum:

- toilet flushing;
- laundry cold tap;
- external irrigation; and
- swimming pools.

Table 5.1 shows the non-potable water demands for the internal residential, internal commercial, and external areas that were adopted for this study. These demands are based on research undertaken in the Gold Coast (Willis et al., 2009) and have been adopted by the QWC. The following assumptions were made:

- Non-potable indoor use for residential dwellings includes toilet flushing and laundry.
- Non-potable indoor use for commercial floor space includes toilet flushing only.
- Non-potable external water use for residential and commercial pervious areas. 50% of pervious areas were irrigated and rates were seasonally adjusted using evapotranspiration.
- There are no swimming pools within the development.

**Table 5.1 Non-Potable Water Demand**

Non-Potable Water Demand	Units	Value
Internal Residential	L/person/dwelling/day	43.4
	persons/unit dwelling	1.8
Internal Commercial (toilet only)	L/person/day	20
	persons/ha GFA	330
External Residential and Commercial	m/m <sup>2</sup> /day	0.002
	days/yr	200
	portion of pervious area irrigated	0.5

Detailed analysis of the potential reduction of non-potable water use that can be achieved with rainwater tanks is discussed further in Section 6.

Note that reuse options for the former QUT campus and commercial buildings that will be retained in the CUV have not been considered in this study. It is recommended that potential reuse options be assessed for these buildings during detailed design.

## 5.3 WATER QUALITY MANAGEMENT DESIGN OBJECTIVES

### 5.3.1 Construction Phase

Table 5.2 shows pollutants identified by BCC (2003) as being generated during a development's construction. Measures will be taken during the construction phase to manage each of these pollutants. An erosion and sediment control plan in accordance with the latest erosion and sediment control guidelines (IECA, 2008) will be developed as part of the operational works approval.

**Table 5.2 Pollutants Typically Generated During the Construction Phase**

Pollutant	Sources
Litter	Paper, construction packaging, food packaging, cement bags, off-cuts
Sediment	Unprotected exposed soils and stockpiles during earthworks and building
Hydrocarbons	Fuel and oil spills, leaks from construction equipment
Toxic Materials	Cement slurry, asphalt prime, solvents, cleaning agents, wash waters (eg from tile works)
pH Altering Substances	Acid sulfate soils, cement slurry and wash waters

### 5.3.2 Operational Phase

Table 5.3 presents the site runoff load-based design objectives for the operational phase of the development.

**Table 5.3 Operational Phase Site Runoff Performance Criteria**

Parameter	Percent Reduction (%) <sup>a</sup>
Suspended Solids	80
Total Nitrogen	45
Total Phosphorous	60
Gross Pollutants	90

<sup>a</sup> Source: DIP, 2008

The percent reductions given in Table 5.3 are the target reductions for comparing mitigated site conditions with unmitigated site conditions. The treatment train selected for the proposed development will ensure design objectives are met for all pollutants.

## **5.4 MUSIC MODELLING**

### **5.4.1 Methodology**

Assessment of mitigated post-development site runoff water quality was undertaken using the 'MUSIC' water quality model (CRCCH, 2005). Suspended solids, total nitrogen and total phosphorus concentrations were estimated with the Brisbane City Council (BCC) MUSIC model runoff generation parameters. Baseflow and stormflow concentration parameters were adopted from BCC (2003) and IEAust (2006). Adopted MUSIC parameters are provided in Appendix A.

Two separate analyses were undertaken to ensure that the proposed development met the water quality objectives (see Appendix B):

1. MUSIC models were used to calculate the lot bio-retention area required for each stage of the development to meet the stormwater quality management design objectives for five different tank sizes. Tank sizes were specified in terms of kL per hectare of development area. Two Scenarios were assessed:
  - a. Rainwater tanks collect roof water only (Scenario 1); and
  - b. Rainwater tanks collect roof water and lot runoff from impervious areas (Scenario 2).
2. A separate MUSIC model was then prepared for road areas.

### **5.4.2 Source Node Parameters**

Tables B1 and B2, Appendix A, show the adopted MUSIC source node rainfall-runoff and pollutant concentration parameters, respectively. These parameters are either default model parameters (CRCCH, 2005) or were sourced from BCC (2003) and GCCC (2006). Table 7 in GCCC (2006) provides mean stormwater flow pollutant concentrations for roof, road and other impervious/pervious areas within a residential area. Mean baseflow pollutant concentrations and standard deviations given for residential use areas (BCC, 2003) were applied to road areas.

Routing was not used in any drainage links.

### **5.4.3 Adopted Development Areas and Stage Yields**

Table 5.4 shows the adopted areas for roof, pervious, and impervious areas within the development. The estimated site impervious cover is indicative only and based on preliminary planning advice from the ULDA.



**Table 5.4 Adopted Development Areas**

Land Use	Lot Area (ha)			
	Roof	Pervious	Impervious	Total
<i>Precinct 1</i>				
VH	0.89	0.30	0.30	1.48
Child CC	0.26	0.04	0.13	0.44
MU1	0.19	0.08	0.11	0.38
MU2	0.13	0.05	0.08	0.26
MU3	0.23	0.14	0.09	0.46
MU4	0.11	0.06	0.11	0.28
MU5	0.18	0.09	0.18	0.45
R1,2,3,4	0.87	0.65	0.65	2.18
R5	1.00	0.60	0.40	2.00
Sports Bldg.	0.10	0.01	0.03	0.14
<i>Precinct 2</i>				
MU	0.39	0.24	0.34	0.98
R	0.47	0.35	0.35	1.17
<i>Precinct 3</i>				
MU	0.49	0.20	0.29	0.98
R	0.34	0.26	0.26	0.86
<i>Other</i>				
Roads	0.00	1.50	5.99	7.49
Park & Ride	0.00	0.02	0.21	0.23
<b>Total</b>	<b>5.63</b>	<b>4.58</b>	<b>9.52</b>	<b>19.73</b>

#### 5.4.4 Estimated Development Yield

The estimated development yield for the development is shown in Table 5.5.

**Table 5.5 Estimated Development Yield for Each Stage**

Stage	Number of Residential Dwellings	Commercial Floor Area (m <sup>2</sup> )	Retail Floor Area (m <sup>2</sup> )	Community Use Total Area (m <sup>2</sup> )
1	147	4,855	2,000	4,350
2	257	13,562	2,500	0
3	150	4,550	0	0
4	465	38,675	1,000	1,400
5	150	15,000	0	0
<b>TOTAL</b>	<b>1,169</b>	<b>76,642</b>	<b>5,500</b>	<b>5,750</b>

#### 5.4.5 Non-Potable Water Demand

Table 5.6 shows the estimated non-potable water demand of the development for each stage. The non-potable demands are based on the development yield shown in Table 5.5 and the estimated non-potable water demands for each land use in Table 5.1. The following is of note:

- The development will consume an estimated 60 ML/yr of water for non-potable uses that could to some extent be supplied by rainwater tanks.
- Internal demands make up 90 % of the overall non-potable water demand
- Non-potable demand calculated for commercial, retail, and community use areas were based on commercial reuse values.
- The non-potable demand associated with the reuse of existing buildings within the former QUT campus were not considered.

**Table 5.6 Estimated Lot Based Non-Potable Demand That Could be Supplied by Rainwater Tanks**

Stage	Lot Area (ha)				Non-Potable Demand (kL/d)			Non-Potable Demand (kL/yr)	
	Roof	Pervious	Impervious	Total	Res. Internal	Com. Internal	Total Internal	External	Total (Internal + External)
<b>1</b>	0.86	0.29	0.39	1.54	11.48	6.25	17.73	575	7,051
<b>2</b>	0.99	0.45	0.48	1.93	20.08	10.60	30.68	909	12,114
<b>3</b>	0.51	0.37	0.35	1.23	11.72	3.00	14.72	737	6,113
<b>4</b>	2.27	1.35	1.70	5.32	36.33	26.83	63.16	2,701	25,769
<b>5</b>	1.00	0.60	0.40	2.00	11.72	9.90	21.62	1,197	9,093
<b>TOTAL</b>	<b>5.63</b>	<b>3.06</b>	<b>3.32</b>	<b>12.02</b>	<b>91.32</b>	<b>56.58</b>	<b>147.91</b>	<b>6,118</b>	<b>60,140</b>

#### 5.4.6 Lot-Based MUSIC Model Configuration

Figure B1 and Figure B2, Appendix B shows the Scenario 1 (rainwater tanks collect roof area only) and Scenario 2 (rainwater tanks collect roof area and impervious lot runoff) lot-based MUSIC model configurations, respectively, used to assess the mitigated post-development runoff quality for each stage of the CUV. A bio-retention pod node, one tank node, and one GPT node were used for each of the five rainwater tank cases (50 kL/ha, 100 kL/ha, 200 kL/ha, 300 kL/h, and 400 kL/ha). These nodes represent the treatment nodes that will treat runoff from the lot areas. The proposed GPTs, in the form of a sediment forebay installed on the inlets into the lot bio-retention area were modelled as a single GPT node.

It was assumed that 100% of the roof (Scenario 1) and roof + impervious areas (Scenario 2) were connected to the rainwater tanks. The overflows from the tank and other areas not captured in the tank were directed to the lot bio-retention areas for treatment.

- Table 5.7 shows the properties adopted for modelling the sediment forebay area.
- Table 5.8 shows the total tank volume used for each tank case. The adopted rainwater reuse demands are shown in Table 5.6.
- Table 5.9 shows the properties adopted for modelling the bio-retention pods. The bio-retention component will be planted with a selection of native shrubs and grass.

**Table 5.7 Sediment Fore-bay Properties**

Pollutant	Input (mg/L)	Output (mg/L)
Total Suspended Solids	1000	500
Total Phosphorous	5	4
Total Nitrogen	50	50
Gross Pollutants	15	7.5

**Table 5.8 Adopted Rainwater Tank Volumes for each scenario**

Stage	Tank Volume (kL)				
	50 kL/ha	100 kL/ha	200 kL/ha	300 kL/ha	400 kL/ha
1	77	154	308	462	616
2	96	193	385	578	770
3	61	123	246	368	491
4	266	532	1,065	1,597	2,129
5	100	200	399	599	798
<b>TOTAL</b>	600	1202	2403	3604	4804

**Table 5.9 Bio-Retention Basin Properties**

<b><i>Inlet Properties</i></b>	
Low Flow By-Pass (m <sup>3</sup> /s)	0
High Flow By-Pass (m <sup>3</sup> /s)	100
<b><i>Storage Properties</i></b>	
Extended Detention Depth (m)	0.30
Extended Detention Surface Area (m <sup>2</sup> )	- <sup>a</sup>
Seepage Loss (mm/hr)	0
<b><i>Infiltration Properties</i></b>	
Filter Area (m <sup>2</sup> )	- <sup>b</sup>
Filter Depth (m)	0.5
Filter Median Particle Diameter (mm)	0.45
Saturated Hydraulic Conductivity (mm/hr)	180
Depth Below Underdrain Pipe (% of Filter Depth)	0
<b><i>Outlet Properties</i></b>	
Overflow Weir Width (m)	2

<sup>a</sup> Assumed equal to the Filter Area

<sup>b</sup> See Table 5.10 & Table 5.11



#### 5.4.7 Lot-Based MUSIC Model Results

Table 5.10 shows the required Scenario 1 lot bio-retention area for each stage. Table 5.11 shows the required Scenario 2 lot bio-retention area for each stage. Note that this area is for the filter media **only**. Additional area will be required to accommodate the extended detention and flood detention depths. This additional area will be determined at the detailed design phase. Appendix D shows the mean annual pollutant percent reductions for suspended solids, total nitrogen, total phosphorous and litter based on the adopted treatment train for all cases. The actual bio-retention area required for each development area will be affected by the details of the site cover and adopted stormwater drainage system and should be confirmed during detailed design. The following is of note:

- WQOs are met for all modelled water quality parameters.
- The amount of bio-retention area required for a lot reduces as the amount of rainwater tank volume is increased.
- The amount of bio-retention area required as a percentage of total lot area ranges:
  - for Scenario 1 between about 0.7% with a rainwater tank volume of 50 kL/ha to 0.3% with a rainwater tank volume of 400 kL/ha.
  - for Scenario 2 between about 0.7% with a rainwater tank volume of 50 kL/ha to no bio-retention with a rainwater tank volume of greater than 200 kL/ha.

**Table 5.10 Required Bio-Retention Area for each stage for Scenario 1<sup>a</sup>**

Stage	Total Bio Retention Area Required (m <sup>2</sup> )				
	50 kL	100 kL	200 kL	300 kL	400 kL
1	115	85	65	55	50
2	120	95	75	60	55
3	75	60	45	40	35
4	360	260	220	200	190
5	135	100	70	60	50
<b>TOTAL</b>	<b>805</b>	<b>600</b>	<b>475</b>	<b>415</b>	<b>380</b>

<sup>a</sup> Rainwater tanks collecting roof runoff only

**Table 5.11 Required Bio-Retention Area for each stage for Scenario 2<sup>b</sup>**

Stage	Total Bio Retention Area Required (m <sup>2</sup> )				
	50 kL	100 kL	200 kL	300 kL	400 kL
1	110	55	10	0	0
2	115	50	5	0	0
3	70	30	0	0	0
4	350	160	20	0	0
5	130	50	10	0	0
<b>TOTAL</b>	<b>775</b>	<b>345</b>	<b>45</b>	<b>0</b>	<b>0</b>

<sup>b</sup> Rainwater tanks collecting roof runoff plus ground level impervious area runoff

#### 5.4.8 Road MUSIC Model Configuration

Figure B3, Appendix B show the MUSIC model configuration used to assess the road post-development runoff quality from the CUV site. The area of the source nodes for road (including road reserve) and the Park and Ride area was 7.49 ha, and 0.23 ha respectively. The adopted percent impervious was 80% and 90%, respectively.

- Table 5.7 shows the properties adopted for modelling the sediment forebay area.
- Table 5.12 shows the properties adopted for modelling the bio-retention pods.

**Table 5.12 Road Bio-Retention Basin Properties**

<i><b>Inlet Properties</b></i>	<b>Road Area</b>	<b>Park &amp; Ride</b>
Low Flow By-Pass (m <sup>3</sup> /s)	0	0
High Flow By-Pass (m <sup>3</sup> /s)	100	100
<i><b>Storage Properties</b></i>		
Extended Detention Depth (m)	0.20	0.20
Extended Detention Surface Area (m <sup>2</sup> )	1360	50
Seepage Loss (mm/hr)	0	0
<i><b>Infiltration Properties</b></i>		
Filter Area (m <sup>2</sup> )	1360	50
Filter Depth (m)	0.5	0.5
Filter Median Particle Diameter (mm)	0.45	0.45
Saturated Hydraulic Conductivity (mm/hr)	180	180
Depth Below Underdrain Pipe (% of Filter Depth)	0	0
<i><b>Outlet Properties</b></i>		
Overflow Weir Width (m)	2	2

#### 5.4.9 Road MUSIC Model Results

Table 5.13 shows the mean annual pollutant loads for suspended solids, total nitrogen, total phosphorous and litter for road runoff. WQOs are met for all modelled water quality parameters.

The total amount of bio-retention required to treat road runoff is about 1.8% of the total road area (including road reserve). Table 5.14 shows the approximate maximum spacing per 10 m<sup>2</sup> of bio-retention area for each road type. It is envisaged that the bio-retention area will be located within the parking and planting width of the road reserve. Two-way cross fall road types will require bio-retention on both sides of the road. For Access Lanes and the Shared Busway road types, bio-retention will either be placed in the verge width or will require area outside the road reserve width. Note that the bio-retention pods, where possible, will replace conventional gully pits.

**Table 5.13 Mean Annual Pollutant Loads, Roads Post-Development Mitigated**

Pollutant	Annual Pollutant Load (kg/year)		Percent Reduction (%)	WQO Percent Reduction (%)
	Source Node	Mitigated (with tanks)		
Suspended Solids	26200	2720	89.6	80
Total Phosphorous	45.4	13.1	71.1	60
Total Nitrogen	215	117	45.3	45
Litter	1720	0.00	100.0	90

**Table 5.14 Required Spacing per 10m<sup>2</sup> Bio-Retention Area for Road Types within the CUV**

Road Type	Road Reserve Width (m)	Parking and Planting Width (m)	Maximum Spacing (m/10 m <sup>2</sup> bio-retention)
Village Main Street	23	2.5	24
Loop Road	20	2.5	27
Access Places	19	2.5	29
Resident Park Esplanade Road	21	2.5/6.0	26
Access Lanes	14	None	39
Shared Busway	20	None	27

## 5.5 FREQUENT FLOW MANAGEMENT

The frequent-flow management design objective requires the first 15 mm of runoff from impervious surfaces be captured and managed to minimise the impacts on downstream ecosystems associated with the increased frequency of runoff from impervious surfaces. Rainwater tanks and bio-retention basins are used to achieve this requirement.

## 5.6 WATERWAY STABILITY MANAGEMENT

Waterway stability management aims to protect downstream waterways from increases in in-stream erosion by ensuring that the peak 1 year ARI stormwater discharge from the site to the receiving waterway is not increased by the proposed development. Limiting the peak flows up to the 1 year ARI discharge from the site will be achieved using rainwater tanks and bio-retention pods. Additional erosion protection and flow dissipation device(s) will be required on the proposed pipe outlet(s) from the development site to ensure no local erosion at the stormwater outlets.



# 6

## MINIMISATION OF POTABLE WATER USE

### 6.1 SITE-BASED RAINWATER TANKS

#### 6.1.1 General

Rainwater tanks will likely serve as the primary management measure for the reduction of potable water use within the development. In assessing the potential reduction in potable water demand, it has been assumed that water collected in rainwater tanks will be used for toilet flushing, washing machines, and landscape irrigation only. Other non-potable water demands within the CUV may vary considerably depending on the nature of activities undertaken but have been ignored in the investigation.

The MUSIC model developed in Section 4.4 was used to estimate the proportion of non-potable water demand that could be supplied by site-based rainwater tanks. Two scenarios were assessed to determine the potential non-potable reuse that the development could achieve if rainwater tanks collected runoff from:

1. roof areas only (Scenario 1); and
2. roof areas and impervious lot areas (Scenario 2).

Five tank cases were investigated for both scenarios including 50 kL/ha, 100 kL/ha, 200 kL/ha, 300 kL/h, and 400 kL/ha of gross development area.

Non-potable water reuse options for the existing buildings within the former QUT campus have not been considered in this study. It is recommended that potential reuse options be assessed for these buildings during detailed design.

#### 6.1.2 Queensland Development Code

All new commercial and residential buildings must be water efficient as mandated in Part 4 of the Queensland Development Code (QDC) - "*Building Sustainability*". Of some relevance to this development:

- **MP4.1 - "Sustainable buildings" (QDC, 2010)** requires that shower roses, toilet cisterns, and taps in Class 1 and Class 2 buildings be fitted with fittings with a minimum 3-star (4-star for toilet cisterns) water efficiency labelling and standards rating.
- **MP4.2 - "Water Saving Targets" (QDC, 2008)** requires that Class 1a buildings and Class 1b buildings reduce their demand on the reticulated town water supply by 70 kL/dwelling/year and 42 kL/dwelling/yr, respectively. It is noted that the majority of CUV will consist of Class 2 buildings, which are not covered by these guidelines.

- **MP4.3 - "Alternative water sources - commercial buildings" (QDC, 2009)** The code requires that new commercial developments connected to the reticulated town water supply have an alternative water source such as a rainwater tank for non-potable water use. As a minimum, the available tank volume should be equivalent to of 1,500 kL/pedestal plus additional storage for swimming pool water and other non-potable uses (if applicable).

At a master planning level, much of the information required to comply with the QDC is generally not known, for example, how many commercial pedestals and swimming pools will be installed within the development. It is recommended the required tank volume for all Class 1, Class 2, and commercial buildings be confirmed at the detailed design stage.

### 6.1.3 Results

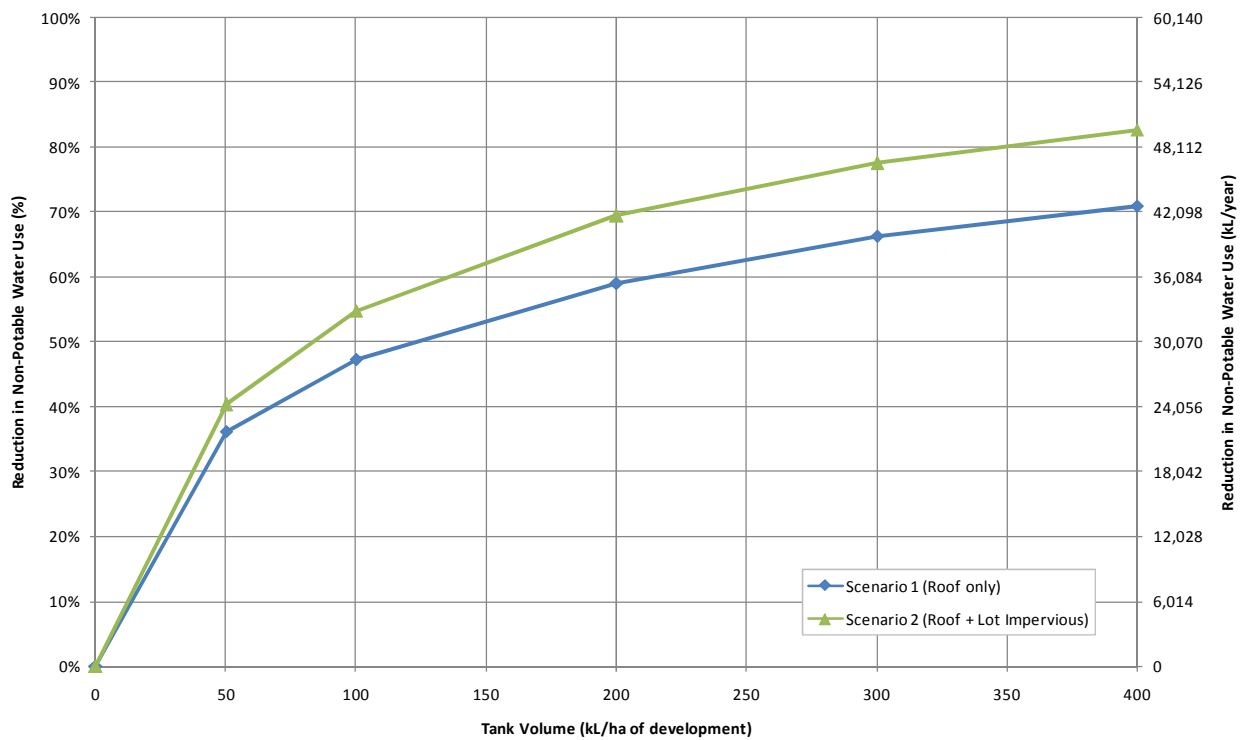
Figure 6.1 shows the portion of non-potable water demand that can be supplied by different sized rainwater tanks for Scenario 1 and Scenario 2. The following is of note:

- The expected reduction in non-potable water demand for Scenario 1 ranges from 36% to 71% for the 50 kL/ha tank and 400 kL/ha tank case, respectively.
- The expected reduction in non-potable water demand for Scenario 2 ranges from 40% to 83% for the 50 kL/ha tank and 400 kL/ha tank case, respectively.
- The expected benefit of Scenario 2 over Scenario 1 increases as the amount of tank volume increases. For example, the tank volume required to achieve a 40% reduction in non-potable water use is about 50 kL/ha for Scenario 2 compared with about 70 kL/ha for Scenario 1. However, the tank volume required to achieve a 70% reduction in non-potable water use for Scenario 2 is just above 200 kL/ha compared with almost 400 kL/ha tank for Scenario 1.
- About 100 kL/ha of tank will achieve a 50% reduction in non-potable water use. To achieve an additional 20% - 30% reduction would require about 4 times the amount of tank volume.

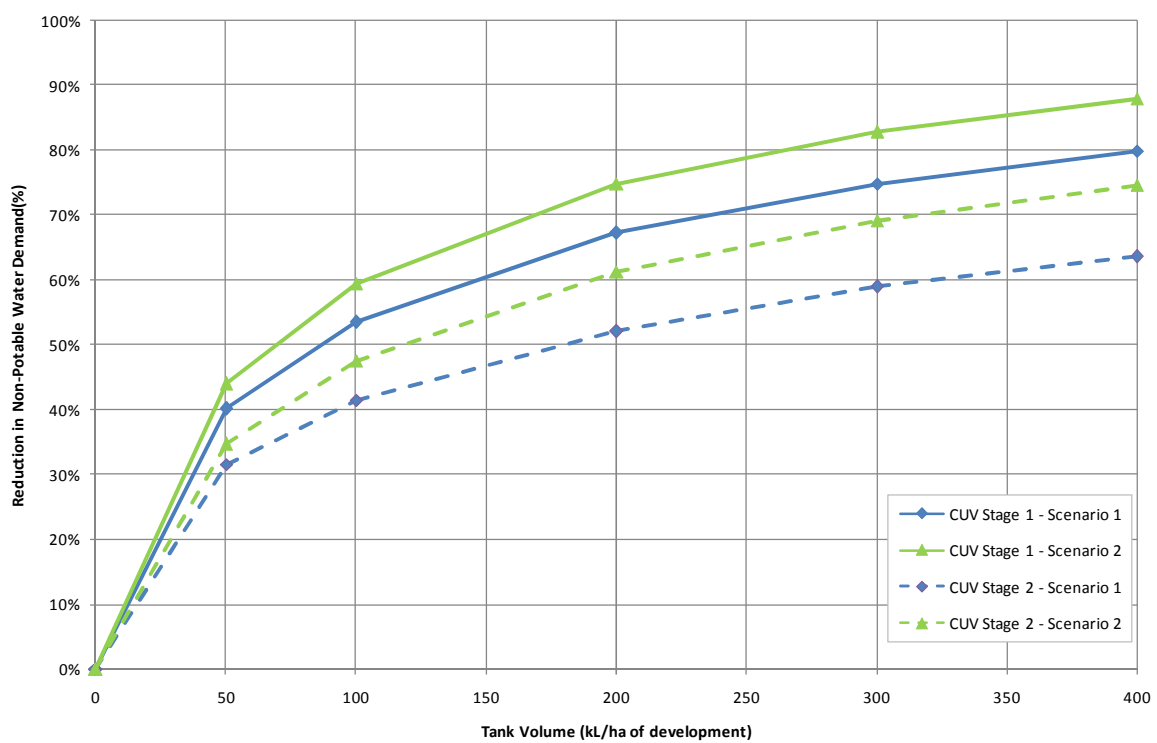
Figure 6.2 shows that, for Stages 1 and 2 of the CUV, the portion of non-potable water demand varies significantly. For example:

- To achieve a 70% reduction of non-potable water use for Stage 1 would require a tank size of between 150 and 200 kL/ha for Scenario 2. In comparison, Stage 2 (Scenario 2) would require more than 300 kL/ha.
- For the case of a 200 kL/ha tank volume, the expected Stage 2 reduction in non-potable reuse that collects roof water only (Scenario 1) is 52% compared with a Stage 1 reduction of 75% if roof and impervious areas (Scenario 2) is collected.

These results indicate that the reductions in non-potable use that can be achieved can vary substantially from stage to stage and will likely vary even more on a lot basis due to the mixed use nature of the CUV development. Hence the best approach to managing stormwater will be different for each lot within the development because the non-potable water demand of each lot will be different. It is recommended that a lot-based stormwater quality management plan (SQMP) that takes into account the expected reuse of the site be done at the detailed design stage. It is also recommended that each lot should be required to install a minimum tank volume of 120 kL/ha of lot area to ensure the overall CUV development meets a minimum reduction in non-potable water demand of 50% (30 ML/a).



**Figure 6.1** Affect of Rainwater Tanks on Non-Potable Water Use - CUV Development



**Figure 6.2** Effect of Rainwater Tanks on Non-Potable Water Use - CUV Stage 1 & 2



## **6.2 SPORTS FIELD STORMWATER TANK**

### **6.2.1 Methodology**

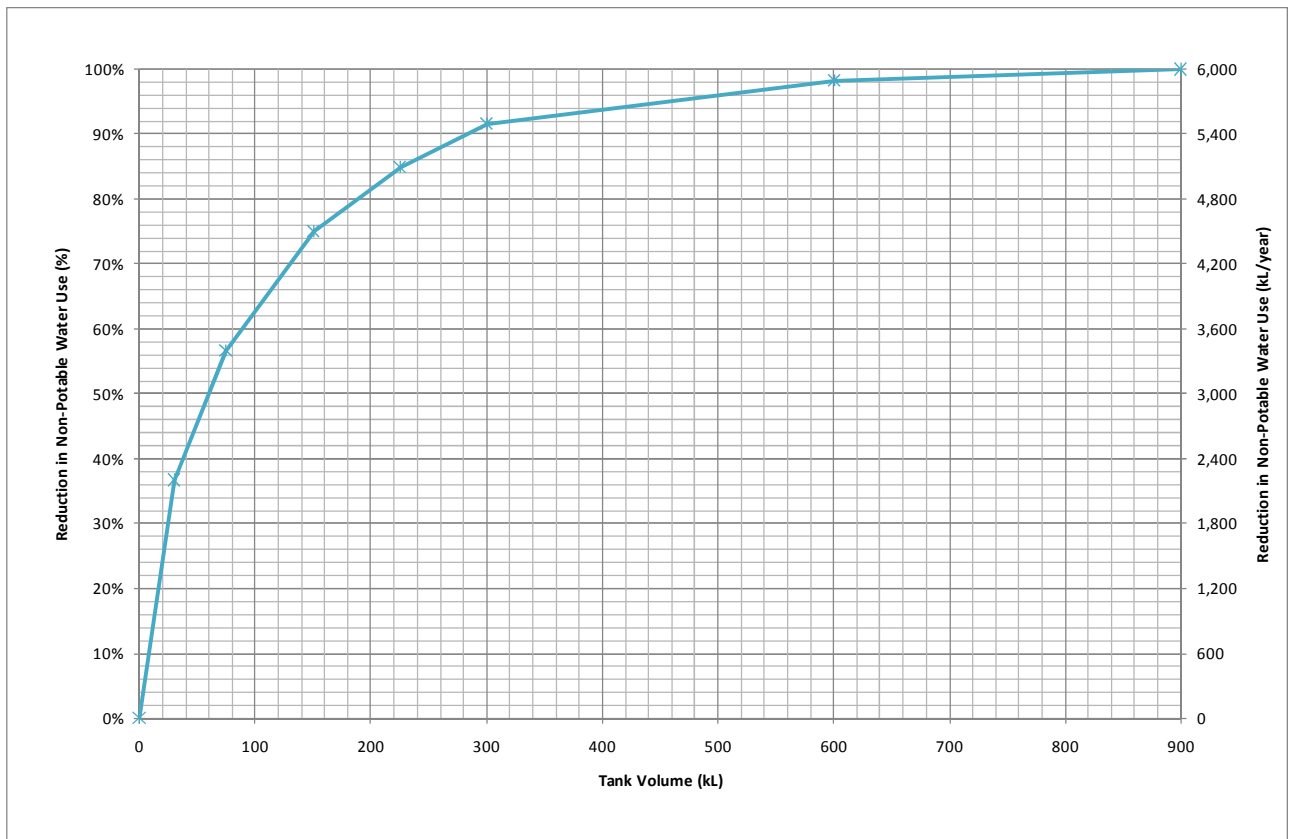
The proposed CUV will modify the existing sports field within the south-east corner of Precinct 1. It is proposed to harvest site stormwater runoff from the eastern half of the Precinct 1 development for irrigation of the sports field. The MUSIC model developed in Section 1 was modified to include a sports field stormwater tank to assess the potential non-potable water that could be supplied by runoff from the site. The effectiveness of the tank was assessed for seven cases including 10 kL/ha, 25 kL/ha, 50 kL/ha, 75 kL/ha, 100 kL/ha, 200 kL/ha, and 300 kL/ha of sports field area.

For the purposes of this analysis the following assumptions were made:

- The pervious area of the sports field is 3 ha;
- A total of 6.04 ha of Precinct 1 development drains to the sports field tank including:
  - 2.95 ha of roof;
  - 1.41 ha of pervious lot;
  - 1.68 ha of impervious lot; and
  - 3.90 ha of road;
- Lot based rainwater tanks are installed on the development at a rate of 200 kL/ha and only collect roof water; and
- Irrigation demand of 6 ML/yr calculated by:
  - 0.002 m/m<sup>2</sup>/day;
  - 200 days/year; and
  - 50% of the sports field area irrigated.

### **6.2.2 Results**

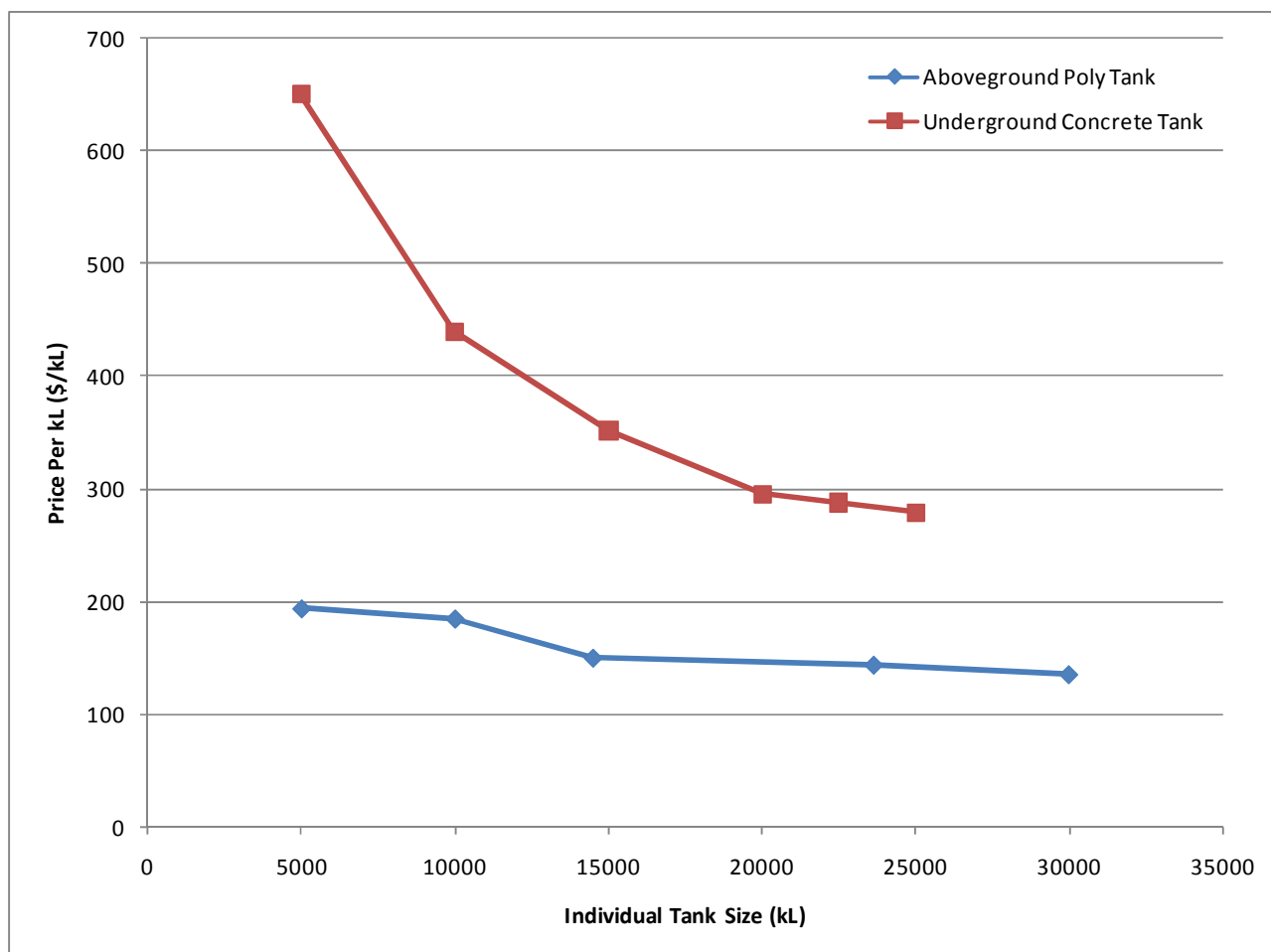
Figure 6.3 shows the portion of sports field irrigation demand that can be met for a given stormwater tank volume. It can be seen that 50%, 75%, and 90% of irrigation demand can be supplied by a tank volume of about 60 kL, 150 kL, and 285 kL, respectively.



**Figure 6.3** Portion of sports field water demand met by the stormwater tank

### 6.3 INDICATIVE RAINWATER TANK COST

Figure 6.4 shows indicative cost of tanks for different sized aboveground poly tanks and underground concrete tanks. In general, underground concrete tanks are more expensive than aboveground poly tanks and cost of storage per kL decreases as the adopted tank size increases.



**Figure 6.4** Indicative cost per kL of Storage for Different Tank Sizes  
(Source: [www.rainwatertanksdirect.com.au](http://www.rainwatertanksdirect.com.au))



# 7

## SUMMARY OF FINDINGS

The Urban Land Development Authority (ULDA) is currently undertaking the master planning of the Carseldine Urban Village (CUV), within the Fitzgibbon Urban Development Area (UDA). This report, prepared by WRM Water & Environment, presents the results of hydrologic and hydraulic modelling studies undertaken to assess the impacts of the proposed development on flood behaviour and stormwater runoff.

The TUFLOW model developed in a previous study (WRM, 2009) and revised in a subsequent study (WRM, 2010) was used to assess the impact of the development on flood levels within the vicinity of the UDA. The results of the flood modelling indicated that:

- Stage 1 of the CUV does not increase 100 year ARI water levels outside of the Fitzgibbon UDA compared with predevelopment conditions. Stage 1 of the CUV does not require flood mitigation works along Cabbage Tree Creek.
- Stages 2 and 3 of the CUV increase 100 year ARI water levels along Cabbage Tree Creek outside of the Fitzgibbon UDA by up to 0.02 m compared with predevelopment conditions. Stages 2 and 3 will require some form of flood mitigation works to ensure that the peak 100 year ARI flood level is not increased as a result of the CUV development.
- The proposed sports field area has 10 year ARI flood immunity.

Note that further modelling and development of detailed concepts for proposed flood mitigation works is underway as part of a separate Cabbage Tree Creek flood mitigation study.

A number of stormwater treatment devices (STMs) within the development will be required to achieve the stormwater management design objectives. The proposed measures include rainwater tanks, sediment traps, lot based bio-retention pods, roadside bio-retention pods, detention basins, and flow dissipaters. Two lot-based scenarios were investigated:

- Rainwater Tanks collect roof water only (Scenario 1); and
- Rainwater Tanks collect roof water and lot runoff from impervious areas (Scenario 2).

Rainwater tanks were assumed to supply non-potable water use.

Five tank sizes were investigated for both scenarios, including 50 kL/ha, 100 kL/ha, 200 kL/ha, 300 kL/h, and 400 kL/ha of gross development area.

The required total bio-retention area:

- for Scenario 1 ranged between about 0.7% with a rainwater tank volume of 50 kL/ha to 0.3% with a rainwater tank volume of 400 kL/ha.
- for Scenario 2 ranged between about 0.7% with a rainwater tank volume of 50 kL/ha to no bio-retention with a rainwater tank volume of greater than 200 kL/ha.
- to treat all road runoff and the park and ride area totals 1410 m<sup>2</sup>.

The proposed STMs ensure that the development meets the design objectives for stormwater management.

An investigation into the potential minimisation of water demand from the town reticulation water supply was undertaken for the development. It was estimated the non-potable water demand of the development will be about 60 ML/year. The above five tank cases were assessed for both scenarios to estimate the benefits of reusing site runoff for non-potable uses. The results of the modelling indicate that:

- The expected reduction in non-potable water demand for Scenario1 ranges from 36% to 71% for the 50 kL/ha tank and 400 kL/ha tank case, respectively.
- The expected reduction in non-potable water demand for Scenario 2 ranges from 40% to 83% for the 50 kL/ha tank and 400 kL/ha tank case, respectively.
- A sports field tank could supply 50%, 75%, and 90% of annual irrigation demand with a 60 kL, 150 kL, and 280 kL capacity , respectively.

The best approach to managing stormwater will be different for each lot within the development because the non-potable water demand of each lot will be different. It is recommended that a lot-based stormwater quality management plan (SQMP) that takes into account the expected type of development and non-potable water demand of each site be done at the detailed design stage. It is also recommended that each lot should be required to install a minimum tank volume of 120 kL/ha of lot area to ensure the overall CUV development meets a minimum reduction in non-potable water demand of 50% (30 ML/a).

The best approach to managing stormwater will be different for each lot within the development. The required bio-retention area for the lot depends on the adopted volume of rainwater tank. On this basis, it is recommended that a lot-based stormwater management plan be done at the detailed design stage. Lot based stormwater management plans will locate and size STMs within the lot footprint based on actual development yields, site cover, and estimated water demands.

# 8 REFERENCES

BCC (2003)	<i>Guidelines for Pollutant Export Modelling in Brisbane, Version 7 [Rev 2]</i> , Waterways Program, Urban Management Division, Brisbane City Council, Brisbane, 11 December 2003
CRCCH (2005)	<i>MUSIC (Model for Urban Stormwater Improvement Conceptualisation)</i> , CRC for Catchment Hydrology, Australia
DIP (2008)	<i>South East Queensland Regional Plan 2005-2026. Implementation Guideline No. 7 DRAFT, Water Sensitive Urban Design: Design Objectives for Urban Stormwater Management</i> , The State of Queensland (Department of Infrastructure and Planning), December 2008.
GCCC (2006)	<i>GCCC MUSIC Modelling Guidelines 2006 – Version 1</i> , Gold Coast City Council, Australia
IECA (2008)	<i>Best Practice Erosion and Sediment Control</i> , International Erosion Control Association (Australasian Chapter), Picton NSW, November 2008.
QDC (2010)	<i>M 4.1 - Sustainable Buildings</i> , Queensland Development Code, April 2010.
QDC (2009)	<i>M 4.3 - Alternative Water Sources - Commercial Buildings</i> , Queensland Development Code, November 2009.
QDC (2008)	<i>M 4.2 - Water Saving Targets</i> , Queensland Development Code, October 2008.
QWC (2008)	<i>Queensland Water Commission (QWC)</i> , South-east Queensland Water Strategy.
WRMb (2010)	<i>Impact Assessment of the Revised Full Development Footprint and Flood Mitigation Infrastructure</i> ", Ref. 0541-01-Q dated 1 March 2010
WRM (2009)	<i>Flood and Stormwater Management Studies for the Fitzgibbon Development Scheme</i> , Ref. 0541-01-G [Rev 1] dated 24 July 2009
WRMb (2010)	<i>Impact Assessment of the Revised Full Development Footprint and Flood Mitigation Infrastructure</i> ", Ref. 0541-01-Q dated 1 March 2010
Willis et. al. (2009)	<i>Gold Coast Domestic Water End Use Study</i> , Journal of Australian Water Association, Volume 36 No 6, September 2009.



# **APPENDIX A**

## **MUSIC PARAMETERS**

**Table A1 Adopted MUSIC Runoff Generation Parameters**

Parameter	Urban Residential	Commercial	Industrial	Rural Residential	Forested
Field Capacity (mm)	200	80	80	80	80
Infiltration Capacity Coefficient a	50	200	200	200	200
Infiltration Capacity Coefficient b	1	1	1	1	1
Rainfall Threshold (mm)	1	1	1	1	1
Soil Capacity (mm)*	400 <sup>!</sup>	120 <sup>α</sup>	120 <sup>α</sup>	120 <sup>α</sup>	120 <sup>α</sup>
Initial Storage (%)*	10	25	25	25	25
Daily Recharge Rate (%)	25	25	25	25	25
Daily Drainage Rate (%)	5	5	5	5	5
Initial Depth (mm)	50	50	50	50	50

Notes: \* Single pervious soil store adopted

Source: BCC (2003)

<sup>α</sup> Shallow Soil Store

<sup>!</sup> Deep Soil Store

**Table A2 Adopted MUSIC Base and Stormflow Concentration Parameters**

Land Use Type for MUSIC Source Nodes <sup>1</sup>	Parameter	Total Suspended Solids (Log <sub>10</sub> mg/L)		Total Phosphorus (Log <sub>10</sub> mg/L)		Total Nitrogen (Log <sub>10</sub> mg/L)	
		Base Flow	Storm Flow	Base Flow	Storm Flow	Base Flow	Storm Flow
Commercial Roof <sup>2</sup>	Mean	0.78	1.30	-0.60	-0.89	0.32	0.37
	Std Deviation	0.39	0.38	0.50	0.34	0.30	0.34
Commercial Pervious <sup>2</sup>	Mean	0.78	2.18	-0.60	-0.47	0.32	0.37
	Std Deviation	0.39	0.38	0.50	0.34	0.30	0.34
Commercial Impervious <sup>2</sup>	Mean	0.78	2.43	-0.60	-0.30	0.32	0.37
	Std Deviation	0.39	0.38	0.50	0.34	0.30	0.34

Notes: Source: 1 BCC (2003)

2 Mean Stormflow concentrations sourced from GCCC (2006) all other concentrations from BCC (2003)

# **APPENDIX B**

## **MUSIC MODEL**



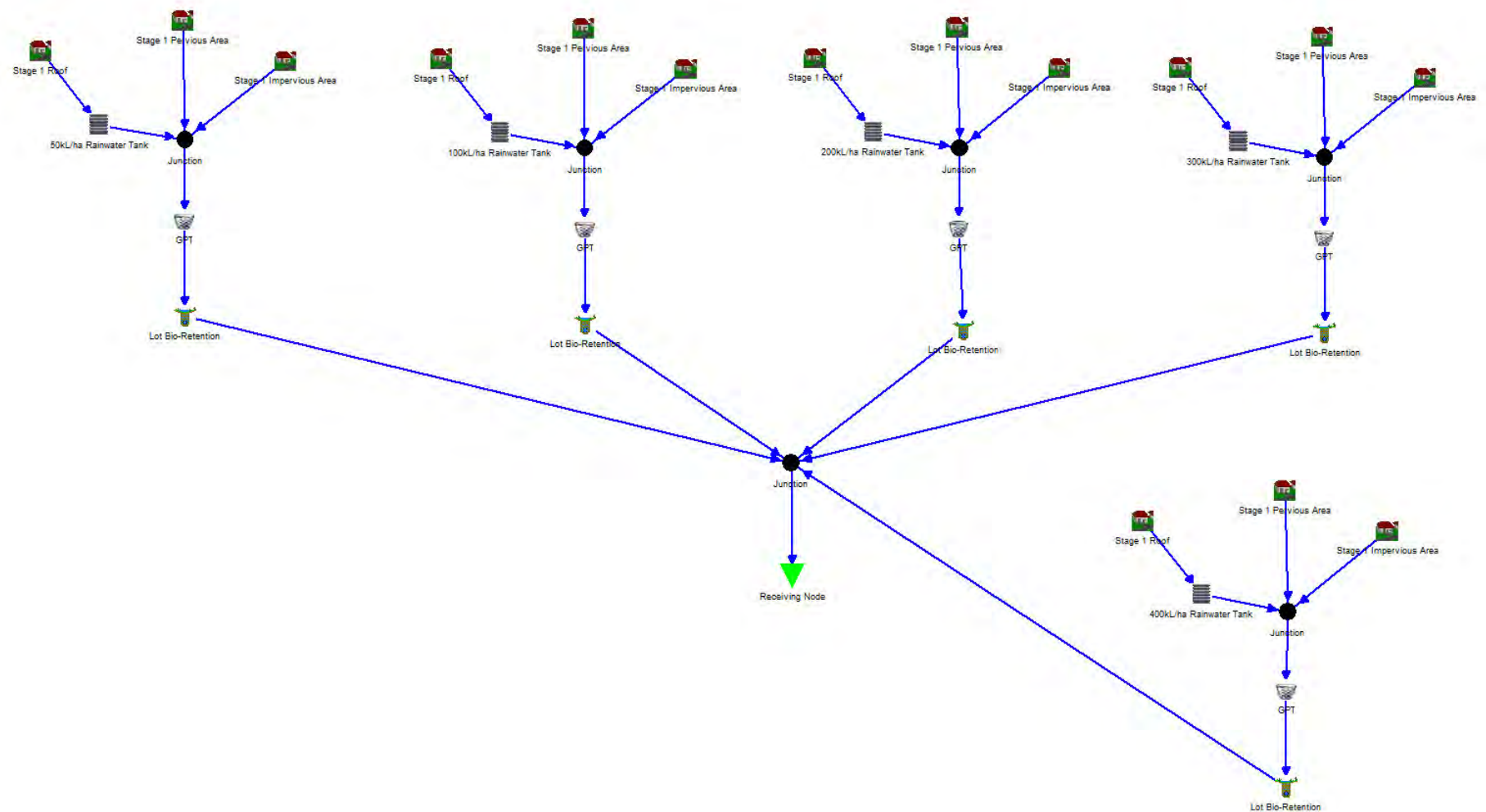
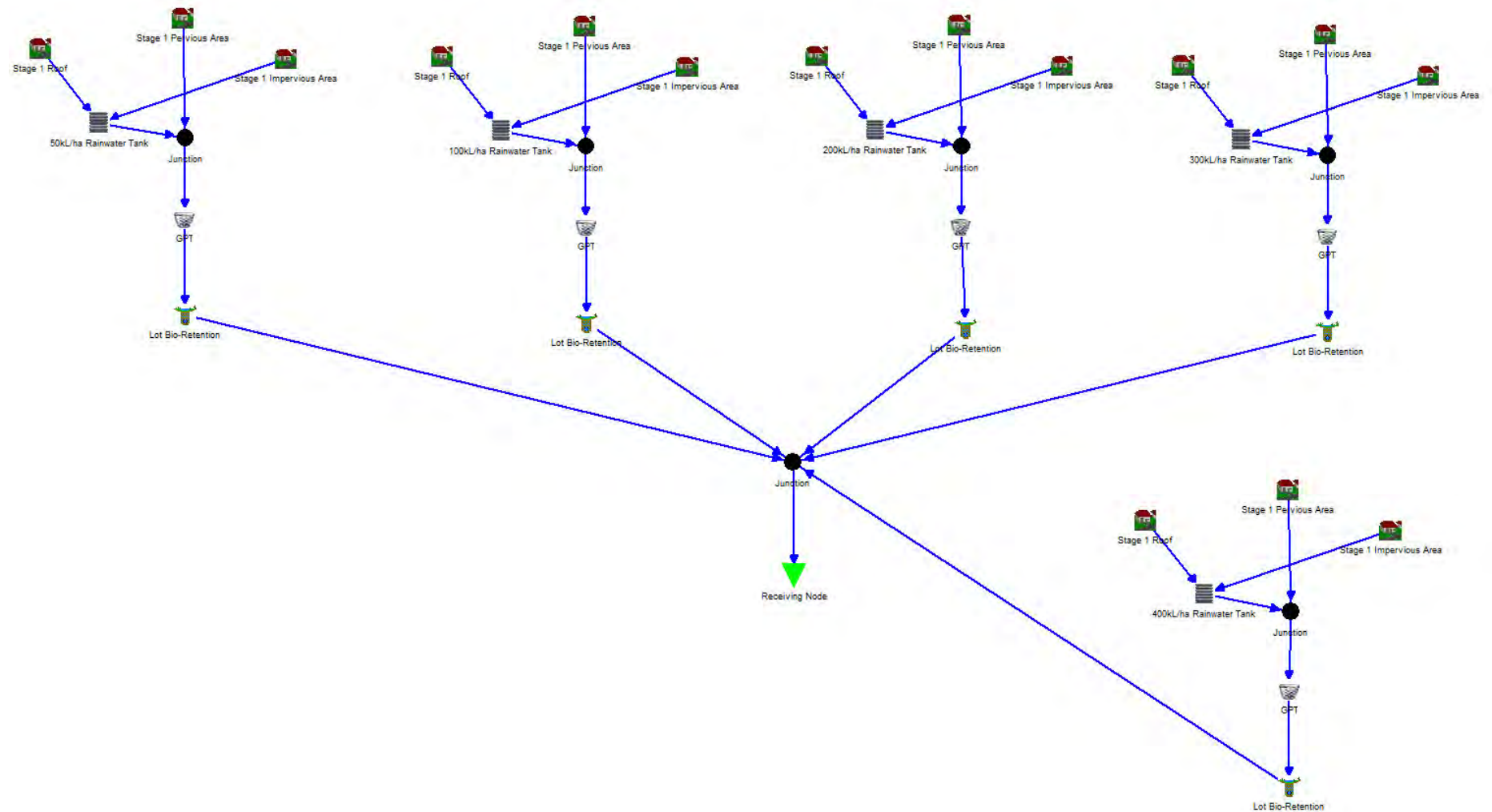
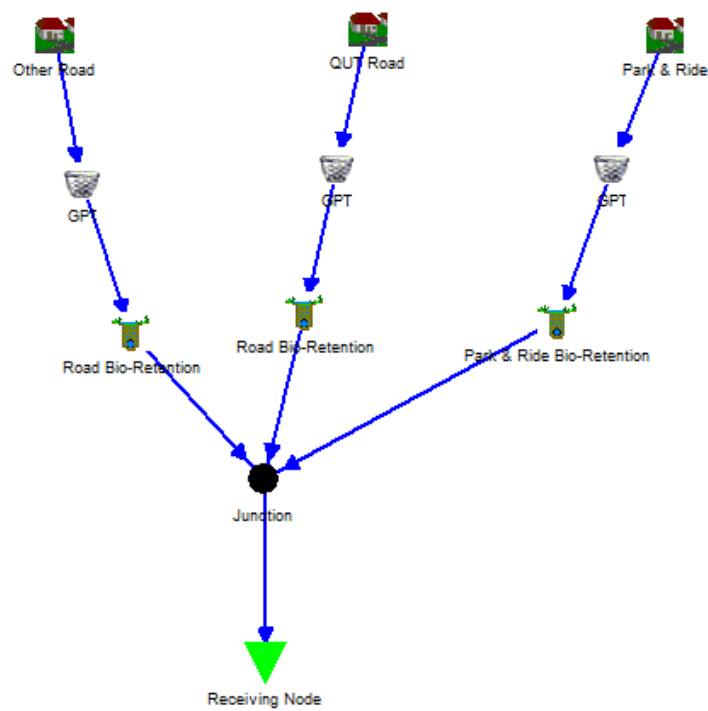


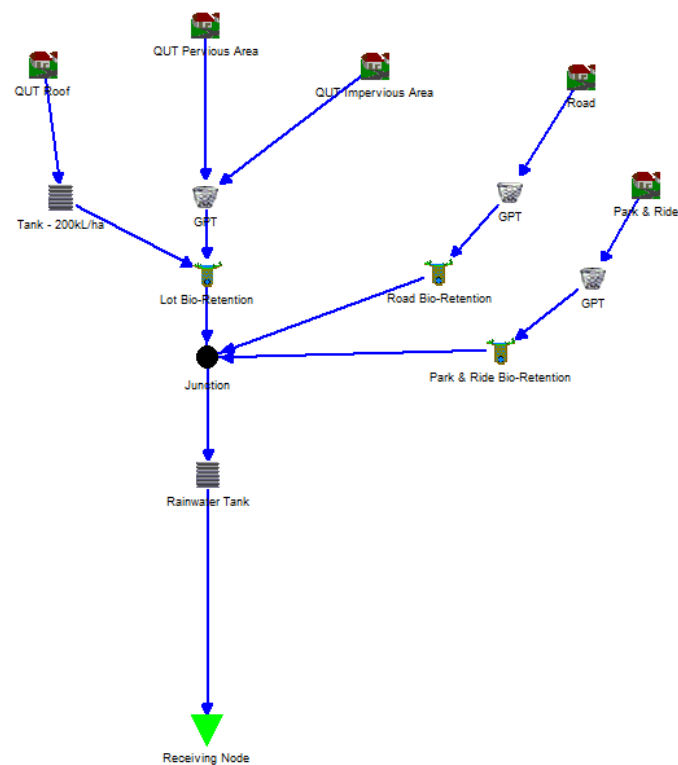
Figure B1 Lot Based MUSIC Model (Scenario 1)



**Figure B2** Lot Based MUSIC Model (Scenario 2)



**Figure B3 Road MUSIC Model**

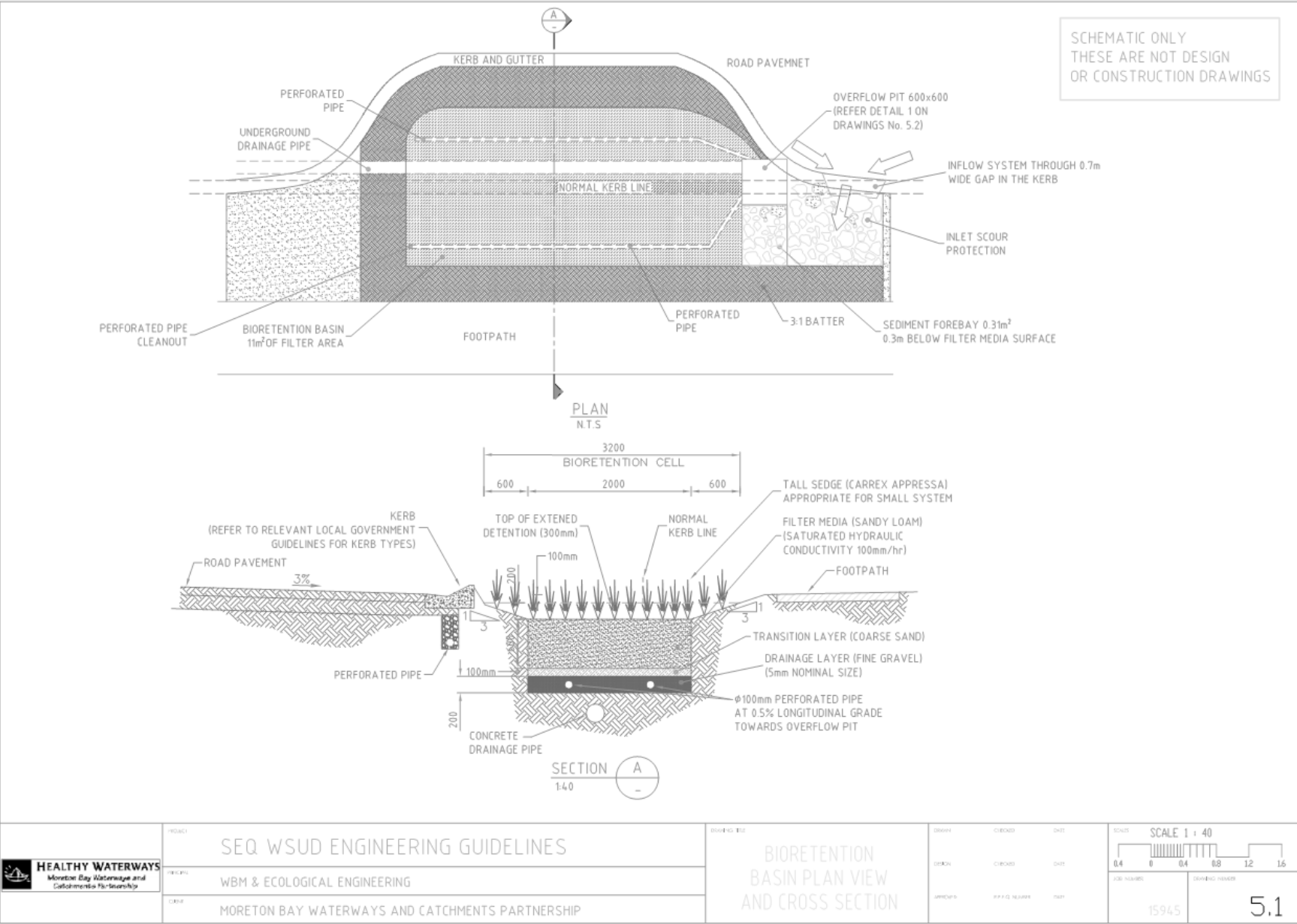


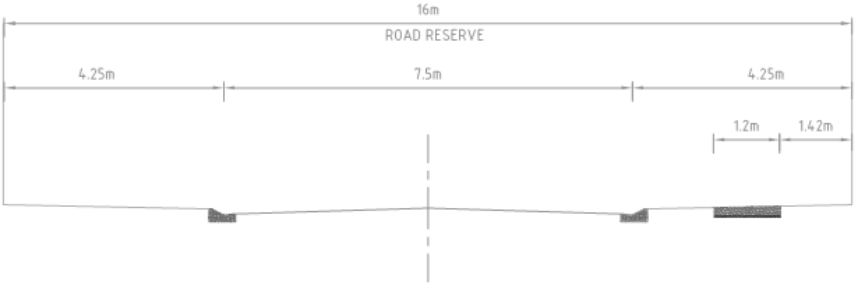
**Figure B3 Sports Field Rainwater Tank MUSIC Model**



## **APPENDIX C**

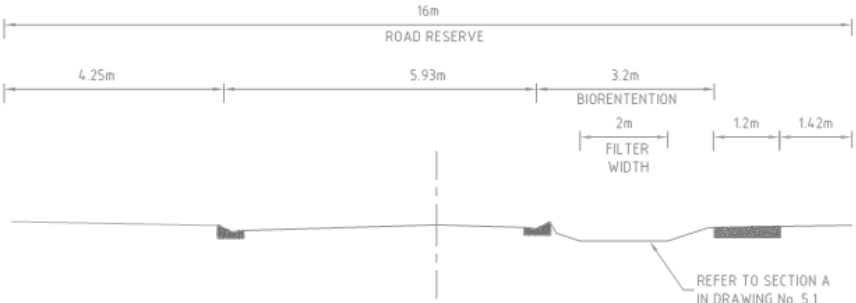
### **TYPICAL BIO-RETENTION POD PLAN AND CROSS-SECTIONS**



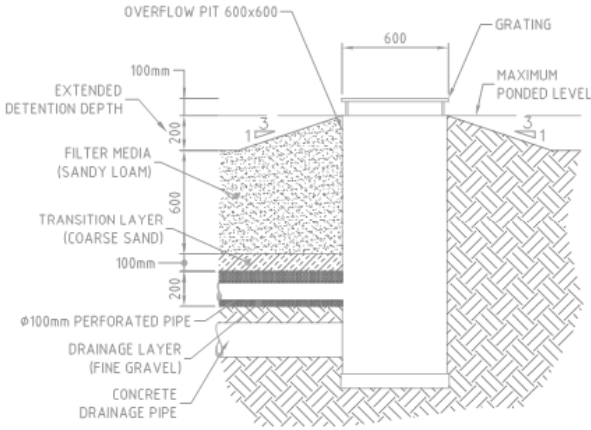


NOTE: ROAD PROFILES WILL VARY BETWEEN LOCAL AUTHORITIES.  
CHECK WITH RELEVANT LGA FOR ROAD PROFILES.

ROAD PROFILE  
N.T.S.



ROAD PROFILE  
N.T.S.



DETAIL 1 - TYPICAL GRATED PIT  
1:25



PROJECT SEQ WSUD ENGINEERING GUIDELINES

PROPOSAL WBM & ECOLOGICAL ENGINEERING

CDDO MORETON BAY WATERWAYS AND CATCHMENTS PARTNERSHIP

PROJECT TITLE BIORETENTION BASIN  
MISCELLANEOUS DETAILS

DRAWN	CHECKED	DATE
DESIGNED	CHECKED	DATE
APPROVED	REVISED NUMBER	DATE



15945 5.2



## **APPENDIX D**

### **LOT BASED MUSIC MODEL POLLUTANT LOAD REDUCTIONS**

**Table D1 - Scenario 1 Lot Based MUSIC Model Annual Pollutant Reductions**

Pollutants	50kL/ha Tank			100kL/ha Tank			200kL/ha Tank			300kL/ha Tank			400kL/ha Tank		
	Source	Residual	% Reduction	Source	Residual	% Reduction	Source	Residual	% Reduction	Source	Residual	% Reduction	Source	Residual	% Reduction
<i>Stage 1</i>															
Flow (ML/yr)	13.6	10.8	20.8	13.6	9.82	27.7	13.6	8.85	34.8	13.6	8.31	38.9	13.6	7.96	41.4
Total Suspended Solids (kg/yr)	1950	339	82.6	2030	398	80.4	2020	401	80.1	1960	377	80.7	1950	383	80.4
Total Phosphorus (kg/yr)	4.5	1.67	62.9	4.61	1.78	61.5	4.64	1.74	62.6	4.58	1.65	64.1	4.56	1.64	64.1
Total Nitrogen (kg/yr)	43.3	23.6	45.4	42.5	22.2	47.8	43.7	20.7	52.7	43.1	19	55.9	43.4	17.8	59.1
Gross Pollutants (kg/yr)	308	0	100	308	0	100	308	0	100	308	0	100	308	0	100
<i>Stage 2</i>															
Flow (ML/yr)	16.1	12.3	23.7	16.1	11.1	31.2	16.1	9.82	39.2	16.1	8.99	44.3	16.1	8.43	47.8
Total Suspended Solids (kg/yr)	2440	469	80.8	2450	475	80.6	2480	474	80.9	2440	474	80.6	2480	479	80.7
Total Phosphorus (kg/yr)	5.5	2.14	61.2	5.59	2.11	62.2	5.6	2.03	63.7	5.62	1.99	64.7	5.58	1.89	66.2
Total Nitrogen (kg/yr)	50.9	27.8	45.4	51.7	26	49.8	50.9	22.7	55.5	51.6	21	59.4	50.9	19	62.7
Gross Pollutants (kg/yr)	362	0	100	362	0	100	362	0	100	362	0	100	362	0	100
<i>Stage 3</i>															
Flow (ML/yr)	9.61	7.47	22.3	9.61	6.84	28.8	9.61	6.15	36	9.61	5.73	40.4	9.61	5.46	43.2
Total Suspended Solids (kg/yr)	1720	317	81.6	1730	330	80.9	1710	337	80.3	1740	343	80.3	1710	341	80.1
Total Phosphorus (kg/yr)	3.71	1.42	61.8	3.69	1.39	62.2	3.67	1.37	62.5	3.7	1.35	63.5	3.68	1.34	63.6
Total Nitrogen (kg/yr)	30.8	16.8	45.6	30.3	15.4	49.2	29.9	13.7	54	30.3	12.8	57.6	30.7	12.4	59.5
Gross Pollutants (kg/yr)	212	0	100	212	0	100	212	0	100	212	0	100	212	0	100
<i>Stage 4</i>															
Flow (ML/yr)	43.8	34.4	21.4	43.8	31.7	27.7	43.8	28.7	34.4	43.8	26.8	38.7	43.8	25.7	41.3
Total Suspended Solids (kg/yr)	8140	1450	82.2	7970	1570	80.3	8120	1560	80.8	8240	1600	80.5	8190	1580	80.8
Total Phosphorus (kg/yr)	17.1	6.37	62.8	16.9	6.48	61.6	17	6.32	62.8	17.2	6.22	63.8	17.5	6.22	64.3
Total Nitrogen (kg/yr)	138	75.9	45	138	71.9	47.9	139	65	53.3	140	60.6	56.7	141	56.7	59.9
Gross Pollutants (kg/yr)	978	0	100	978	0	100	978	0	100	978	0	100	978	0	100
<i>Stage 5</i>															
Flow (ML/yr)	15.6	12.1	22.9	15.6	10.9	30.2	15.6	9.7	37.9	15.6	9.01	42.4	15.6	8.55	45.3
Total Suspended Solids (kg/yr)	2220	438	80.3	2160	417	80.7	2170	420	80.6	2160	421	80.6	2180	432	80.2
Total Phosphorus (kg/yr)	5.18	2.03	60.7	5.09	1.92	62.3	5.08	1.86	63.4	5.16	1.83	64.6	5.14	1.81	64.8
Total Nitrogen (kg/yr)	50	27.3	45.3	49.1	24.7	49.6	49.8	22.6	54.7	50.8	21.1	58.4	50	19.8	60.3
Gross Pollutants (kg/yr)	345	0	100	345	0	100	345	0	100	345	0	100	345	0	100

**Table D2 - Scenario 2 Lot Based MUSIC Model Annual Pollutant Reductions**

Pollutants	50kL/ha Tank			100kL/ha Tank			200kL/ha Tank			300kL/ha Tank			400kL/ha Tank		
	Source	Residual	% Reduction	Source	Residual	% Reduction	Source	Residual	% Reduction	Source	Residual	% Reduction	Source	Residual	% Reduction
<i>Stage 1</i>															
Flow (ML/yr)	13.6	10.5	22.4	13.6	9.45	30.5	13.6	8.35	38.5	13.6	7.79	42.7	13.6	7.43	45.3
Total Suspended Solids (kg/yr)	1960	305	84.4	1940	343	82.3	1960	391	80	1940	354	81.7	2020	322	84.1
Total Phosphorus (kg/yr)	4.54	1.55	65.9	4.52	1.63	64	4.55	1.72	62.1	4.56	1.64	64	4.64	1.51	67.4
Total Nitrogen (kg/yr)	43.2	23.4	45.8	43.4	23.9	45.1	42.8	23.4	45.2	43.6	23.3	46.6	43	21.1	50.8
Gross Pollutants (kg/yr)	308	0	100	308	0	100	308	0	100	308	0	100	308	0	100
<i>Stage 2</i>															
Flow (ML/yr)	16.1	11.9	26	16.1	10.4	35.4	16.1	8.76	45.8	16.1	7.8	51.7	16.1	7.13	55.8
Total Suspended Solids (kg/yr)	2420	397	83.6	2440	470	80.7	2410	476	80.2	2430	425	82.5	2440	351	85.6
Total Phosphorus (kg/yr)	5.48	1.9	65.3	5.57	2.05	63.1	5.51	2	63.7	5.49	1.78	67.6	5.56	1.57	71.9
Total Nitrogen (kg/yr)	51.9	28.5	45.1	51	27.5	46	51.8	26.8	48.3	51.7	23.5	54.6	51.1	20.7	59.6
Gross Pollutants (kg/yr)	362	0	100	362	0	100	362	0	100	362	0	100	362	0	100
<i>Stage 3</i>															
Flow (ML/yr)	9.61	7.17	25.4	9.61	6.3	34.4	9.61	5.4	43.8	9.61	4.93	48.7	9.61	4.6	52.1
Total Suspended Solids (kg/yr)	1740	295	83	1720	328	80.9	1710	354	79.3	1770	298	83.1	1710	246	85.6
Total Phosphorus (kg/yr)	3.73	1.32	64.7	3.71	1.36	63.3	3.67	1.38	62.2	3.77	1.21	67.8	3.68	1.05	71.4
Total Nitrogen (kg/yr)	30.2	16.5	45.5	30.5	16.6	45.6	30.6	16.4	46.5	30.6	14.6	52.2	31.1	13.5	56.7
Gross Pollutants (kg/yr)	212	0	100	212	0	100	212	0	100	212	0	100	212	0	100
<i>Stage 4</i>															
Flow (ML/yr)	43.8	33.1	24.4	43.8	29.3	33.1	43.8	25.5	41.8	43.8	23.4	46.6	43.8	22	49.7
Total Suspended Solids (kg/yr)	8200	1320	83.9	8100	1550	80.9	8140	1550	81	8110	1220	85	7960	1020	87.2
Total Phosphorus (kg/yr)	17.3	5.94	65.7	17.4	6.35	63.4	17.3	6.16	64.4	17.3	5.1	70.5	17.2	4.52	73.7
Total Nitrogen (kg/yr)	139	76.6	45.1	141	77.4	45.1	138	73.6	46.6	139	64.6	53.5	138	58.8	57.3
Gross Pollutants (kg/yr)	978	0	100	978	0	100	978	0	100	978	0	100	978	0	100
<i>Stage 5</i>															
Flow (ML/yr)	15.6	11.8	24.7	15.6	10.4	33.3	15.6	9.05	42.1	15.6	8.34	46.7	15.6	7.87	49.7
Total Suspended Solids (kg/yr)	2180	356	83.7	2180	425	80.5	2130	412	80.7	2170	393	81.9	2160	339	84.3
Total Phosphorus (kg/yr)	5.14	1.77	65.5	5.17	1.96	62.1	5.11	1.86	63.6	5.19	1.81	65.1	5.12	1.58	69
Total Nitrogen (kg/yr)	49.8	26.9	45.9	49.2	27.1	45	49.9	26.1	47.7	49.2	24.3	50.5	49.8	22.2	55.4
Gross Pollutants (kg/yr)	345	0	100	345	0	100	345	0	100	345	0	100	345	0	100



## Clinton, Gladstone UDA Development Scheme

# Submissions Report

Pursuant to section 29 of the *Urban Land Development Authority Act 2007*

July 2010



urban land  
development  
authority

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## Summary of Amendments to Proposed Clinton UDA Development Scheme

Amendments affecting Residential Zone	
Inclusion of text which emphasises the use of the street network to gain access to the school.	
Relocation of some strategic level provisions to the Strategic Context component of the development scheme.	
Mapping related amendments	
Removal of indicative pedestrian linkage, which is shown between the collector road and Residential and Special Purpose zones. This is in response to issues raised by Clinton State School regarding access to the school. Due to security and safety concerns, it is desirable for all children to use the main entrance to the school off Harvey Road.	
Cosmetic alterations to the zoning map to enhance readability	
Relocation and renaming of the Zoning Plan (to Structure and Zoning Plan) to clarify the connection of the plan to the Outcomes for the UDA located in the Strategic Context component of the development scheme.	
Amendments to Schedules	
Deletion of definitions not relevant to this UDA.	
Amendment of Affordable Housing definition to clarify how the term is used within the development scheme, which does not include the provision of social housing.	
General editorial comments	
A range of general editorial amendments to improve readability, correct anomalies and improve clarity.	

## Brief Summary of Key Issues Raised in the Submissions Received

Key Issue	Response
Concern regarding traffic on Harvey Road.	Traffic modelling has been undertaken to support the development scheme and estimated traffic volumes generated by the proposed development will adequately be accommodated by the existing road network.
There should only be one vehicular connection point out of Harvey Road.	Assessment of the estimated traffic generated by the proposed development of the UDA indicate that two intersections can be accommodated on Harvey Road, including when taking account of traffic expected to be generated from future development of areas further to the south.  It should also be noted that two intersections distributes traffic loads more evenly throughout the development while providing significantly improved emergency access to and from the development compared with a single access point.
Child safety concerns for children accessing Clinton Road State School.	The development scheme establishes a planning outcome that there are 'opportunities for pedestrian and cycle linkages through the Residential Zone to Clinton State School and the established residential area to the south of the UDA'. An indicative pedestrian link was also shown on the Zoning Plan from the Residential Zone to the southern end of the school site.  However, the southern end of the school is currently undeveloped bushland and discussions with Clinton State School indicate that due to security and safety concerns, it is desirable for all children to use the main entrance to the school off Harvey Road.  The potential of providing access in the longer term was considered. However, due to constraints imposed by the terrain and the potential need for a stormwater detention basin in this location, it was not deemed feasible.  Accordingly, the pedestrian link directly to the school site has been removed from the Zoning Plan.



## Summary of Submissions – Proposed Clinton Development Scheme

Issue #	Issue/Comment	Response	Amendment Y=yes / N=no
<b>GENERAL COMMENTS ON THE DEVELOPMENT SCHEME</b>			
1	Department of Justice and Attorney-General—no comment.	Noted.	N
2	Queensland Police—no comment.	Noted.	N
3	Gladstone Regional Council—little or no information in the form of plans has been provided and therefore it is difficult to comment.	<p>The development scheme identifies a broad range of requirements applicable to proposed development of the UDA, such as for neighbourhood, block and lot design, and refers to the ULDA Guideline No.1 Residential 30 as providing further details on how to comply with the requirements. This guideline clearly describes residential development that is appropriate in the UDA and is available on the ULDA website.</p> <p>More detailed plans of road pattern, lot layout and lot sizes will form part of a separate development application.</p>	N
<b>UDA-WIDE CRITERIA—HOUSING AND COMMUNITY</b>			
4	The UDA will lead to a lowering of house prices in the area.	The evidence from development in other UDAs is that integration of affordable housing into mainstream housing developments does not have an adverse impact on existing property values.	N
5	Affordable housing will lead to social problems.	The evidence from development in other UDAs is that inclusion of affordable housing stock will not have adverse social impacts.	N

Issue #	Issue/Comment	Response	Amendment Y-yes / N-no
<b>UDA-WIDE CRITERIA—NEIGHBOURHOOD, BLOCK AND LOT DESIGN</b>			
6	Development will be ghetto style housing.	<p>The development scheme incorporates development requirements to ensure quality urban design outcomes.</p> <p>The development will include traditional house and land packages that provide a minimum of 60 percent of housing at or below the current Gladstone median house price. Also, to address the changing needs of the Gladstone community there will be some smaller lot product which could suit, among others, singles, couples looking for their first home, or retirees looking to downsize.</p>	N
7	No details on the small lot housing provisions have been provided and more information should be readily available.	The development scheme identifies a broad range of requirements applicable to proposed development of the UDA, such as for neighbourhood, block and lot design, and refers to the ULDA Guideline No.1 Residential 30 as providing further details on how to comply with the requirements. This guideline clearly describes residential development that is appropriate in the UDA and is available on the ULDA website.	N
8	<p>Department of Transport and Main Roads—because the proposed development is creating a noise sensitive development (residential) adjacent to the existing State-controlled road, development must be located and designed to ensure that traffic noise level generated on Dawson Highway will not adversely impact residential development.</p> <p>It is suggested that—</p> <ul style="list-style-type: none"> <li>an additional Principle is added as follows: Protects residential amenity</li> <li>an additional Requirement is added as follows: Ensures development is designed to minimise impacts of traffic noise from Dawson Highway</li> </ul>	<p>Amenity is already mentioned in the fifth dot point of the Principles.</p> <p>Under recent amendments to the Building Act (soon to be proclaimed), new provisions provide for a new mandatory part of the Queensland Development Code (QDC) to apply to residential buildings located in identified noise transport corridors. Should any part of the UDA be included in a noise transport corridor associated with the Dawson Highway, then the QDC provisions will apply.</p> <p>Accordingly, noise provisions in the development scheme for the same purpose are not considered necessary.</p>	N
9	<p>Department of Transport and Main Roads—the maximum building height for the site is 59.5 metres under the Obstacle Limitation Surface contours of the Gladstone Airport.</p> <p>It is suggested that an additional Requirement is added as follows: Ensures development does not adversely impact on or threaten the continued safe operations of the Gladstone Airport.</p>	The highest point on the subject land is 45 metre. This allows a maximum height of 14.4 m for future buildings. The maximum height of buildings provided for in the plan is 3 storeys which will be significantly less than 14.4 m.	N

Issue #	Issue/Comment	Response	Amendment Y=yes / N=no
<b>UDA-WIDE CRITERIA—STREET DESIGN AND PARKING</b>			
10	Any new development will lead to increased congestion on the already busy Harvey Road.	Traffic modelling has been undertaken to support the development scheme and estimated traffic volumes generated by the proposed development will adequately be accommodated by the existing road network.	N
11	Safety concerns for children accessing the Clinton State School when there is an increased amount of traffic on the already busy Harvey Road.	<p>This is not a Development Scheme matter.</p> <p>The general matter of traffic volumes on Harvey Road and access to the school, is an important consideration for the Gladstone Regional Council, particularly having regard to increased traffic expected from future development to the south off the UDA.</p>	N
12	Department of Community Safety—street widths within the urban development areas need to be designed to allow for the clear passage of fire service vehicles, taking into account private vehicles parked on kerbs.	<p>This matter is addressed through the street and lane design elements of ULDA Guideline No. 01 Residential 30. This guideline operates in conjunction with Queensland Streets and AusRoads. This guideline is called up by the Development Scheme to be used in the development assessment process.</p> <p>The development application process will ensure development is undertaken in accordance with relevant standards.</p>	N
13	Department of Community Safety—the projects will require mitigation strategies around the provision of egress to the road networks within the project areas for emergency service responses.	The development application process will ensure development is undertaken in accordance with relevant standards.	N
14	Department of Transport and Main Roads—would be pleased to see planning of the UDA ensures the provision of travel routes (pedestrian / cycling) to safely connect to and provide continuation of existing travel routes to and from schools in the area. In this regard the opportunity exists to provide new safe pedestrian /cycling pathways in the UDA connecting directly to Clinton State School.	<p>The development scheme establishes a planning outcome that there are 'opportunities for pedestrian and cycle linkages through the Residential Zone to Clinton State School and the established residential area to the south of the UDA'. An indicative pedestrian link was also shown on the Zoning Plan from the Residential Zone to the southern end of the school site.</p> <p>However, the southern end of the school is currently undeveloped bushland and discussions with Clinton State School indicate that due to security and safety concerns, it is desirable for all children to use the main entrance to the school off Harvey Road.</p> <p>The potential of providing access in the longer term was considered. However, due to constraints imposed by the terrain and the potential need for a stormwater detention basin in this location, it was not deemed feasible.</p> <p>Accordingly, the pedestrian link directly to the school site has been removed from the Zoning Plan.</p>	<p>Y</p> <p>Amendment 20</p>



Issue #	Issue/Comment	Response	Amendment Y:yes / N:no
15	Gladstone Regional Council—given Harvey Road is a major collector road, it is considered that only one connection point out of Harvey Road should be allowed for the development.	<p>Assessment of the proposed traffic generated by the proposed development of the UDA indicate that two intersections can be accommodated on Harvey Road, including when taking account of traffic expected to be generated from future development of areas further to the south.</p> <p>It should also be noted that two intersections distributes traffic loads more evenly throughout the development while providing significantly improved emergency access to and from the development compared with a single access point.</p>	N
16	Gladstone Regional Council—the relationship with the open space network to the east of the site should also be explored.	The possibility of connecting to the open space network to the east has been considered but is not practical in terms of nature and cost of the works involved, having regard to the scale of development proposed in the UDA.	N
<b>UDA-WIDE CRITERIA—ENVIRONMENT AND SUSTAINABILITY</b>			
17	<p>Department of Community Safety—the scheme does not address the requirements of State Planning Policy (SPP) 1/03 – Mitigating the Adverse Impacts of Flood Bushfire and Landslide.</p> <p>At an appropriate time in the planning process, DCS requires information regarding mitigation of natural hazards.</p>	The development scheme addresses State Planning Policy 1/03 to the extent required by the Policy. Landslide is not an issue and the development will be above the 100 year ARI. Bushfire risk for Clinton is low. The development scheme also calls up guidelines which specifically mention SPP 1/03 as the relevant document for these issues.	N
18	<p>Department of Transport and Main Roads—it is important that stormwater flows are managed to ensure that the development does not increase risk of flooding the Dawson Highway.</p> <p>It is suggested that the additional words 'ensuring no adverse impacts on the Dawson Highway' are added after 'appropriately manages stormwater'.</p>	The current statement includes the Dawson Highway to the extent that it is relevant. There is no need to identify only the potential impacts on the highway.	N

Issue #	Issue/Comment	Response	Amendment Y=yes/N=no
<b>RESIDENTIAL ZONE</b>			
19	<p>Department of Transport and Main Roads—the annotation indicative pedestrian linkage should be relabelled as 'Indicative Pedestrian and Cyclist Linkages' or 'Indicative Shared Pathways'</p> <p>Additional indicative linkages should be illustrated on the map which demonstrate:</p> <ul style="list-style-type: none"> <li>- well connected through site connections</li> <li>- connections to, across and along the Harvey Road bus route</li> <li>- a possible connection from the UDA site under the Dawson Highway to the shared pedestrian/cyclist pathway along the north-western side of the Dawson Highway.</li> </ul>	<p>The Zoning Plan will be amended to refer to 'Indicative Shared Linkages'.</p> <p>Identification of general linkages through the site and to Harvey Road using paths along streets is not necessary.</p> <p>The possibility of linking to the shared pathway along the north western side of the Dawson Highway has been considered but is not practical in terms of the nature and cost of the works involved, and the scale of development proposed in the UDA.</p>	<p>Y</p> <p>Amendment 19</p>
20	<p>Department of Transport and Main Roads—add 'ensuring no vehicular access to the Dawson Highway' to the end of the following statement in Zone provisions 'safe locations for primary vehicular access from the Residential Zone to Harvey Road'</p>	<p>The existing statement and zoning plan make it clear that vehicular access is only available to Harvey Road.</p>	N
21	<p>Residential development will lead to a loss of wildlife. This land is a wildlife corridor and should not be used for residential development.</p>	<p>The land has been designated for residential purposes under the existing planning scheme for a number of years and has not been identified as an area of environmental significance.</p>	N
22	<p>Building a park right behind the school will encourage low income people to congregate there resulting in an unsafe environment for residents especially children.</p>	<p>It is not intended to provide a park at the rear of the Clinton State School.</p> <p>It may be necessary for a stormwater management area to located south of the school; however this area would not function as a park.</p>	N
23	<p>Purchased the land a couple of years ago still believing it to be school reserve.</p>	<p>The Gladstone Plan which took effect on the 29 December 2006 zones the land Residential.</p>	N
24	<p>Will high fencing be provided behind our house, along our boundary with this new development?</p>	<p>Fencing is a matter dealt with at the development phase and will be negotiated with adjoining land owners on a case by case basis.</p>	N
25	<p>The lots at the back of the development should be the largest in the development.</p>	<p>The size of lots and their relative location in the subdivision is determined at the time a development application is made and assessed.</p>	N

#	Issue/Comment	Response	Amendment Y:yes / N:no
26	Gladstone Regional Council—the development includes the potential use of the school expansion site which is not considered appropriate. It is considered that future school expansion should not be compromised by the proposal.	The part of the school site identified as potential future residential expansion will only be used for that purpose if it is determined that the land is surplus to the school's needs. The decision will be made by Education Queensland in conjunction with the school, not the ULDA.	N
<b>INFRASTRUCTURE</b>			
27	Department of Employment, Economic Development and Innovation—ensure that the relevant electricity entities (Powerlink QLD and Ergon Energy Corporation Ltd) are consulted regarding any network plans they may have for these areas.	Agreed. Both these entities were sent copies of the proposed development scheme.	N
28	Powerlink Queensland—the proposed developments will not impact Powerlink Queensland's assets negatively as they are not near any Powerlink easements and don't conflict with any known future corridor alignment.	Noted.	N
29	Department of Community Safety—access to reticulated water supplies or alternative/recycled water supplies is made available for emergency use through the provision of in-ground spring hydrants.	This is not a matter for the development scheme.  The development application process will ensure development is undertaken in accordance with relevant standards.	N
30	Department of Education and Training—the department has a number of schools in the vicinity of the area proposed for the Clinton UDA and is satisfied these facilities can meet any increased capacity arising from the development.	Noted.	N
31	Department of Communities—although not specifically stated in the Proposed Development Scheme, it is understood that if the State or statutory body representing the State proposes or starts development, the State or body is not required to pay for infrastructure provision in the way of infrastructure charges or contributions to headworks charges. If the exemption for infrastructure charges is not currently envisaged for development by the State in this area, it is requested that this provision be incorporated in the final document.	As for other urban development areas, development for public housing, as defined under the <i>Sustainable Planning Act 2009</i> (SPA), is made exempt under the Andergrove development scheme.  Such exempt housing will not trigger infrastructure charges.	N
32	With regard to infrastructure charges the scheme states: "Infrastructure charges will be based on GRC's applicable policy. Infrastructure delivered as part of the development may be credited against the monetary credit that otherwise applies".  It is considered that credit should only be given	Rates for infrastructure charges will be approved by the State Government in conjunction with final approval of the Development Scheme. Rates will be based on Gladstone Regional Council's applicable charges at the time.	N



Issue #	Issue/Comment	Response	Amendment Y=yes / N=no
	for trunk infrastructure identified by these polices and constructed as part of the development consistent with infrastructure outcomes for private sector development.		

Issue #	Issue/Comment	Response	Amendment Y=yes / N=no
<b>COMMUNITY CONSULTATION</b>			
33	ULDA has asked the opinions of those in Clinton, they live across the highway and so will not be affected. Residents of Caringa Park should be asked.	The UDA is within the suburb of Clinton. The ULDA has sought input on the proposed Development Scheme from the whole Gladstone community.	N
34	Department of Community Safety—the Queensland Ambulance Service needs to be advised of any construction, upgrading or relocation of infrastructure, including roads, rail, level crossings, bridges, tracks, parks and pathways for review of impact upon the delivery of ambulance operations from the ambulance stations to road network locations within the project area.	This is not a matter for the development scheme.  This will be dealt with as part of the standard development assessment and approval process.	N
35	Department of Community Safety — Queensland Ambulance Service needs to be advised of any impact on existing telecommunications infrastructure that may impact on access to communications between the Ambulance Communications Centre and ambulance facilities and/or vehicles.	This is not a matter for the development scheme.  A condition of any development approval for subdivision requires the applicant to enter into an agreement with a telecommunications provider and construct the services in accordance with the agreement.	N
<b>MISCELLANEOUS</b>			
36	Department of Community Safety —the projects need to be included into the Gladstone and Mackay local government disaster management plans and planning policies.	In accordance with section 59(1)(b) of the <i>Urban Land Development Authority Act 2007</i> the ULDA will notify Gladstone Regional Council of all development application decisions. It is then the responsibility of the Council to include the projects in their plans and policies.	N

## List of amendments

Amendment #	Nature of amendment	Reason
<b>1 INTRODUCTION</b>		
1	<p><b>Page 1, 1.3 Purpose of the development scheme</b></p> <p>Insert new paragraph after paragraph 1—</p> <p>The purpose of the development scheme is to establish the overall intentions for development of the UDA as well as identify a broad range of requirements applicable to proposed development.</p>	To explicitly state the purpose of the development scheme.
<b>2 STRATEGIC CONTEXT</b>		
2	<p><b>Page 3, 2.2 Planning Outcomes for the UDA</b></p> <p>Replace title—</p> <p>'2.2 Planning Outcomes for the UDA'</p> <p>with</p> <p>'2.2 Outcomes for the UDA'</p>	To clarify the applicability of the outcomes for the UDA to the Infrastructure Plan and Implementation Strategy, as well as the Land Use Plan.
3	<p><b>Page 3, 2.2 Planning Outcomes for the UDA</b></p> <p>Insert Map 2: Clinton UDA Zoning Plan, move from 3.4 Zone provisions (page 8)</p> <p>Amend title to—</p> <p>'Map 2: Clinton UDA Zoning Plan'</p> <p>to</p> <p>'Map 2: Clinton UDA Structure and Zoning Plan'</p>	As the zoning plan also includes strategic elements, it has been renamed and relocated to the Strategic Context component of the development scheme to improve clarity and readability.
4	<p><b>Page 3, 2.2 Planning Outcomes for the UDA</b></p> <p>Insert new text—</p> <p>'The outcomes for the UDA are broadly illustrated in Map 2: Clinton UDA Structure and Zoning Plan. Map 2 shows the zones for regulating land uses and the key structural elements within the UDA, including:'</p>	These provisions support the Zoning Plan that has been relocated from the Zoning Provisions to the Strategic Context.
5	<p><b>Page 3, 2.2 Planning Outcomes for the UDA</b></p> <p>Insert text related to Map 2 (move from 3.4 Zone provisions, page 8)—</p> <ul style="list-style-type: none"> <li>• 'the area appropriate for a new residential community</li> <li>• the existing Clinton State School and opportunities for future expansion of school facilities</li> <li>• a potential urban expansion area, where residential development may occur if it is determined following consultation with the Queensland Department of Education and Training and Clinton State School that the land is surplus to future education needs</li> <li>• The street pattern connects the community and</li> </ul>	These strategic level provisions have been relocated from the Zone Provisions to the Strategic Context component of the development scheme to improve clarity and readability.

Amendment #	Nature of amendment	Reason
	<p>prioritises walking and cycling, in particular facilitating access to Clinton State School</p> <ul style="list-style-type: none"> <li>• safe locations for primary vehicular access from the Residential Zone to Harvey Road</li> <li>• opportunities for pedestrian and cycle linkages through the Residential Zone to the established residential area to the south of the UDA</li> <li>• opportunities for a neighbourhood park that provides for recreational activities and contributes to the amenity and character of the area.'</li> </ul> <p>Renumber subsequent pages in relation to new content added to page 3.</p>	
6	<p>Page 3, <b>2.2 Planning Outcomes for the UDA</b>, 'Be a livable community by:'</p> <p>Replace dot point 3—</p> <p>'ensuring development is sensitive to the environment by using, where possible efficient sources of energy and waste disposal'</p> <p>with</p> <p>'ensuring development is sustainable by minimising impacts to the local environment, by promoting efficient use of energy, water and materials and minimising waste generation'</p>	To improve clarity of the outcome.
<b>3 LAND USE PLAN</b>		
7	<p>Page 4 - 10, <b>Land Use Plan</b></p> <p>Replace —</p> <p>'planning outcomes'</p> <p>with</p> <p>'outcomes'</p>	To clarify the applicability of the outcomes for the UDA to the Infrastructure Plan and Implementation Strategy, as well as the Land Use Plan.
8	<p>Page 4, <b>Figure 1: Components of the land use plan and their relationship</b></p> <p>Amend the listed UDA-wide criteria to reflect the headings in <b>3.3 UDA-wide criteria</b>.</p> <p>Remove 'Zone Provisions' as an item under the UDA-wide criteria.</p>	<p>To improve clarity of the UDA wide criteria.</p> <p>The UDA-wide criteria incorrectly included 'Zone Provisions'.</p>
9	<p>Page 5 <b>Section 3.2.7 Land not included in a zone, paragraph 2</b></p> <p>Replace</p> <p>'Where the unallocated land is adjoined by land included in the same precinct, the unallocated land is deemed to be included in that zone'</p>	To improve the clarity of the intent.



Amendment #	Nature of amendment	Reason
	with 'Where the unallocated land is adjoined by land in a zone, the unallocated land is deemed to be included in that zone'	
10	<b>Pages 6 - 7, 3.3 UDA-wide criteria</b> Omit the headings Principle and Requirements within each of the topics contained in UDA wide criteria.	'Principle' and 'Requirements' are additional headings which are not referred to elsewhere and may be confused with other terms of 'outcome' and 'UDA-wide development requirements'.
11	<b>Page 6, 3.3 UDA-wide criteria</b> Replace footnote— 'Including ULDA guideline no. 01 Residential 30, Affordable housing strategy and the Accessible housing and Sustainability guideline.' with 'Including ULDA Guideline no. 01 Residential 30, Affordable Housing Strategy and the Accessible Housing and Environment and Sustainable Development Guideline.'	To reflect the change in name of the Sustainability guideline to Environment and sustainable development guideline.
12	<b>Page 6, 3.3.1 Housing and community</b> Insert new dot point— 'deliver 10% as accessible housing to meet the changing needs of people and households over time'	The ULDA sets targets for accessible housing; this was an omission in the development scheme.
13	<b>Page 6, 3.3.2 Neighbourhood, block and lot design, Requirements,</b> Replace dot point 9— 'provides opportunities to benefit from solar access and prevailing breezes' with 'incorporates orientation for solar access and natural ventilation.'	To provide clarity of intent
14	<b>Page 7, 3.3.4 Environment and sustainable development,</b> Rename heading to— 'Environment and sustainability'	To improve clarity.
15	<b>Page 7, 3.3.4 Environment and sustainable development,</b> Replace dot point 3 in first set of dot points— 'protection of amenity, environmental and resource values' with	To provide consistency with the proposed Environment and Sustainable Development guideline.

Amendment #	Nature of amendment	Reason
	'protection of amenity, ecological values and natural systems'	
16	<p>Page 7, 3.3.4 Environment and sustainable development, Requirements,</p> <p>Replace dot point 1—</p> <p>'minimises adverse impact on the environmental values of the receiving waters and wetlands'</p> <p>with</p> <p>'minimises adverse impact on the environmental values of the receiving waters'</p>	To provide consistency with the proposed Environment and Sustainable Development guideline.
17	<p>Page 7, 3.3.4 Environment and sustainable development, Requirements,</p> <p>Replace dot point 5—</p> <p>'promotes the efficient use of resources, maximises recycling opportunities and reduces waste generation'</p> <p>with</p> <p>'incorporates leading energy efficiency<sup>2</sup> and water efficiency practices, maximises recycling opportunities and reduces waste generation</p> <p><sup>2</sup> For Class 1 and Class 2 buildings (as defined in the Building Code of Australia 2009) the Queensland Development Code MP 4.1 Sustainable buildings outlines minimum requirements in terms of energy efficiency and efficient fixtures for water conservation.'</p>	To provide consistency with the proposed Environment and Sustainable Development guideline.
18	<p>Page 7, 3.3.4 Environment and sustainable development, Requirements,</p> <p>Replace dot point 6—</p> <p>'adopts leading energy efficiency standards and distributed energy systems within the built environment and encourages the generation of renewable energy<sup>2</sup></p> <p><sup>2</sup> For Class 1 and Class 2 buildings (as defined in the Building Code of Australia 2009) the Queensland Development Code MP 4.1 Sustainable buildings outlines minimum requirements in terms of energy efficiency and efficient fixtures for water conservation.'</p> <p>with</p> <p>'promotes the adoption of decentralised energy generation systems and natural ventilation to reduce energy use'.</p>	To provide consistency with the proposed Environment and Sustainable Development guideline.
19	Page 8, Map 2: Clinton UDA Zoning Plan, Legend	<p>In response to key issue 19.</p> <p>To more clearly describe the use and purpose of the</p>

Amendment #	Nature of amendment	Reason
	Replace text in Other Elements— 'Indicative Pedestrian Linkages' with 'Indicative Shared Pathways'	indicative pathways.
20	<p><b>Page 8, Map 2: Clinton UDA Zoning Plan</b></p> <p>Remove arrow shown between collector road and Residential and Special Purpose Zones.</p>	<p>In response to key issue 14 and discussions with Clinton State School. Due to security and safety concerns, it is desirable for all children to use the main entrance to the school off Harvey Road.</p> <p>Accordingly, the pedestrian link directly to the school site has been removed from the Zoning Plan.</p> <p>The potential of providing access in the longer term was considered. However, due to constraints imposed by the terrain and the potential need for a stormwater detention basin in this location, it was not deemed feasible.</p> <p>Accordingly, the pedestrian link directly to the school site has been removed from the Zoning Plan.</p>
21	<p><b>Page 8, 3.4 Zone provisions</b></p> <p>Replace dot point 6—</p> <p>'opportunities for pedestrian and cycle linkages through the Residential Zone to Clinton State School and the established residential area to the south of the UDA'</p> <p>with</p> <p>'opportunities for pedestrian and cycle linkages through the Residential Zone to the established residential area to the south of the UDA'</p>	<p>In response to discussions with Clinton State School. Due to security and safety concerns, it is desirable for all children to use the main entrance to the school off Harvey Road.</p> <p>Accordingly, the pedestrian link directly to the school site has been removed from the Zoning Plan.</p> <p>The potential of providing access in the longer term was considered. However, due to constraints imposed by the terrain and the potential need for a stormwater detention basin in this location, it was not deemed feasible.</p> <p>Accordingly, the pedestrian link directly to the school site has been removed from the Zoning Plan.</p>
22	<p><b>Page 8, 3.4 Zone provisions,</b></p> <p>Delete dot point 5—</p> <p>'a safe location for vehicular access from Harvey Road to Clinton State School'</p>	<p>The ULDA will not have a role in any new road works in association with Clinton State School.</p> <p>(see amendment 5 that relocates these provisions)</p>
23	<p><b>Page 8, 3.4 Zone provisions</b></p> <p>Delete text—</p> <p>The zoning plan also demonstrates key elements of the Clinton UDA planning outcomes including:</p> <ul style="list-style-type: none"> <li>the area appropriate for a new residential community</li> <li>the existing Clinton State School and opportunities for future expansion of school facilities</li> <li>a potential urban expansion area, where residential development may occur if it is determined following consultation with the Queensland Department of Education and Training and Clinton State School that the land is surplus to future education needs</li> <li>safe locations for primary vehicular access from the</li> </ul>	<p>These strategic level provisions have been relocated from the Zone Provisions to the Strategic Context component of the development scheme to improve clarity and readability.</p>



Amendment #	Nature of amendment	Reason
	Residential Zone to Harvey Road <ul style="list-style-type: none"> <li>opportunities for pedestrian and cycle linkages through the Residential Zone to the established residential area to the south of the UDA</li> <li>opportunities for a neighbourhood park that provides for recreational activities and contributes to the amenity and character of the area.</li> </ul>	
24	Page 9, 3.4.1 Residential Zone intent Amend last sentence in first paragraph— 'Other uses are not anticipated in the zone' to 'Other uses are not anticipated in the zone except home based business.' Delete 'Home based businesses are permitted in the Residential Zone'.	To improve the clarity about other uses that are appropriate in the Residential Zone.
25	Page 9, 3.4.1 Residential Zone intent, Delete paragraph 3— 'The street pattern connects the community and prioritises walking and cycling.'	This text has been amended and inserted into 2.2 Outcomes for the UDA, as part of text relocated from 3.4 Zone Provisions. See amendment 5 above.
<b>5 INFRASTRUCTURE PLAN</b>		
26	Page 11, Infrastructure Replace 'planning outcomes' with 'UDA outcomes'	To clarify the applicability of the outcomes for the UDA to the Infrastructure Plan and Implementation Strategy, as well as the Land Use Plan.
<b>6 IMPLEMENTATION STRATEGY</b>		
27	Page 12, Implementation Replace 'The implementation strategy describes other strategies and mechanisms that the ULDA will use to complement the land use plan and infrastructure plan to achieve the planning outcomes for the UDA.' With 'The implementation strategy describes other strategies and mechanisms that the ULDA will use to complement the land use plan and infrastructure plan to achieve the outcomes for the UDA.'	To clarify the applicability of the outcomes for the UDA to the Infrastructure Plan and Implementation Strategy, as well as the Land Use Plan.

Amendment #	Nature of amendment	Reason
28	<p>Page 12, <b>Preparing a UDA development application</b></p> <p>Replace</p> <p>'ULDA Sustainability Policy'</p> <p>with</p> <p>'ULDA Environment and sustainable development guideline'</p>	The inclusion of the Sustainability Policy was an error. Applicants will need to refer to the proposed ULDA Environment and sustainable development guideline'
29	<p>Page 12, <b>Key stakeholder consultation, Implementation mechanisms</b></p> <p>Replace text in dot points 1 and 2—</p> <p>'local governments'</p> <p>with</p> <p>'Gladstone Regional Council'</p>	To refer specifically to the relevant local government.
<b>7 SCHEDULES</b>		
30	<p>Page 18, <b>Schedule 2 Definitions</b></p> <p>Delete following definitions—</p> <p>Commercial Uses – Business</p> <p>Industrial Uses – Extractive industry, General industry and Warehouse</p> <p>Retail Uses/Retail – Fast food premises, Market, Service station, Shop, Shopping centre</p> <p>Rural Uses – Agriculture</p> <p>Service, community and other uses – Caretaker's accommodation, Car park, Community facility, Emergency service, Place of assembly</p> <p>Sport, recreation and entertainment uses – Club, Indoor sport, entertainment and recreation, Outdoor sport and recreation</p> <p>Administrative definitions – High water mark, Significant vegetation.</p>	As these uses are all regulated in the same way and are not otherwise referred to in the development scheme, there is no need to include definitions.
31	<p>Page 15, <b>Schedule 2: Definitions, Use definitions, House</b></p> <p>Replace—</p> <p>'Use of premises for residential purposes where on its own lot, used as one self contained dwelling and not subject to community title.'</p> <p>with</p> <p>'Use of premises for residential purposes where on its own lot, used as one self contained dwelling.'</p>	A house can be on a lot subject to a community title.

Amendment #	Nature of amendment	Reason
32	<p><b>Page 15, Schedule 2: Definitions, Use definitions, Multiple Residential</b></p> <p>Replace—</p> <p>'Use of premises for residential purposes if there are two or more dwelling units on any one lot or on its own lot and subject to a community titles scheme. Multiple Residential does not include a house, as defined herein.'</p> <p>with</p> <p>'Use of premises for residential purposes if there are two or more dwelling units on any one lot or on its own lot and may be subject to a community titles scheme. Multiple Residential does not include a house, as defined herein.'</p>	<p>Multiple residential does not have to be subject to a community title scheme.</p>
33	<p><b>Page 17, Schedule 2: Definitions, Administrative definitions, Affordable Housing</b></p> <p>Replace—</p> <p>'Affordable housing is housing which can be reasonably afforded by low to moderate income households. Housing can reasonably be afforded by low income households, if the household spends no more than 30% of its combined annual gross household income on rent or 35% of its combined annual gross household income on home ownership.</p> <p>Affordable housing encompasses:</p> <ul style="list-style-type: none"> <li>• Private rental housing and home purchase options (including housing aimed at the first home owners market)</li> <li>• Social housing (including public and community housing)'</li> <p>with</p> <p>'Affordable housing means private rental housing and home purchase options (including housing aimed at the first home owners market) for low to moderate income households<sup>2</sup>.</p> <p>2 Refer to the ULDA Affordable Housing Strategy'.</p> </ul>	<p>To clarify how the term is used within the development scheme, which does not include the provision of social housing.</p>



## Andergrove, Mackay UDA Development Scheme

# Submissions Report

Pursuant to section 29 of the *Urban Land Development Authority Act 2007*

July 2010



urban land  
development  
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## Summary of Key Amendments to Proposed Andergrove UDA Development Scheme

### Amendments affecting the Bushland and Open Space Zone

Inclusion of the southwest portion of the site within the Bushland and Open Space Zone.

### Amendments affecting the Residential Zone

Removal of southwest portion of the site from the Residential Zone and inclusion within the Bushland and Open zone.

Incorporation of measures to protect significant vegetation adjacent to the southern site boundary within the Residential Zone.

### Amendments affecting the Level of Assessment Table

Inclusion of additional wording in Columns 1 and 2 to clarify that exempt and self-assessable development can only occur if the land is not on either the Environmental Management Register or Contaminated Land Register.

### Mapping related amendments

Amendment of the Zoning Plan to:

- include the southwest corner of the site within the Bushland and Open Space Zone.
- indicate where significant vegetation along the southern boundary of the Residential Zone will be protected
- removal of the indicative neighbourhood park from the Residential Zone.

Relocation and renaming of the Zoning Plan (to Structure and Zoning Plan) to clarify the connection of the plan to the Outcomes for the UDA located in the Strategic Context component of the development scheme.

Cosmetic alterations to the Zoning Plan to enhance readability.

### Amendments to Schedules

Deletion of definitions not relevant to this UDA.

Amendment of the Affordable Housing definition to clarify how the term is used within the development scheme, which does not include the provision of social housing.

### General editorial comments

A range of general editorial amendments to improve readability, correct anomalies and improve clarity.



## Brief Summary of Key Issues Raised in the Submissions Received

Key Issue	Response
Concern regarding the congestion on Bedford Road and access to and from the development.	Traffic modelling has been undertaken to support the development scheme and estimated traffic volumes generated by the proposed development will adequately be accommodated by the existing road network. The traffic modelling also demonstrated the need for two new intersections onto Bedford Road to service the development. Mackay Regional Council and the ULDA are satisfied the proposed access points are designed appropriately based on the anticipated traffic generation.
Southern portion of the site is within a wetland protection area. The vegetation should be retained to assist in providing balanced and natural water quality flow into the wetlands.	The development scheme will be amended to include the southwest corner of the site. The total area within the Bushland and Open Space zone will then retain the vast majority of the vegetation on the site and the environmental values associated with the wetland, i.e. ecological and water quality values, will be retained and enhanced.
Object to the southern portion of the development. It is considered the existing significant bushland should be retained and designated Parkland when the Reconfiguration process occurs.	The development scheme will be amended to include the southwest corner of the site within the Bushland and Open Space zone. In addition, protection measures for significant vegetation, such as large lots with building envelopes and covenants, will be applied along the southern boundary of the residential zone.
There is a toxic dump on the site. Need reassurance that houses built on the dump will not cause harm or ill health to future residents.	It is known that within the UDA there are localised areas of contamination which occupy approximately less than 10% of the site. These areas include a disused waste oil disposal pit, an old night soil disposal pit and an underground fuel storage tank. The site is currently being investigated to determine the extent and level of contamination. Mackay Regional Council is overseeing the remediation of the land and the development scheme has been modified to ensure that residential development can not be undertaken on land that has not been remediated.

## Summary of Submissions – Andergrove Proposed Development Scheme

Issue#	Issue/Comment	Response	Amendment Y=yes / N=no
<b>GENERAL COMMENTS ON THE DEVELOPMENT SCHEME</b>			
1	Department of Justice and Attorney-General, Queensland Police—no comment.	Noted.	N
2	Applaud the redevelopment of the Council depot works.	Noted.	N
3	Extremely supportive of your plans for Andergrove.	Noted.	N
4	Only support development placed where the existing council buildings are at present and where the workers paved car park is situated.	Noted.	N
5	Object to the development.	Noted.	N
6	Loss of visual amenity. Surely the area could be left as parkland or a reserve for everyone to enjoy.  If we are built in, it will affect the value of our property, particularly if it is high density, cheap housing. How will we be compensated?	Over 40% of the UDA will remain as Bushland and Open Space and the vast majority of existing vegetated areas will be retained.	N
7	There is conjecture about the nature of the housing estate. All documentation received states that it is a high density, affordable housing estate, yet we continue to receive mixed feedback about this. What exactly is the nature of the buildings on the site? How will they be environmentally sustainable? Will it be totally fenced (gated community)? Doesn't this cause issues with firebreaks and evacuation?	The development scheme establishes the proposed overall intentions for development of the UDA. For the Residential Zone, intentions are stated for the type and density of residential use (a range of residential types with densities up to 30 dwellings per hectare), building heights (typically 2 storeys with opportunities for 3 storeys in appropriate locations). The community will not be gated.	N

Issue #	Issue/Comment	Response	Amendment Y=yes / N=no
<b>UDA-WIDE CRITERIA—HOUSING AND COMMUNITY</b>			
8	Support for housing.	Noted.	N
9	The UDA will lead to a lowering of house prices in the area.	The evidence from development in other UDAs is that integration of affordable housing into mainstream housing developments does not have an adverse impact on existing property values.	N
10	Affordable housing will lead to social problems.	The evidence from development in other UDAs is that inclusion of affordable housing stock will not have adverse social impacts.	N
11	Concern regarding the impact on health during construction as a result of dust and noise.	The ULDA will ensure that construction is in accordance with a construction management plan which will specify the hours of operation established for the local area, and practices for managing dust, such as watering and ceasing operation in extreme conditions.	N
12	Will this development place low-income residents far from essential services? Is it the best location for them to access transport and support services?	The UDA is well located in relation to a range of community services and facilities. This includes primary and high schools and childcare. The UDA is also on a bus route and within walking distance of two other bus routes. The Andergrove UDA is one of the best locations for development in Mackay with many other available sites being located on the city fringe.	N
13	How will the development be affordable for low to moderate income residents? What conditions will be in place to ensure the development is kept primarily to provide affordable housing for low to moderate income households.	<p>The Andergrove UDA will have a minimum of 66% of dwellings available to purchase at or below the Mackay median house price. It will also have a minimum of 50% of dwellings that will be affordable to purchase or rent for low to moderate income households in Mackay.</p> <p>This is achieved by producing a diverse range of product that is not currently available in the Mackay housing market. No conditions are placed on the property to ensure it is purchased or rented by low to moderate income households. However, extensive marketing will occur so that low to moderate income households are aware that affordable product is available.</p>	N
14	The proposal states the area will be for "low affordable housing". Given the criteria it does not seem possible unless there is supplemental government support. In Mackay units selling for \$275,000 need to earn \$61,000 a year to pay monthly payments of \$1,540 a month based on 6.8% interest p.a.	The ULDA delivers product that is affordable for incomes from \$40,000 to \$80,000 by delivering a diversity of product at different price points. This means a delivery of dwellings priced up to \$320,000 or rented at a maximum of \$460 per week.	N
15	The aim should be to provide a genuine affordable housing option for families with 2-3 children and	The development scheme sets the following affordable housing targets for the UDA:	N



Issue #	Issue/Comment	Response	Amendment Y=yes / N=no
	also co-habiting groups of younger people sharing houses.	<p>'Deliver a minimum of 66% of all dwellings across the UDA available for purchase at or below the median house price for Mackay City'</p> <p>'Deliver a minimum of 50% of dwellings available to purchase or rent to low to moderate income households for Mackay City'</p>	
16	There is not a shortage of land in Mackay for development, so a more suitable location to build high density housing for low to moderate-income people needs to be found. That ensures "balance" between social, economic and environmental needs and "ecological sustainability" as required under the Urban Land Development Authority Act.	The Andergrove UDA has been identified as being suitable for residential development. The UDA is well located in relation to a range of community services and facilities. This includes primary and high schools and childcare. The UDA is also on a bus route and within walking distance of two other bus routes.	N
17	Is high rise housing part of the high-density development planned to make housing affordable? If so what number of floors are planned, and what is the maximum height of the buildings and distance between them? Is the range of house and lot sizes such that 50% of the development is affordable for low to moderate income individuals or households?	<p>The development scheme establishes the proposed overall intentions for development within the UDA. The Residential Zone makes provision for a range of housing types and lot styles up to 30 dwellings per hectare, building heights of typically 2 storeys with opportunities for 3 storeys in appropriate locations.</p> <p>The diversity of housing on lots of various sizes is a mechanism used by the ULDA to provide housing affordable for low to moderate income households.</p>	N
18	A complex with a lift would be more accessible for aged and disabled people.	<p>The ULDA sets targets for accessible housing. Although reference is made in the development scheme to the ULDA Accessible Housing guidelines, reference to the accessible housing target was omitted.</p> <p>The development scheme has been amended to include a requirement to:</p> <p>'Deliver 10% as accessible housing to meet the changing needs of people and households over time'</p>	Y See amendment 16
19	Any swimming pool area should be accessible by the local community and so can be jointly funded by the body corporate and the council.	This is not an issue for the development scheme.	N
20	Minimise the amount of common areas that are to be maintained by body corporate.	This is not an issue for the development scheme.	N
21	Onsite storage facilities should also be available for rent.	This is not an issue for the development scheme.	N
22	Do not skimp on parking for each unit. Covered secure car parks should align with the number of bedrooms.	The development scheme calls up the ULDA guideline no. 01 Residential 30 which deals with car parking requirements.	N

Issue #	Issue/Comment	Response	Amendment Y=yes / N=no
23	<p>Suggest some 1 bedroom/small study units for independent older or disabled persons.</p> <p>There should be a mix of 3 and 4 bedroom units and substantial community playground facilities to encourage families to the unit lifestyle.</p>	<p>The ULDA sets targets for accessible housing. Although reference is made in the development scheme to the ULDA Accessible housing guidelines, reference to the accessible housing target was omitted.</p> <p>The development scheme has been amended to include a requirement to:</p> <p>'Deliver 10% as accessible housing to meet the changing needs of people and households over time'.</p> <p>The development scheme requires development contribute to a range of housing types, some of which will be suitable for families.</p>	N

Issue #	Issue/Comment	Response	Amendment Y=yes / N=no
<b>UDA-WIDE CRITERIA—STREET DESIGN AND PARKING</b>			
24	<p>Concern regarding the congestion on Bedford Road and access to and from the development.</p> <p>Two main entry points within a few hundred metres will not ease traffic congestion.</p>	<p>Traffic modelling has been undertaken to support the development scheme and estimated traffic volumes generated by the proposed development will adequately be accommodated by the existing road network. The traffic modelling also demonstrated the need for two new intersections onto Bedford Road to service the development. Mackay Regional Council and the ULDA are satisfied the proposed access points are designed appropriately based on the anticipated traffic generation.</p>	N
25	<p>Has any thought been given to making another entry point through Park Lands onto Broomsdykes Drive or Newton Street?</p>	<p>Consideration was given to having other entry points for the development site; however these would have adversely impacted upon large areas of significant vegetation.</p>	N
26	<p>Traffic congestion – will the bridge over the train line on Glen Park Street and Gooseponds Bridge be upgraded?</p> <p>This should be paid for by the State government.</p>	<p>Traffic modelling has been undertaken to support the development scheme. The bridge over the train line on Glen Park Street and Gooseponds Bridge were not identified as requiring upgrading as part of this development proposal.</p> <p>No in accordance with advice from Mackay Regional Council the traffic report did not extend to Glen Park St and Gooseponds Bridge</p> <p>Upgrading of the bridge over Glen Park street and Gooseponds Bridge has not been considered as the study area did not include them in accordance with advice from MRC</p>	N
27	<p>Department of Community Safety—street widths within the urban development areas need to be designed to allow for the clear passage of fire service vehicles, taking into account private vehicles parked on kerbs.</p>	<p>This matter is addressed through the street and lane design elements of ULDA Guideline No. 01 Residential 30. This guideline operates in conjunction with Queensland Streets and AusRoads. This guideline is called up by the development scheme to be used in the development assessment process.</p> <p>The development application process will ensure development is undertaken in accordance with relevant standards.</p>	N
28	<p>Department of Community Safety—the projects will require mitigation strategies around the provision of egress to the road networks within the project areas for emergency service responses.</p>	<p>The development application process will ensure development is undertaken in accordance with relevant standards.</p>	N
29	<p>Are you proposing to construct a footpath on the side of the development?</p>	<p>A footpath will be constructed along the length of the Bedford Road frontage.</p>	N



Issue #	Issue/Comment	Response	Amendment Y=yes/N=no
30	Department of Transport and Main Roads—would be pleased to see planning of the UDA ensures the provision of travel routes (pedestrian / cycling) to safely connect too and provide continuation of existing travel routes to and from schools in the area.	The development will include the provision of walking and cycling tracks to facilitate links with nearby schools and adjoining residential areas.	N
31	Department of Transport and Main Roads— in the planning and design of the street network ensure 90% of the residential zone is within 400m walking distance of a public transport stop.	This is not considered necessary as 90% of the development is already within 400m walking distance of a public transport stop.	N
32	There is a Council bikeway north of the site along the northern border of Lot 2 RP711645. We are told it is part of a buffer zone for the landfill. Will housing be built in this buffer zone right to the back of the adjoining houses in the neighbouring housing estate, thus replacing the bikeway?	The existing bikeway will be relocated as part of this development to provide better connections between Broomsdykes Drive Park and Jaycee Andergrove Park.	N

Issue #	Issue/Comment	Response	Amendment Y:yes / N:no
<b>UDA-WIDE CRITERIA—ENVIRONMENT AND SUSTAINABILITY</b>			
33	The height of the land on the site is higher than our land. Previously when there has been flooding the run off has caused problems for dwellings to the south. This will be worse when the land is built higher for development.	In accordance with the Environment and sustainability provisions of the development scheme's UDA-wide criteria, the site will be designed so that the majority of the drainage from the site will be directed internally for treatment and detention. This will achieve the desired water quality objectives and stormwater management. outcomes	N
34	Will the development impact on flood levels in surrounding areas in the wetlands?	In accordance with the Environment and sustainability provisions of the development scheme's UDA-wide criteria, the development will be designed to maintain the existing volume of stormwater running over the site and down stream. This is to protect the wetland values of the area.	N
35	<p>There is a toxic dump on the site. Need reassurance that houses built on the dump will not cause harm or ill health to future residents.</p> <p>Will a bioassay and toxicology report on soils and underground water be completed before allowing residential or parkland?</p> <p>Will testing be undertaken by an independent body and be fully transparent and available to the public?</p> <p>Will the site be cleaned up, how and when and by what methods?</p> <p>Where will the wastes be moved to and will they be decontaminated beforehand?</p> <p>There has been a failure to identify previously contaminated land left by the council/former council. Examples of such contaminated land are oil dumps, chemical dumps and old cattle dips on the old council pound site and depot site.</p> <p>What records exist of wastes buried there?</p>	<p>It is known that within the UDA there are localised areas of contamination which occupy approximately less than 10% of the site. These areas include a disused waste oil disposal pit, an old night soil disposal pit and an underground fuel storage tank.</p> <p>The site is currently being investigated to determine the extent and level of contamination. Mackay Regional Council is overseeing the remediation of the land and the development scheme has been modified to ensure that residential development can not be undertaken on land that has not been remediated.</p> <p>Release of associated documents would be subject to the <i>Right to Information Act 2009</i> provisions.</p>	N
36	Why was the landfill included in the Residential zoning?	It is expected that the contaminated land will be able to be remediated to enable it to be used for residential purposes. However, the land will need to be rehabilitated and removed from the Environmental Management Register before residential development can occur.	N

Issue #	Issue/Comment	Response	Amendment Y=yes / N=no
37	Has there been leakage of hazardous contaminants into the surrounding area?	The site is currently being investigated to determine the extent and level of contamination. Mackay Regional Council is overseeing the remediation of the land and the development scheme has been modified to ensure that residential development can not be undertaken on land that has not been remediated.	N
38	Will housing be sold within Lot 2 RP711645 before the landfill site is cleaned up?	No land will be sold to the public before the site is fully remediated or removed from the register in line with Government processes.	N
39	Will there be an open and transparent process for reporting on any clean-up or changes in this site?	Mackay Regional Council is overseeing the remediation of the land prior to development.  Release of associated documents would be subject to the <i>Right to Information Act 2009</i> provisions.	N
40	If the pits are dug out and left to dry will this create Acid Sulfate Soils?	The development scheme has been changed to address the investigation and management of acid sulfate soils during development. The likely instance of acid sulfate soils is considered to be minimal given DERM's existing mapping of the area.	Y See amendment 26
41	Department of Community Safety—the scheme does not address the requirements of State Planning Policy (SPP) 1/03 – Mitigating the Adverse Impacts of Flood Bushfire and Landslide.  At an appropriate time in the planning process, DCS requires information regarding mitigation of natural hazards.	The development scheme addresses the State Planning Policy 1/03 to the extent required by the Policy.  Landslide is not an issue and the development will be above the 100 year ARI.  Andergrove has a small area of medium bushfire risk. This is recognised by the development scheme which requires that development maintains the safety of people and property from bushfire risk.  The Residential Zone provisions also refer to development adjoining the Bushland and Open Space Zone incorporating roads or shared pathways which are also suitable for bushfire or other emergency vehicle access.  The development scheme also calls up the ULDA Environment and Sustainable Development guidelines (soon to be available) which will specifically reference SPP 1/03 as the relevant document for these issues.	N



Issue #	Issue/Comment	Response	Amendment Y-yes /N-no
42	<p>Could you please advise if any studies have been undertaken regarding surface and groundwater hydrology and the impacts the development and clearing will have on the wetlands? What will happen to groundwater dependent ecosystems?</p>	<p>Preliminary stormwater studies have been undertaken and confirmed the capacity for stormwater to be managed on site. Independent testing is currently being done on sections of the site to identify the extent of contamination.</p> <p>Environment and sustainability UDA-wide criteria in the development scheme require development to be designed to appropriately manage stormwater and to ensure all land and groundwater will be fit for its intended use in accordance with accepted standards and practices.</p> <p>The development scheme also calls up the ULDA Environment and Sustainable Development guidelines (soon to be available) which refer to both contamination and stormwater management issues.</p>	N
43	<p>There appears to be faint regard to the EPBC Act.</p>	<p>The Commonwealth <i>Environmental Protection and Biodiversity Conservation Act 1999</i> has been considered as part of the site's ecological assessment report and the potential impact on listed species is considered minimal.</p> <p>Referral of the development scheme under the EPBC Act is not required as the EPBC Act apply to actions rather than plans. The Federal Government would be unable to review the document under the Act. The ULDA has undertaken an assessment of the possible consequences associated with development permitted in accordance with the development scheme and believe that there are no issues that would require future development to be referred under the EPBC Act</p>	N
44	<p>The flora and fauna surveys are not conclusive.</p> <p>The field survey on 6 &amp; 7 April occurred 18 days after Cyclone Ului hit Mackay - this means it is not a true representation and fauna is likely to have fled the area and flora was in as state of devastation. Much more extensive surveys must be undertaken.</p>	<p>The flora and fauna surveys were conducted in both wet season and dry seasons. Given that the development footprint is largely outside of the endangered and of concern regional ecosystems, the level of investigation is considered sufficient.</p> <p>40% of the site is being preserved in the Bushland and Open Space zone.</p>	N
45	<p>Redevelopment will significantly decrease the numbers of the strongly protected Red-Tail Black Cockatoos. We have taken into consideration your objectives to not displace the cockatoos although the 'significant vegetation' you propose to leave (600mm wide at 1 m from ground level) is unquestionably a joke as this applies to a limited number of trees.</p>	<p>The significant vegetation referred to in the submission applies to trees within the development footprint. No vegetation other than pest species will be disturbed in the Bushland and Open Space Zone.</p> <p>Forty percent of the site is being preserved in the Bushland and Open Space zone.</p>	N

Issue #	Issue/Comment	Response	Amendment Y=yes / N=no
46	Loss of wildlife - common for us to see and hear 100+ wildlife species within this proposed development area.	Forty percent of the site is being preserved in the Bushland and Open Space zone. Further, the development footprint preserves the vast majority of the vegetation and habitat present on the site. Minimal disturbance is expected.	N
47	The remnant vegetation is an important remnant area for Mackay and should be expanded rather than reduced.	Forty percent of the site is being preserved in the Bushland and Open Space zone. Further, the development footprint preserves the vast majority of the vegetation and habitat present on the site.	N
48	It has been stated that the south-west corner will not be developed under the current project. Will it be developed in the future, the ULDA and MRC need to clarify this. The ULDA has provision for veg bylaws relating to vegetation removal. It is appropriate that these be written into the zoning plan so the area cannot be cleared now or in the future.	During the period of development while the area is a UDA under the management of the ULDA, the identified bushland area will not be developed. Once the UDA is developed Council will resume responsibility for future management of the area under the planning scheme.	N
49	Department of Environment and Resource Management (DERM)—concerned that once the proposed development scheme takes effect, development will be exempt or self-assessable despite the potential for any residual contamination. The development scheme requires amendment to ensure this very significant issue is properly addressed prior to development.	Changes have been made to the development scheme Level of Assessment Table, the UDA planning outcomes and the UDA-wide criteria. These amendments will ensure that development cannot be approved or undertaken on land if it still on the Environmental Management Register or Contaminated Land Register.	Y See amendments 39 and 40
50	Department of Environment and Resource Management—in order to be consistent with government policy it is recommended to locate all of the development outside of the wetland.	The development scheme will be amended to include the wetland area in the southwest corner of the site within the Bushland and Open Space zone. In addition, other significant vegetation adjacent to the southern boundary will be included within a protection area and the allotments along this boundary will be required to have building envelope plans to ensure significant vegetation is retained.	Y See amendment 29, 30 and 35
51	Department of Environment and Resource Management—it is recommended that the ULDA undertake further assessment of the site to determine how the project can meet the policy objectives of the wetlands State Planning Policy prior to declaration. This can be achieved by demonstrating that there are no impacts or changes to the existing hydrological regime of the wetland as a result of the proposed development. The Department does not however support the location of stormwater management or water sensitive urban design features in the wetland.	The development scheme provides for development to be consistent with the Temporary State Planning Policy 1/10 Protecting Wetlands of Significance in the Great Barrier Reef Catchment.	N
52	The 19 page development scheme document you have furnished me with does not adequately or correctly identify protected wetland areas, as defined by the Department of Environment and Resource Management.	The area identified as the Bushland and Open Space Zone includes the protected wetland area as defined by the Department of Environment and Resource Management.	N

Issue#	Issue/Comment	Response	Amendment Y=yes / N=no
53	Department of Environment and Resource Management—the issue of acid sulfate soils (ASS) has not been addressed by the ULDA and it is recommended the ULDA undertake preliminary investigation on the site before declaration and the ILUP is submitted to Cabinet.	The development scheme has been changed to address the investigation and management of acid sulfate soils during development. The likely instance of ASS is considered to be minimal given DERM's existing mapping of the area.	Y  See amendment 26
54	Department of Environment and Resource Management—ensure any new lots or buildings which require a fire break are restricted from being built within the appropriate firebreak.	The proposed layout of the development incorporating a road between the Residential and Bushland and Open Space Zones (providing both a fire break and access for fire fighting purposes) manages bushfire risk in accordance with the State Planning Policy /03 – Mitigating the Adverse Impacts of Flood Bushfire and Landslide.	N
55	There are several species of amphibian including the green tree frog, striped marsh frog, miniature green frog and the ornate burrowing frog to name a few. As the site is a wetland of high ecological significance, further studies on amphibian life should be undertaken	As the wetland vegetation and the hydrological regime will not be altered, there is no need for additional investigation of amphibian life.	N
56	Wildlife species that have recognised conservation significance pursuant to the <i>Nature Conservation Act 1992</i> , have been recorded in the site locality. I would therefore argue that, the habitat is significant for Endangered, Vulnerable and Rare species. Has this been considered?	Investigations undertaken have not identified species under the Nature Conservation Act.	N
57	A colony of Agile Wallabies resides on the site and grazes throughout the entire vegetation corridor, relying on the forest areas for protection. Further reduction of the habitat will impact on their survival. Are the Wallabies going to be compensated?	The development footprint preserves the vast majority of the vegetation and habitat present on the site.	N
58	The ULDA should protect Regional Ecosystems 8.2.13a (dominant and subdominant) VMA: Endangered & Biodiversity Endangered; and Regional Ecosystem 8.2.7a VMA: Of Concern and Biodiversity Endangered and surrounding buffer zones from clearing and adverse impacts that would affect water quality, habitat, connectivity and biodiversity values.	These ecosystem classifications have been recognised and the development scheme will be amended to include the wetland area in the southwest corner of the site within the Bushland and Open Space zone.	Y  See amendment 29
59	The tree hollows are there for wildlife and all that needs to be done is to revegetate the understorey. Include retention of <i>Melaleuca viridiflora</i> wetland, which although not mapped as a regional ecosystem, provides nesting habitat for magpie geese (listed as Marine under the EPBC Act) i.e. 9 Magpie geese - Apr 2010 feeding 3-5 chicks disturbed <i>M. viridiflora</i> wetland*	The development scheme preserves the vast majority of the vegetation and habitat on the site. Removing the existing grazing and depot uses will assist with rehabilitation of the site as a wildlife habitat.	N



Issue #	Issue/Comment	Response	Amendment Y-yes / N-no
60	More wildlife surveys need to be conducted, preferably monthly and during early morning, dusk and evening, to list all species using these wetlands, and identify species using the wetlands as essential habitat.	Given the development scheme preserves the vast majority of the vegetation and habitat on the site further investigations are not required.	N
61	The presence of listed Queensland <i>Nature Conservation Act 1992</i> (NCA) and federal <i>Environmental Protection &amp; Biodiversity Conservation Act 1999</i> (EPBC Act) listed species means the development proposal will have to be referred to relevant agencies for review that will ensure the protection of wildlife values and habitats. The presence of EPBC-listed species means the development proposal will need to be referred to EPBC Compliance under the federal <i>Environmental Protection &amp; Biodiversity Conservation Act 1999</i> .	Given the retention of the vast majority of the vegetation and habitat on the site, the species mentioned are not likely to be threatened by development.  Referral of the development scheme under the EPBC Act is not required as the EPBC Act apply to actions rather than plans. The Federal Government would be unable to review the document under the Act. The ULDA has undertaken an assessment of the possible consequences associated with development permitted in accordance with the development scheme and believe that there are no issues that would require future development to be referred under the EPBC Act	N
62	Essential habitat for species is not mapped in the R.E.s in the Andergrove ULDA. However two species: the vulnerable (EPBC Act) plant, Minute orchid, a.k.a. Ribbon-root orchid and the rare (NCA) bird species (mating) radjah shelduck have been recently recorded in the R.E.s onsite and whether or not the area provides essential habitat for these any other species needs to be investigated further.	Given the development scheme preserves the vast majority of the vegetation and habitat on the site further investigations are not required.	N
63	The Andergrove UDA does not explain how drainage will be handled to avoid adverse impacts on the site's wetland ecosystems and on flooding impacts for the residents of Dominos Crescent (street along southern western boundary of the development lot) or possibly along Newton Street. Flood studies need to be done to report on impacts and how they might be managed so there is no net increase in flooding rates or flood levels, or decrease in water quality in the site's wetlands.	Flood studies indicate that the land is not subject to coastal or riverine flooding. Local stormwater will be managed so that no increase in water levels will be experienced offsite as a result of the development. Through improved stormwater management the development is expected to improve water quality in the wetlands.	N
64	Water budget and other hydrological research and modelling at the local and catchment scales is needed to ensure the project is economically, socially and environmentally sustainable. Current research predicts a sea level of rise on one metre over the next one hundred years, and this should be taken into account for coastal developments such as this.	The development area is considered to be well above the area likely to be affected by predicted sea level rise.	N

Issue #	Issue/Comment	Response	Amendment Y=yes / N=no
65	How does the clearing of the wetland support objective 2, p.15 and management target, p.17 of the Reef Water Quality Protection Plan 2009?	No significant clearing of the wetland will occur.  The development scheme will be amended to include the southwest corner of the site within the Bushland and Open Space zone. In addition, other significant vegetation adjacent to the southern boundary will be included within a protection area and the allotments along this boundary will be required to have building envelope plans to ensure significant vegetation is retained.	Y  See amendments 29, 30 and 35
66	ULDA states it will ensure 'preservation of the areas significant environmental values'; 'retain significant vegetation' and 'reflect its leafy green character' and 'green heart'. How will this happen when you propose clearing 15% of the remaining vegetation.	No significant clearing of the wetland will occur.  The development scheme will be amended to include the southwest corner of the site within the Bushland and Open Space zone. In addition, other significant vegetation adjacent to the southern boundary will be included within a protection area and the allotments along this boundary will be required to have building envelope plans to ensure significant vegetation is retained.	Y  See amendments 29, 30 and 35
67	It would seem practical to cover the existing drain, pipe the stormwater and then use this area as an access for pedestrians' vehicles and emergency vehicles. This drain could act as a buffer between existing and proposed residential areas. Vegetation behind Newton St and Domino Crescent could remain, but still be admired and used by the community. The cleared area on the eastern side of the drain at its southern extend could be used for housing instead. Need for additional parkland on the site is minimal as there are two existing parks and potential for a third park at the end of Domino Crescent.	Piping of the existing drain is contrary to the principles of Water Sensitive Urban Design and would result in the loss of environmental values on the site due to adverse effects on the surface and ground water. It is proposed that existing stormwater be treated on-site to improve water quality.	N
68	The storm water drain which contains contaminated water should be cleaned up before the water enters McReadys Creek. A gross pollutant trap and reeds and sedges planted in the drain would assist this process. This should be done as a matter of urgency.	All water resulting from the development and entering the land from the south will be treated in accordance with current best practice.	N
69	Further clearing and development adjacent to the forested area would increase the edge effects on the forest area. This is already evident now with some weed species, but would increase and the impacts be greater because it would be on a smaller remaining parcel.  The edge effects from the development will significantly increase the adverse impacts within the bushland. Development should be limited to within 200m of the wetland.	The proposed layout of the development incorporating a road between the Residential and Bushland and Open Space Zones will assist in managing the edge effects of development on the forest area.	N

Issue #	Issue/Comment	Response	Amendment Y-yes /N-no
<b>RESIDENTIAL ZONE</b>			
70	<p>Object to the southern portion of the development. It is considered the existing significant bushland should be retained and designated Parkland when the Reconfiguration process occurs. It is essential to retain and preserve this significant ecosystem to maintain biodiversity.</p> <p>Plan does not elaborate on the age and amount of space involved or the biodiversity, nor does it indicate where bushland will be retained.</p>	<p>The development scheme will be amended to include the southwest corner of the site within the Bushland and Open Space zone. In addition, protection measures for Significant vegetation, such as large lots with building envelopes and covenants, will be applied along the southern boundary of the residential zone.</p>	<p>Y</p> <p>See amendments 29, 30 and 35</p>
71	<p>The melaleuca forest along the southern boundary of the site should not be developed.</p>	<p>The development scheme will be amended to include significant vegetation adjacent to the southern boundary within a protection area and the allotments along this boundary will be required to have building envelope plans to ensure significant vegetation is retained.</p>	<p>Y</p> <p>See amendments 30 and 35</p>
72	<p>Boundary of the proposed development takes out access to my back yard and shed. I have just paid for a new fence and now all the battens will have to be turned round.</p>	<p>Existing residents adjoining the UDA have no legal rights to access the rear of their properties via land within the UDA. If necessary illegal access across land within the UDA will be prevented in the future.</p> <p>Residents will be encouraged to access the forest through new formal pedestrian pathways.</p>	<p>N</p>
73	<p>Mackay Airport has reviewed the development proposal with respect to our aviation related surface and has concluded that there is minimal risk of development as described, impacting on the operations of Mackay Airport.</p> <p>Mackay Airport requests that the ULDA submits the final design of the proposal for final review by Mackay Airport to determine that built structures and proposed uses will not interfere with operational surfaces.</p>	<p>The Land Use Plan contained within the development scheme allows for heights of up to 3 storeys. Such height limits fall well below the restricted areas identified for the Mackay Airport.</p>	<p>N</p>
74	<p>I was always led to believe that there was a 50m nature strip between residential blocks and the works department. Please check this out I believe that there will be some reference in old Pioneer Shire records. I have no objection to the low cost housing development, as such, on occupied or cleared land to the north of this 50m nature strip.</p>	<p>Mackay Regional Council has advised the ULDA there is no '50m nature strip' at the rear of any adjacent properties, and confirmed there are no records of this area being 'reserved' for any purpose.</p>	<p>N</p>



Issue #	Issue/Comment	Response	Amendment Y=yes / N=no
75	There should be a buffer between the subdivision and the natural habitat.	<p>Andergrove has a small area of medium bushfire risk. This is recognised by the development scheme which requires that development maintain the safety of people and property from bushfire risk.</p> <p>The Residential Zone provisions also refer to development adjoining the Bushland and Open Space Zone incorporating roads or pedestrian/cycle ways which are also suitable for bushfire or other emergency vehicle access.</p> <p>The development scheme also calls up the ULDA Environment and Sustainable Development guidelines (soon to be available) which will specifically mention SPP 1/03 as the relevant document for these issues.</p>	N
76	<p>Lot 2 RP711645 is currently zoned for Public Purposes. How does the development meet the criteria for 'Public Purpose'? Is a rezoning application for the land currently in the pipeline?</p> <p>Please clarify how the proposed development meets the criteria for 'Public Purpose' when:</p> <ul style="list-style-type: none"> <li>the project is to be privatised</li> <li>it does not contribute any community infrastructure</li> <li>only 50% of the dwellings are earmarked to be so-called affordable housing</li> </ul>	<p>Within Urban Development Areas, the ULDA assumes the planning powers of local government and some state agencies.</p> <p>The ULDA must within 12 months of declaration produce a development scheme which establishes the overall intentions for the UDA, including zoning.</p> <p>The development scheme replaces the planning controls of the planning scheme.</p>	N
77	Department of Environment and Resource Management—it is recommended that the footprint of the residential area be altered by removing proposed residential over remnant regional ecosystems. If this is not possible the ULDA would be expected to provide an offset which significantly exceeds the requirements of the vegetation management offsets policy.	<p>The development scheme will be amended to include the southwest corner of the site within the Bushland and Open Space zone. In addition, other significant vegetation adjacent to the southern boundary will be included within a protection area and the allotments along this boundary will be required to have building envelope plans to ensure significant vegetation is retained.</p> <p>The redesign of the development footprint has removed the residential designation over all remnant endangered ecosystems resulting in over 40% of the UDA site being preserved in the Bushland and Open Space zone.</p>	Y See amendments 29, 30 and 35
78	To encourage home based businesses I suggest some ground floor mixed residential/commercial offerings with street frontage parking and town planning approval for home based businesses.	The development scheme allows for Home based business as exempt development.	N
79	A high rise development could occur on the area where the council depot therefore clearing would not be needed.	It is not considered appropriate for development to extend beyond 3 storeys having regard to the surrounding character of the area.	N

Issue #	Issue/Comment	Response	Amendment Y=yes / N=no
80	Parkland can be placed on the top of high rise buildings, which would provide open space and more space for housing, and keep buildings cooler.	At proposed densities of up to 30 dwellings persons per hectare, and opportunities for 3 storey multiple residential, the density proposed for the UDA is higher than the surrounding Andergrove area. Anything greater than those densities and building heights is not considered appropriate.	N
81	You should look at increased density, 4-6 storeys and more commercial and retail.	At proposed densities of up to 30 dwellings persons per hectare, and opportunities for 3 storey multiple residential, the density proposed for the UDA is higher than the surrounding Andergrove area. Anything greater than those densities and building heights is not considered appropriate.  The ULDA is satisfied there are adequate retail services available to the local community.	N

Issue #	Issue/Comment	Response	Amendment Y-yes / N-no
<b>BUSHLAND AND OPEN SPACE ZONE</b>			
82	The retention of the bushland in the western portion of the site is fully supported.	Noted.	N
83	Support for the parkland.	Noted.	N
84	Residents of Newton St and Domino Cres have direct access to the forest area in question. It is a privilege that is well respected and utilised by residents for recreation.	Residents will be encouraged to access the forest through new formal pedestrian pathways.	N
85	UDA planning zone map has the legend Bushland and Open Space. Bushland can't be open space. Please clarify what is proposed here.  No 'bushland' should be cleared for open space.	The open space component will be utilised in existing cleared areas.	N
86	When reconfiguring the lot the forest bushland should be split off from the cleared area and have the tenure changed to reserve.	The development of the land will include subdividing the land to create a new lot that will contain the bushland that will remain in the ownership of Mackay Regional Council. Any decision to change the tenure will be made by the Council.	N
87	It would appear that the uses allowed in the Bushland and Open Space Zone are not too different to those of the Residential Zone.	The Level of assessment table must be read in conjunction with 3.4.2 Bushland and Open Space Zone which states the intent for the zone. There are no residential uses intended in the zone. Rather a multi-functional role is identified which is the maintenance of the area's significant environmental values, passive community recreation and stormwater management.	N
88	Department of Environment and Resource Management—concerned the Land Use Plan exempts all development specified in Schedule 1 in the Bushland and Open Space Zone. It is requested that this exemption be changed to nil.	In practical terms, the nature of development that is exempt in the Bushland and Open Space Zone and likely to occur, is very limited due to the ownership of the land (Mackay Regional Council) and numerous qualifying factors that do or will not apply, such as existing approvals and association with exempt material changes of use, heritage places or residential uses.  The only works expected are those associated with weed control, stormwater management, track creation and fencing.	N



Issue #	Issue/Comment	Response	Amendment Y=yes/N=no
89	<p>Department of Environment and Resource Management (and others)—consideration should be given to wildlife protection from domestic animals during and post construction. Access through wetlands via low impact activities should be controlled, i.e. no dogs and continuous monitoring by Council. Covenants on domestic animals should be implemented to achieve environmental outcomes.</p>	<p>Given the UDAs location in an established urban environment covenants are not supported. The ULDA in conjunction with Mackay Regional Council, the Department of Environment and Resource Management and others, will investigate options to manage the impact of domestic animals in the environment such as internal sanctuaries, bird nesting boxes.</p> <p>The Implementation Strategy in the development scheme has been amended to refer to preparation of a bushland management plan.</p>	<p>Y</p> <p>See amendments 44, 45 and 46</p>

Issue #	Issue/Comment	Response	Amendment Y=yes / N=no
<b>INFRASTRUCTURE</b>			
90	Department of Employment, Economic Development and innovation—ensure that the relevant electricity entities (Powerlink QLD and Ergon Energy Corporation Ltd) are consulted regarding any network plans they may have for these areas.	Agreed. Both these entities were sent copies of the proposed development scheme.	N
91	Powerlink Queensland—the proposed developments will not impact Powerlink Queensland's assets negatively as they are not near any Powerlink easements and don't conflict with any known future corridor alignment.	Noted.	N
92	Department of Community Safety—access to reticulated water supplies or alternative/recycled water supplies is made available for emergency use through the provision of in-ground spring hydrants.	This is not a matter for the development scheme.  The development application process will ensure development is undertaken in accordance with relevant standards.	N
93	Car wash bays should be provided with recycled or rainwater access.	The type of housing proposed does not require communal car washing bays.	N
94	The harvesting of storm and rainwater via the use of individual and/or communal tanks is strongly encouraged. Grey water use is also supported.	These aspects are supported by provisions in 3.3.4 Environmental and sustainability which refer to the design, siting and layout of development incorporating water efficiency practices. This matter is addressed more specifically at the time a development application is made.	N
95	On site sewerage processing should also be considered.	Given the significance of the adjoining wetland this was not considered practical.	N
96	Consider the installation of solar hot water from a common boiler and a ring based reticulation system. This should be solar and heat pump, then metered hot water to each unit rather than having separate hot water systems.	These aspects are supported by provisions in 3.3.4 Environmental and sustainability which refer to the design, siting and layout of development incorporating energy efficiency practices. This matter is addressed more specifically at the time a development application is made.	N
97	You should be taking advantage of NBNCo to run fibre to every unit.	This is not a matter for the development scheme.  A condition of any development approval for subdivision requires the applicant to enter into an agreement with a telecommunications provider and construct the services in accordance with the agreement.	N

98	Department of Education and Training—the department has a number of schools in the vicinity of the area proposed for the Andergrove UDA and is satisfied these facilities can meet any increased capacity arising from the development.	Noted.	N
99	Department of Communities—although not specifically stated in the Proposed Development Scheme, it is understood that if the State or statutory body representing the State proposes or starts development, the State or body is not required to pay for infrastructure provision in the way of infrastructure charges or contributions to headworks charges. If the exemption for infrastructure charges is not currently envisaged for development by the State in this area, it is requested that this provision be incorporated in the final document.	<p>As for other urban development areas, development for public housing, as defined under the <i>Sustainable Planning Act 2009</i> (SPA), is made exempt under the Andergrove development scheme.</p> <p>Such exempt housing will not trigger infrastructure charges.</p>	N



Issue #	Issue/Comment	Response	Amendment Y=yes / N=no
<b>COMMUNITY CONSULTATION</b>			
100	Department of Community Safety—the Queensland Ambulance Service needs to be advised of any construction, upgrading or relocation of infrastructure, including roads, rail, level crossings, bridges, tracks, parks and pathways for review of impact upon the delivery of ambulance operations from the ambulance stations to road network locations within the project area.	This is not a matter for the development scheme.  This will be dealt with as part of the standard development assessment and approval process.	N
101	Department of Community Safety —Queensland Ambulance Service needs to be advised of any impact on existing telecommunications infrastructure that may impact on access to communications between the Ambulance Communications Centre and ambulance facilities and/or vehicles.	This is not a matter for the development scheme.  A condition of any development approval for subdivision requires the applicant to enter into an agreement with a telecommunications provider and construct the services in accordance with the agreement..	N
102	Beaconsfield State School conducts revegetation and weed removal activities on the site. It would be good if someone from the ULDA would consult with Beaconsfield School on the development.	Agreed. The ULDA will contact Beaconsfield School.	N
103	What other options for development have been considered and why have they not been shared with the community? The constraints report recommended option 1. What has been proposed in the UDA zone plan was not even investigated in the report.	The development scheme has been informed by consultation with Mackay Regional Council, State Government agencies and independent experts.  Public consultation on the proposed development scheme provides the opportunity for comment on an integrated policy framework for managing development. It is not intended to provide different options for the community to review.  All comments received during the public notification period are considered and any appropriate amendments incorporated into the final development scheme submitted to the Minister.	N

104	What consultation has happened with Council and other government departments that has led the ULDA to come to the conclusion that clearing Endangered Regional Ecosystem is a good idea?	<p>The ULDA has undertaken significant consultation with the Council and State Government agencies, in particular, the Department of Environment and Resource Management.</p> <p>Subsequent to this consultation, and responses received during the consultation period, the development scheme will be amended so that the southwest corner of the site incorporating part of the Endangered Regional Ecosystem will not be developed for residential purposes but included within the Bushland and Open Space Zone.</p> <p>Accordingly, no clearing of an Endangered Regional Ecosystem will occur.</p>	N
105	No thought has been given to existing owners.	<p>The ULDA recognises that the proposed development of the UDA represents a change in use which may impact on residents adjoining the area. However, this site represents an important opportunity for the ULDA and Mackay Regional Council to deliver a range of housing options to meet the changing needs of the Mackay community, including housing affordable for people on low to moderate incomes.</p> <p>The community, including existing owners, was given the opportunity to provide comment on what is planned for the site during the public notification of the proposed development scheme</p>	N
106	Work with the community and local green designers and environmental groups and planners, e.g. part of a community reference group, to produce sustainable and affordable housing design options.	<p>The ULDA will work closely with local builder partners to ensure future dwelling stock is appropriately designed at an affordable price point. The ULDA intends to work with local environmental groups to facilitate the rehabilitation of areas included in the Bushland and Open Space zone.</p>	N

Issue #	Issue/Comment	Response	Amendment Y=yes / N=no
<b>MISCELLANEOUS</b>			
107	Department of Community Safety —the projects need to be included into the Gladstone and Mackay local government disaster management plans and planning policies.	In accordance with section 59(1)(b) of the <i>Urban Land Development Authority Act 2007</i> the ULDA will notify Mackay Regional Council of all development application decisions. It is the responsibility of the Council to include the projects in their plans and policies.	N
108	The ULDA Act states the 'ecological sustainability' means a balance of ecological processes and natural systems, economic development and maintenance of cultural economic physical and social well-being. It appears from the development, only the second and third are being dealt with and ecological processes have been forgotten.	This balance is being achieved through allowing development only on the cleared areas of the site resulting in the existing environmental values being retained and a contaminated site being rehabilitated.	N
109	Jarrod McCracken was recently fined \$200,000 for illegal clearing of vegetation. Could you please explain how this proposal can be justified, when no one else is likely to be allowed to do this?	<p>In response to consultation, the development scheme will be amended so that the southwest corner of the site will not be developed for residential purposes but included within the Bushland and Open Space Zone.</p> <p>In addition, protection measures for Significant vegetation, such as large lots with building envelopes and covenants, will be applied along the southern boundary of the residential zone.</p>	Y See amendments 29, 30 and 35
110	It is imperative that Mackay Regional Council, together with the ULDA, takes the initiative to ensure this land stays as it was granted to Pioneer Shire Council back in 1948 when bequeathed as parkland.	Mackay Regional Council have advised the ULDA it is not aware of the land being bequeathed to Council with conditions requiring the land to used as parkland. It was acquired by Council for operational purposes.	N
111	What commercial development is proposed in conjunction with this UDA to ensure access to community and commercial facilities for those without the means to readily access existing elsewhere in Mackay?	There is no commercial development planned in the UDA. The UDA is well located to access a range of community services and facilities. This includes primary and high schools and childcare. The UDA is also on a bus route and within walking distance of two other bus routes.	N
112	Department of Environment and Resource Management—the developer must be aware of the duty of care as outlined in the Act. This applies to the undeveloped areas of the sit. No mention of Duty of Care associated with Aboriginal Cultural Heritage has been found in the proposal.	Noted. Nothing in the development scheme limits developers from having to abide by their duty of care.	N



113	Council has been interfering with the site by clearing the undergrowth. A simple firebreak buffer is all that should be cleared around the vegetation. Did council have an ulterior motive? Is this why they've been selectively clearing the land? Did they put in sewer mains for the last four houses in the street (to be connected at the cost of residents, two thousand \$ plus increased rates) because they were concerned with leaching into the wetland by old septic pit tanks (I think not) or was this action taken purely to hook up new homes they intended to build there, to mains sewer?	Mackay Regional Council has advised the ULDA that the installation of sewerage was required to connect a number of unsewered properties to the reticulated sewerage system.	N
114	Looking at the Ecological Landuse Constraints and Opportunities Report, three options were proposed. By far, option one would have had the least impact on the Endangered Ecosystem and existing residents. In fact, the area ULDA has proposed to clear for residential purposes was not touched in any of the three ELCO Report options. Why did the ULDA suddenly change their minds and take our Endangered Ecosystem and Wetland of High Ecological Significance?	The original provisions of the development scheme were proposed to achieve urban design outcomes and to maximise the State Government Objectives for the site. However, in response to consultation, the development scheme will be amended so that the southwest corner of the site will not be developed for residential purposes but included within the Bushland and Open Space Zone.	Y See amendment 29
115	Department of Transport and Main Roads—the annotation 'Indicative Pedestrian Linkages' should be relabelled as 'Indicative Pedestrian and Cyclist Linkages' or 'Indicative Shared Pathways'.	Agreed. The Zoning Plan will be amended to refer to 'Indicative Shared Pathways'.	Y See amendment 28
116	Ensure that development in Precinct One protects R.E. 8.2.13 (sub-dominant) and the parts of R.E. 8.2.7a and 8.2.13a in Precinct One's southwest corner from development and include a protective buffer zone around these areas. This will mean re-design of the housing and road options within Precinct One. Multi-storey housing with adequate parking may provide a solution option.	The development scheme will be amended so that the southwest corner of the site will not be developed for residential purposes but included within the Bushland and Open Space Zone	Y See amendment 29

## List of amendments

Amendment	Nature of amendment	Reason
<b>1 INTRODUCTION</b>		
1	<p>Page 1, 1.3 Purpose of the development scheme</p> <p>Insert new paragraph after paragraph 1—</p> <p>The purpose of the development scheme is to establish the overall intentions for development of the UDA as well as identify a broad range of requirements applicable to proposed development.</p>	To explicitly state the purpose of the development scheme.
<b>2 STRATEGIC CONTEXT</b>		
2	<p>Page 3, 2.2 Planning Outcomes for the UDA, title</p> <p>Replace title—</p> <p>2.2 Planning Outcomes for the UDA</p> <p>with</p> <p>2.2 Outcomes for the UDA</p>	To clarify the applicability of the outcomes for the UDA to the Infrastructure Plan and Implementation Strategy, as well as the Land Use Plan.
3	<p>Page 2, 2.2 Planning Outcomes for the UDA</p> <p>Insert Map 2: Andergrove UDA Zoning Plan (move from Zone Provisions, page 8)</p> <p>Amend title of Map 2 to—</p> <p>Map 2: Andergrove UDA Structure and Zoning Plan.</p>	As the zoning plan also includes strategic elements, it has been renamed and relocated to the Strategic Context component of the development scheme to improve clarity and readability.
4	<p>Page 3, 2.2 Planning Outcomes for the UDA, paragraph 1</p> <p>Replace dot point 1—</p> <ul style="list-style-type: none"> <li>• 'its natural core and leafy green character'</li> </ul> <p>with</p> <ul style="list-style-type: none"> <li>• 'its environmental values and leafy green character'</li> </ul>	To improve the clarity of the outcome.
5	<p>Page 3, 2.2 Planning Outcomes for the UDA,</p> <p>Insert new paragraph—</p> <p>'The outcomes for the UDA are broadly illustrated in Map 2: Andergrove UDA Structure and Zoning Plan. Map 2 shows the zones for regulating land uses and the key structural elements to be developed within the UDA including:'</p>	These provisions support the Zoning Plan that has been relocated from the Zoning Provisions to the Strategic Context.
6	<p>Page 3, 2.2 Planning Outcomes for the UDA,</p> <p>Insert text related to map 2 (move from 3.4 Zone provisions, page 8)—</p>	These strategic provisions have been relocated from the Zone Provisions to the Strategic Context component of the development scheme to improve clarity and readability.

Amendment	Nature of amendment	Reason
	<ul style="list-style-type: none"> <li>• 'new residential areas</li> <li>• retention of bushland</li> <li>• neighbourhood/pocket parks that allow for active and passive recreation activities</li> <li>• pedestrian linkages through the UDA to existing open space networks and Bedford Road</li> </ul> <p>a primary connector road linking the residential development to Bedford Road.'</p>	
7	<p>Page 3, 2.2 Planning Outcomes for the UDA, planning outcome 3 (<i>Create a green heart by:</i>)</p> <p>Replace outcome title—</p> <p>'Create a green heart by:'</p> <p>with</p> <p>'Manage environmental values by:'</p>	To improve the clarity of the outcome.
8	<p>Page 3, 2.2 Planning Outcomes for the UDA, planning outcome 4 (<i>Be a liveable community by:</i>)</p> <p>Replace</p> <p>'drawing on the site's landform and vegetation to create a distinctive residential environment with a green heart ...'</p> <p>with</p> <p>'drawing on the site's landform and vegetation to create a distinctive residential environment with distinctive ecological benefits ...'</p>	To improve the clarity of the outcome.
9	<p>Page 3, 2.2 Planning Outcomes for the UDA, planning outcome 4 (<i>Be a liveable community by:</i>)</p> <p>Replace</p> <p>'creating a neighbourhood park which allows for passive and active recreation facilities'</p> <p>with</p> <p>'creating open space which allows for passive and active recreation facilities'</p>	The text has been amended to clearly distinguish between parks and open space. The area is well served with existing neighbourhoods parks providing local playground facilities and passive and active recreational opportunities. It is the intention that within the UDA existing cleared areas will be retained as open space fulfilling the dual role of community recreation and stormwater management. Such areas are likely to be used for walking paths connecting the residential areas to the bushland and casual active recreation areas.
10	<p>Page 3, 2.2 Planning Outcomes for the UDA, planning outcome 6 (<i>Be a safe place to live by:</i>)</p> <p>Insert new dot point after dot point 1—</p> <p>'ensuring land is rehabilitated and removed from the Environmental Management Register or Contaminated Land Register prior to works or sensitive uses commencing'.</p>	To ensure that works and uses are not undertaken while land is still on the Environmental Management Register or Contaminated Land Register.

### 3 LAND USE PLAN



Amendment 1	Nature of amendment	Reason
11	<p>Pages 4 - 10, <b>Land Use Plan</b></p> <p>Replace—</p> <p>'planning outcomes'</p> <p>with</p> <p>'outcomes'—</p>	<p>To clarify the applicability of the outcomes for the UDA to the Infrastructure Plan and Implementation Strategy, as well as the Land Use Plan.</p>
12	<p>Page 4 <b>Figure 1: Components of land use plan and their relationship</b></p> <p>Amend the listed UDA-wide criteria to reflect the headings in 3.3 UDA-wide criteria.</p> <p>Remove 'Zone Provisions' as an item under the UDA wide criteria.</p>	<p>To improve clarity of the UDA-wide criteria.</p> <p>The UDA-wide criteria incorrectly included 'Zone Provisions'.</p>
13	<p>Page 5 <b>Section 3.2.7 Land not included in a zone, paragraph 2</b></p> <p>Replace</p> <p>'Where the unallocated land is adjoined by land included in the same precinct, the unallocated land is deemed to be included in that zone'</p> <p>with</p> <p>'Where the unallocated land is adjoined by land in a zone, the unallocated land is deemed to be included in that zone'</p>	<p>To improve the clarity of the intent.</p>
14	<p>Pages 6 - 7, <b>3.3 UDA-wide criteria</b></p> <p>Omit the headings 'Principle' and 'Requirements' within each of the topics contained in UDA-wide criteria.</p>	<p>'Principle' and 'Requirements' are additional headings which are not referred to elsewhere and may be confused with the other terms of 'outcomes' and 'UDA-wide development requirements'.</p>
15	<p>Page 6, <b>3.3 UDA-wide criteria</b></p> <p>Replace footnote—</p> <p>'Including ULDA guideline no. 01 Residential 30, Affordable housing strategy and the Accessible housing and Sustainability guideline.'</p> <p>with</p> <p>'Including ULDA guideline no. 01 Residential 30, Affordable housing strategy and the Accessible housing and Environment and sustainable development guideline.'</p>	<p>To reflect the change in name of the proposed guideline about sustainability.</p>
16	<p>Page 6, <b>3.3.1 Housing and community</b></p> <p>Insert after dot point 2—</p> <p>'deliver 10% as accessible housing to meet the changing needs of people and households over time'</p>	<p>Responds to issue 18</p> <p>The ULDA sets targets for accessible housing; this was an omission in the development scheme.</p>
17	<p>Page 6, <b>3.3.2 Neighbourhood, block and lot design</b></p> <p>Replace dot point 11 in second set of dot points—</p>	<p>The text has been amended to clearly distinguish between parks and open space. The area is well served with existing neighbourhood parks providing local playground</p>

Amendment	Nature of amendment	Reason
	<p>'provides parks that cater for a variety of functions and experiences and that are safe for users'</p> <p>with</p> <p>'provides open space that caters for a variety of functions and experiences and is safe for users'</p>	<p>facilities and passive and active recreational opportunities.</p> <p>It is the intention that within the UDA existing cleared areas will be retained as open space fulfilling the dual role of community recreation and stormwater management.</p> <p>Such areas are likely to be used for walking paths connecting the residential areas to the bushland and casual active recreation areas.</p>
18	<p>Page 6, <b>3.3.2 Neighbourhood, block and lot design</b></p> <p>Replace dot point 9 in second set of dot points—</p> <p>'provides opportunities to benefit from solar access and prevailing breezes'</p> <p>with</p> <p>'incorporates orientation for solar access and natural ventilation.'</p>	<p>To improve clarity of intent.</p>
19	<p>Page 6, <b>3.3.2 Neighbourhood, block and lot design</b></p> <p>Replace dot point 13 in second set of dot points—</p> <p>'protects and enhances significant vegetation and habitat areas and incorporates natural and cultural features.'</p> <p>with</p> <p>'retains significant vegetation within the streets and parks in the Residential Zone where practicable.'</p> <p>and</p> <p>'incorporates natural and cultural features'</p>	<p>Rewording clarifies the intent.</p>
20	<p>Page 7, <b>3.3.4 Environment and sustainable development</b></p> <p>Rename heading to —</p> <p>'Environment and sustainability'</p>	<p>To improve clarity.</p>
21	<p>Page 7, <b>3.3.4 Environment and sustainable development</b></p> <p>For dot point 4 in second set of dot points—</p> <p>Omit 'retains vegetation where possible along streets and parks'</p>	<p>This statement is already included in <b>3.3.2 Neighbourhood, block and lot design</b>.</p> <p>Repetition to be deleted.</p>

Amendment	Nature of amendment	Reason
22	<p>Page 7, 3.3.4 <b>Environment and sustainable development</b></p> <p>Replace dot point 5 in second set of dot points—  ‘promotes the efficient use of resources, maximises recycling opportunities and reduces waste generation’  with  ‘incorporates leading energy efficiency and water efficiency practices, maximises recycling opportunities and reduces waste generation’</p>	Provides consistency with proposed Environment and Sustainable Development guideline.
23	<p>Page 7, 3.3.4 <b>Environment and sustainable development</b></p> <p>Replace dot point 6 in second set of dot points -  ‘adopts leading energy efficiency standards and distributed energy systems within the built environment and encourages the generation of renewable energy’  with  ‘promotes the adoption of decentralized energy generation systems and natural ventilation to reduce energy use’.</p>	Provides consistency with proposed Environment and Sustainable Development guideline.
24	<p>Page 7, 3.3.4 <b>Environment and sustainable development</b></p> <p>For dot point 7 in second set of dot points —  Omit ‘where in or adjoining bushland’</p>	The text is superfluous in the context.
25	<p>Page 7, 3.3.4 <b>Environment and sustainable development</b></p> <p>Replace dot point 8 in second set of dot points —  ‘ensures that all land and groundwater will be fit for purpose’  with  ‘ensures that all land and groundwater will be fit for its intended use in accordance with accepted standards and practices’</p>	The additional wording clarifies the intent.
26	<p>Page 7, 3.3.4 <b>Environment and sustainable development</b></p> <p>Insert new dot point (second last) in second set of dot points—  ‘demonstrates consistency with current best practice for the identification and management of acid sulfate soils.</p>	<p>Responds to issues 40 and 53</p> <p>Initially the decontamination program was considered unlikely to disturb acid sulfate soils; however, more recent work indicates there is potential for disturbance.</p>



Amendment 1	Nature of amendment	Reason
27	<p>Page 8, <b>3.4 Zone Provisions</b></p> <p>Omit the following dot points</p> <ul style="list-style-type: none"> <li>• new residential areas</li> <li>• retention of bushland</li> <li>• neighbourhood/pocket parks that allow for active and passive recreation activities</li> <li>• pedestrian linkages through the UDA to existing open space networks and Bedford Road</li> <li>• a primary connector road linking the residential development to Bedford Road.</li> </ul>	<p>These provisions support the Zoning Plan that has been relocated from the Zoning Provisions to the Strategic Context.</p>
28	<p>Page 8, <b>Map 2: Andergrove UDA Zoning Plan, Legend</b></p> <p>Replace text in Other Elements—</p> <p>'Indicative Pedestrian Linkages'</p> <p>with</p> <p>'Indicative Shared Pathways.'</p>	<p>Responds to issue 115</p> <p>To more clearly describe the use and purpose of the indicative pathways.</p>
29	<p>Page 8, <b>Map 2: Andergrove UDA Zoning Plan</b></p> <p>Reconfigure the boundary of the Bushland and Open Space Zone to include the south west corner of the site.</p>	<p>Responds to issues 50, 58, 65, 66, 70, 77, 109, 114, 116</p>
30	<p>Page 8, <b>Map 2: Andergrove UDA Zoning Plan</b></p> <p>Insert an indicative location of Significant vegetation to be protected along the southern boundary of the Residential Zone.</p>	<p>Responds to issues 50, 65, 66, 70, 71, 77, 109</p>
31	<p>Page 8, <b>Map 2: Andergrove UDA Zoning Plan</b></p> <p>Insert Indicative Shared Pathways through the Bushland and Open Space Zone</p>	<p>To indicate that pedestrian access from the new collector road into the Bushland and Open Space will be managed as part of the pathway network.</p>
32	<p>Page 8, <b>Map 2: Andergrove UDA Zoning Plan</b></p> <p>Delete Indicative Neighbourhood Park from the Residential Zone.</p>	<p>The map has been amended to clearly distinguish between parks and open space. The area is well served with existing neighbourhood parks providing local playground facilities and passive and active recreational opportunities.</p> <p>It is the intention that within the UDA existing cleared areas will be retained as open space fulfilling the dual role of community recreation and stormwater management.</p> <p>Such areas are likely to be used for walking paths connecting the residential areas to the bushland and casual active recreation areas.</p>

Amendment	Nature of amendment	Reason
33	<p>Page 9, 3.4.1 Residential Zone</p> <p>Omit</p> <p>'The street pattern connects the community and prioritises walking and cycling'</p> <p>'A collector road provides the main thoroughfare through the residential area and allows for two access points to Bedford Road.'</p>	<p>These are criteria already covered in the Outcomes for the UDA and/or the UDA-wide criteria.</p>
34	<p>Page 9, 3.4.1 Residential Zone</p> <p>Replace last paragraph—</p> <p>'Impacts on significant vegetation are offset by contributing to bushland management including rehabilitation activities, access control and stormwater management. In particular if significant vegetation is cleared development will be required to contribute to bushland rehabilitation, construction of walking tracks and wetland rehabilitation within the Bushland and Open Space Zone.'</p> <p>with</p> <p>'Clearing of significant vegetation will require development to contribute to a net increase in vegetation, habitat and trail development in accordance with the Andergrove Bushland Management Plan.'</p>	<p>To improve clarity of intent.</p> <p>The Andergrove Bushland Management Plan will provide specific details on the management of Bushland and Open Space offsets required for the disturbance of Significant vegetation and the track network.</p>
35	<p>Page 9, 3.4.1 Residential Zone</p> <p>Insert paragraph –</p> <p>'Protection measures for Significant vegetation, such as large lots with building envelopes and covenants, will be applied along the southern boundary of the residential zone.'</p>	<p>In response to issues 50, 65, 66, 70, 71, 77, 109</p>
36	<p>Page 9, 3.4.2 Bushland and Open Space Zone</p> <p>Omit</p> <p>'Walking tracks provide recreational opportunities, access to the bushland and link existing residential areas and community facilities.'</p>	<p>This matter is already covered in the Outcomes for the UDA and/or the UDA-wide criteria.</p>
37	<p>Page 9, 3.4.2 Bushland and Open Space Zone</p> <p>Omit dot points 5 and 6—</p> <p>'provide opportunities for improvement of existing ecological values arising from development in other parts of the UDA'</p> <p>and</p> <p>'provide opportunities for appropriate sustainable nature-based recreation'</p>	<p>These issues are covered elsewhere in the zone provisions within section 3.4.2.</p>

Amendment	Nature of amendment	Reason
38	<p>Page 9, 3.4.2 Bushland and Open Space Zone</p> <p>Replace last dot point—</p> <p>'provide opportunities for increasing public accessibility while addressing issues of security and surveillance.'</p> <p>with</p> <p>'provide opportunities for increasing public accessibility while addressing issues of security and surveillance, as well as maintenance of environmental values'</p>	<p>To include consideration of how public access to the bushland may affect the area's environmental values.</p>
39	<p>Page 10, 3.4.3 Level of assessment table, Column 1 Exempt development</p> <p>Replace</p> <p>'Development specified in Schedule 1'</p> <p>with</p> <p>'Development specified in Schedule 1 except if the land is on the Environmental Management Register or Contaminated Land Register.'</p>	<p>In response to issue 49</p> <p>To ensure that works and uses are not undertaken if land has not been rehabilitated and is still on the Environmental Management Register or Contaminated Land Register.</p>
40	<p>Page 10, 3.4.3 Level of assessment table, Column 2 UDA self assessable development, In the Residential Zone</p> <p>Insert</p> <p>For item 1 (a material change of use for a House) after '450m<sup>2</sup>'— 'except if the land is on the Environmental Management Register or Contaminated Land Register.'</p> <p>For item 2 (development if consistent with an approved Plan of Development), after 'Development'— 'and if the land is not on the Environmental Management Register or Contaminated Land Register'</p> <p>For item 3 (environmentally relevant activities)— 'except if the land is on the Environmental Management Register or Contaminated Land Register.'</p>	<p>In response to issue 49</p> <p>To ensure that works and uses are not undertaken until land has been rehabilitated and removed from the Environmental Management Register or Contaminated Land Register.</p>
41	<p>Page 10, 3.4.3 Level of assessment table, Column 2 UDA self assessable development, In the Residential Zone</p> <p>Omit</p> <p>' Home based business'</p> <p>'Sales office and display home'</p>	<p>This was an error. Development associated with 'Home based business' and 'Sales office and display home' is already included as exempt development within schedule 1.</p>
<b>4 INFRASTRUCTURE PLAN</b>		



Amendment #	Nature of amendment	Reason
42	<p>Page 9, <b>Infrastructure, Description of works</b></p> <p>Replace</p> <p>'Intersection upgrades to Bedford Road'</p> <p>With</p> <p>'Creation of intersections to and from the development to Bedford Road.'</p>	To provide clarity of intent.
<b>5 IMPLEMENTATION STRATEGY</b>		
43	<p>Page 12, <b>Implementation mechanisms, Preparing a UDA development application</b></p> <p>Replace dot point 3—</p> <p>'ULDA Sustainability Policy'</p> <p>with</p> <p>'ULDA Environment and sustainable development guideline'</p>	The inclusion of the Sustainability Policy was an error. Applicants will need to refer to the proposed ULDA Environment and sustainable development guideline.
44	<p>Page 12, <b>Implementation mechanisms and relevant purpose of the Act</b></p> <p>Insert new section after Provision of Infrastructure –</p> <p>Heading—Management Plan</p> <p>Column 1—Preparing and implementing the Andergrove Bushland Management Plan</p> <p>Column 2—Planning principles that give effect to ecological sustainability</p>	<p>In response to issue 89</p> <p>The Andergrove Bushland Management Plan is included to demonstrate the ongoing commitment to the bushland rehabilitation.</p>
45	<p>Page 12, <b>Implementation mechanisms and relevant purpose of the Act, Community engagement</b></p> <p>Insert in column 1—</p> <p>'Engaging the community in preparing and implementing the Andergrove Bushland Management Plan'</p>	<p>In response to issue 89</p> <p>The Andergrove Bushland Management Plan is included to demonstrate the ongoing commitment to the bushland rehabilitation.</p>
46	<p>Page 12, <b>Implementation mechanisms and relevant purpose of the Act, Key stakeholder consultation, Implementation mechanisms</b></p> <p>Replace text in dot points 1 and 2—</p> <p>'local governments'</p> <p>with</p> <p>'Mackay Regional Council'</p> <p>Insert in new dot point under dot point 2—</p> <p>'Working with Mackay Regional Council and State agencies to prepare and implement the Andergrove Bushland Management Plan'</p>	<p>To refer specifically to the relevant local government.</p> <p>In response to issue 89</p> <p>The Andergrove Bushland Management Plan is included to demonstrate the ongoing commitment to the bushland rehabilitation.</p>

## 6 SCHEDULES

47	<p>Page 15, <b>Schedule 2: Definitions, Use definitions</b></p> <p>Omit the following definitions</p> <p>Commercial Uses - Business,</p> <p>Industrial Uses - Extractive industry, General industry, Warehouse</p> <p>Retail Uses/Retail - Fast food premises, Market, Service station, Shop, Shopping centre</p> <p>Rural Uses – Agriculture</p> <p>Service, community and other uses – Car park, Emergency service, Place of assembly</p>	<p>As these uses are all regulated in the same way and are not otherwise referred to in the development scheme, there is no need to include definitions.</p>
48	<p>Page 15, <b>Schedule 2: Definitions, Use definitions, House</b></p> <p>Replace—</p> <p>'Use of premises for residential purposes where on its own lot, used as one self contained dwelling and not subject to community title.'</p> <p>with</p> <p>'Use of premises for residential purposes where on its own lot, used as one self contained dwelling.'</p>	<p>A house can be on a lot subject to a community title.</p>
49	<p>Page 15, <b>Schedule 2: Definitions, Use definitions, Multiple Residential</b></p> <p>Replace—</p> <p>'Use of premises for residential purposes if there are two or more dwelling units on any one lot or on its own lot and subject to a community titles scheme. Multiple Residential does not include a house, as defined herein.'</p> <p>with</p> <p>'Use of premises for residential purposes if there are two or more dwelling units on any one lot or on its own lot and may be subject to a community titles scheme. Multiple Residential does not include a house, as defined herein.'</p>	<p>Multiple residential does not have to be subject to a community title scheme.</p>

50	<p>Page 17, <b>Schedule 2: Definitions, Administrative definitions</b></p> <p>Replace</p> <p>'Affordable housing</p> <p>Affordable housing is housing which can be reasonably afforded by low to moderate income households. Housing can reasonably be afforded by low income households, if the household spends no more than 30% of its combined annual gross household income on rent or 35% of its combined annual gross household income on home ownership.</p> <p>Affordable housing encompasses:</p> <p>Private rental housing and home purchase options (including housing aimed at the first home owners market)</p> <p>Social housing (including public and community housing).'</p> <p>with</p> <p>'Affordable housing</p> <p>Affordable housing<sup>3</sup> means private rental housing and home purchase options (including housing aimed at the first home owners market) for low to moderate income households.'</p> <p><sup>3</sup>Refer to the ULDA Affordable Housing Strategy.</p>	To clarify how the term is used within the development scheme, which does not include the provision of social housing.
51	<p>Page 17, <b>Schedule 2: Definitions, Administrative definitions</b></p> <p>Delete - High water mark</p>	The term is not used in the development scheme.
52	<p>Page 17, <b>Schedule 2: Definitions, Administrative definitions</b></p> <p>Insert new definition after 'Building height'—</p> <p>'Contaminated Land Register</p> <p>As defined in the <i>Environmental Protection Act 1994</i>.'</p>	Reference to the Contaminated Land Register is now made in the <b>Level of assessment table</b> .
53	<p>Page 17, <b>schedule 2 Definitions, Administrative definitions</b></p> <p>Insert new definition after 'Basement' –</p> <p>'Building envelope</p> <p>Means an area of land within a lot marked on a development or subdivision plan outside of which building works are not permitted.'</p>	Reference to a building envelope is made in <b>Section 3.4.1 Residential Zone</b>
54	<p>Page 17, <b>schedule 2 Definitions, Administrative definitions</b></p> <p>Insert new definition after 'Dwelling unit'—</p> <p>'Environmental Management Register</p> <p>As defined in the <i>Environmental Protection Act 1994</i>.'</p>	References to the Environmental Management Register are made in the <b>Level of assessment table</b> .



55	<p>Page 17, schedule 2 Definitions, Administrative definitions</p> <p>Insert new definition after 'Public realm'—</p> <p>'Sensitive uses</p> <p>Means any of the following: Home based business, House, Multiple residential, Other residential, Relocatable home or caravan park, Caretaker's accommodation, Child care centre, Community facility, Educational establishment, Club, Indoor sport, entertainment and recreation, Outdoor sport and recreation, Park.'</p>	<p>Reference is made to 'sensitive uses' in a new dot point included in 2.2 Planning Outcomes for the UDA, planning outcome 6 (<i>Be a safe place to live by:</i>)</p>
56	<p>Page 17, schedule 2 Definitions, Administrative definitions</p> <p>Replace definition of 'Significant vegetation'—</p> <p>'Vegetation, whether living or dead, including their root zone<sup>1</sup> that:</p> <ul style="list-style-type: none"> <li>• maintains biodiversity</li> <li>• preserves natural landforms</li> <li>• contributes to the character of the landscape</li> <li>• has cultural or historical value</li> <li>• has amenity value.</li> </ul> <p>Significant vegetation in the UDA includes:</p> <ul style="list-style-type: none"> <li>• all trees with a diameter of equal to or greater than 60cm when measured at 1 metre above ground level</li> </ul> <p>Note: does not include species listed as pest vegetation by the State or local government.</p> <p><sup>1</sup> The root zone is described by the vertical projection of the foliage to a depth of 1 metre below the surface and including buttress roots on and above the soil surface'</p> <p>with</p> <p>'Refers to vegetation whether living or dead, including the root zone<sup>3</sup> that:</p> <ul style="list-style-type: none"> <li>• is vegetation within the Bushland and Open Space Zone comprising the 8.2.7 or 8.2.13 regional ecosystems<sup>4</sup>; or</li> <li>• other vegetation with a diameter of equal to or greater than 60cm when measured at 1 metre above ground level.</li> </ul> <p>Note: Significant vegetation does not include species listed as pest vegetation by the State or local government.</p> <p><sup>3</sup> The regional ecosystems are defined by the Department of Environment and Natural Resources (<a href="http://www.derm.qld.gov.au/">http://www.derm.qld.gov.au/</a>)</p> <p><sup>4</sup> The root zone is the area of ground to a depth of 1 metre below the surface which is covered by the vertical projection of the canopy and includes roots on and above the soil surface.</p>	<p>The new definition is considered simpler and more tailored to the Andergrove UDA.</p>

UDA	Recommendation	Date of effect of GiC Decision	Description of flood detail	Page
<b>Declarations/ILUP</b>				
Clinton, Gladstone	Declaration of UDA/ILUP	1 April 2010	<b>Environment and sustainable development</b> <b>Principle</b> <b>Development delivers:</b> ... »protection from flood and bushfire risk  <b>Requirements</b> The design, siting and layout of development: ... »appropriately manages floodwater and stormwater	10
			<b>Schedule 3: Information to support development</b> The following information may be required in support of development. If the relevant information does not accompany the UDA development application it may be sought through an information request or a condition of approval. ... <b>Filling and excavation</b> Information should be provided to demonstrate: ... iv. filling does not adversely affect the flooding upstream, downstream and on adjoining land.	25

			<p>...</p> <p><b>Flooding and stormwater</b></p> <p>A report may be required to demonstrate that:</p> <ul style="list-style-type: none"> <li>i. there is no worsening and where possible, improvement to flooding and stormwater problems on surrounding land</li> <li>ii. building pads, essential services and at least one access road on the development site will be 300mm above all floods up to and including the 100 year Average Recurrence Interval (100y ARI) and</li> <li>iii. habitable floor levels will be 500mm above 100y ARI.</li> </ul>	26
Oonoonba, Townsville	Declaration of UDA/ILUP	23 April 2010	<p><b>Environment and sustainable development</b></p> <p><b>Principle</b></p> <p><b>Development delivers:</b></p> <p>...</p> <p>»protection from flood and bushfire risk</p> <p><b>Requirements</b></p> <p>The design, siting and layout of development:</p> <p>...</p> <p>»appropriately manages floodwater and stormwater</p>	10
			<p><b>Schedule 3: Information to support development</b></p> <p>The following information may be required in support of development. If the relevant information does not accompany the UDA development application it may be sought through an information request or a condition of approval.</p>	



			<p>...</p> <p><b>Filling and excavation</b></p> <p>Information should be provided to demonstrate:</p> <p>...</p> <p>iv. filling does not adversely affect the flooding upstream, downstream and on adjoining land.</p> <p>...</p> <p><b>Flooding and stormwater</b></p> <p>A report may be required to demonstrate that:</p> <p>i. there is no worsening and where possible, improvement to flooding and stormwater problems on surrounding land</p> <p>ii. building pads, essential services and at least one access road on the development site will be 300mm above all floods up to and including the 100 year Average Recurrence Interval (100y ARI) and</p> <p>iii. habitable floor levels will be 500mm above 100y ARI.</p>	<p>26</p> <p>27</p>
Andergrove, Mackay	Declaration of UDA/ILUP	23 April 2010	<p><b>Environment and sustainable development</b></p> <p><b>Principle</b></p> <p><b>Development delivers:</b></p> <p>...</p> <p>»protection from flood and bushfire risk</p> <p><b>Requirements</b></p> <p>The design, siting and layout of development:</p>	10

			<p>...</p> <p>»appropriately manages floodwater and stormwater</p>	
			<p><b>Schedule 3: Information to support development</b></p> <p>The following information may be required in support of development. If the relevant information does not accompany the UDA development application it may be sought through an information request or a condition of approval.</p> <p>...</p> <p><b>Filling and excavation</b></p> <p>Information should be provided to demonstrate:</p> <p>iv. filling does not adversely affect the flooding upstream, downstream and on adjoining land.</p> <p>...</p> <p><b>Flooding and stormwater</b></p> <p>A report may be required to demonstrate that:</p> <p>i. there is no worsening and where possible, improvement to flooding and stormwater problems on surrounding land</p> <p>ii. building pads, essential services and at least one access road on the development site will be 300mm above all floods up to and including the 100 year Average Recurrence Interval (100y ARI) and</p>	<p>26</p> <p>27</p>

			iii. habitable floor levels will be 500mm above 100y ARI.	
Woolloongabba, Brisbane	Declaration of UDA/ILUP	23 April 2010	No reference to flooding	
Blackwater	Declaration of UDA/ILUP	30 July 2010	<b>Environment and sustainable development</b> <b>Principle</b> <b>Development delivers:</b> ... »protection from flood and bushfire risk  <b>Requirements</b> The design, siting and layout of development: ... »appropriately manages floodwater and stormwater.	10
Moranbah	Declaration of UDA/ILUP	30 July 2010	<b>Environment and sustainable development</b> <b>Principle</b> <b>Development delivers:</b> ... »protection from flood and bushfire risk  <b>Requirements</b> The design, siting and layout of development: ... »appropriately manages floodwater and stormwater	12



Roma	Declaration of UDA/ILUP	30 July 2010	<b>Environment and sustainable development Requirements</b> The design, siting and layout of development: ... »appropriately manages floodwater and stormwater	10
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Development Schemes				
Bowen Hills, Brisbane	Development Scheme	3 July 2009	<b>3.7 Urban design and sustainability</b> ... <b>Community safety and well-being</b> ... Development is to incorporate appropriate safety features in line with current standards and best practice guidance including fire safety, emergency vehicle access and flood immunity <sup>2</sup> . ... <i>2 Refer to State Planning Policy 1/03, section A4.2 and the State Planning Policy 1/03 Guideline, Appendix 5, Table A. The Defined Flood Event (DFE) is the 1% Annual Exceedance Probability (AEP) flood.</i>	13
			<b>3.10 Lot design</b> ... Lot sizes and dimensions must enable buildings to be sited to: ... <ul style="list-style-type: none"> <li>• address site constraints including slope, soil erosion, flooding and drainage<sup>10</sup></li> </ul> ... <i>10 Having regard to State Planning Policy 1/03: Mitigating the adverse impacts of Flood, Bushfire and Landslide.</i>	19
Northshore Hamilton, Brisbane	Development Scheme	3 July 2009	<b>3.7 Urban design and sustainability</b> ... <b>Community safety and well-being</b> ... Development is to incorporate appropriate safety features in line with current standards and best practice guidance including fire safety,	12

			<p>emergency vehicle access and flood immunity<sup>2</sup>.</p> <p>...</p> <p><i>2 Refer to State Planning Policy 1/03, section A4.2 and the State Planning Policy 1/03 Guideline, Appendix 5, Table A. The Defined Flood Event (DFE) is the 1% Annual Exceedance Probability (AEP) Flood.</i></p>	
			<p><b>3.10 Lot design</b></p> <p>...</p> <p>Lot sizes and dimensions must enable buildings to be sited to:</p> <p>...</p> <ul style="list-style-type: none"> <li>• address site constraints including slope, soil erosion, flooding and drainage<sup>14</sup></li> </ul> <p><i>14 Having regard to State Planning Policy 1/03: Mitigating the adverse impacts of Flood, Bushfire and Landslide.</i></p>	18
			<p><b>Precinct 8: Northshore Links</b></p> <p>...</p> <p><b>Precinct outcomes</b></p> <p>...</p> <p>An environmental wetland park will be located in the north-east corner of this precinct which will provide important water storage capacity for the UDA. This will promote the retained mangrove vegetation as well as focusing on educational opportunities associated with water quality, flood catchments and natural tidal ecosystems.</p>	46



Fitzgibbon, Brisbane	Development Scheme	24 July 2009	<b>3.8 Neighbourhood planning and design</b> ... <b>Flood immunity</b> Development will achieve appropriate flood immunity levels. <sup>3</sup> ... <i>3 Refer to Brisbane City Council's Subdivision and Development Guidelines</i>	11
			<b>3.12 Lot design</b> Lot sizes and dimensions must enable buildings to be sited to: ... <ul style="list-style-type: none"> <li>address site constraints including slope, soil erosion, flooding and drainage<sup>10</sup></li> </ul> <i>10 Having regard to State Planning Policy 1/03: Mitigating the adverse impacts of Flood, Bushfire and Landslide.</i>	14
			<b>3.0 Land Use Plan: Precinct 1</b> <b>Precinct intent</b> ... (d) Public space and landscaping ... (iv) Local park, informal sports and community hub ... An area has been identified as flood-free and suitable for future community purpose buildings.	26

			<b>3.0 Land Use Plan: Precinct 1</b> <b>Precinct intent</b> ... (e) Built form Semi-basements may be used to reduce required earthworks or where fill is required for flood immunity, provided that site access and floor levels comply with relevant standards <sup>17</sup> . ... <sup>17</sup> <i>Development to comply with BCC Subdivision and Development Guidelines regarding flood immunity.</i>	29
			<b>3.0 Land Use Plan: Precinct 1</b> <b>Precinct 1 - Sub-precincts</b> Sub-precinct 1(a): Mixed Use Centre - Village Heart ... <i>Sub-precinct outcomes</i> ... Development is flood free and results in no worsening of flood levels in other areas <sup>22</sup> . ... <sup>22</sup> <i>Development within this precinct is flood free in accordance with the ULDA guideline addressing the protection of development from flood and storm tide inundation and meets standards set out in the Brisbane City Council Subdivision and Development Guidelines. Development also demonstrates no off-site impacts in accordance with the Fitzgibbon UDA Flood and Stormwater Management Report and Carseldine Urban Village Flooding and Stormwater Management Plan.</i>	30

			<p><b>3.0 Land Use Plan: Precinct 1</b></p> <p><b>Precinct 1 - Sub-precincts</b></p> <p>Sub-precinct 1(a): Mixed Use Centre - Village Heart</p> <p>...</p> <p><i>Sub-precinct outcomes</i></p> <p>...</p> <p>Esplanade edges are created to bushland and open space zones where possible and detailed design considers fauna, bushfire and CPTED principles <sup>23</sup>.</p> <p><sup>23</sup> Refer to the Fitzgibbon Bushland Management Plan and State Planning Policy 1/03: Mitigating the adverse impacts of Flood, Bushfire and Landslide.</p>	31
			<p><b>3.0 Land Use Plan: Precinct 1</b></p> <p><b>Precinct 1 - Sub-precincts</b></p> <p>Sub-precinct 1(c): Mixed Use - High Intensity Employment</p> <p>...</p> <p><i>Sub-precinct outcomes</i></p> <p>...</p> <p>Development is flood free and results in no worsening of flood levels in other areas<sup>25</sup>.</p> <p><sup>25</sup> Development within this precinct is flood free in accordance with the ULDA guideline addressing the protection of development from flood and storm tide inundation and meets standards set out in the BCC Subdivision and Development Guidelines. Development also demonstrates no off site impacts in accordance with the Fitzgibbon UDA Flood and Stormwater Management Report and Carseldine Urban</p>	33



			<i>Village Flooding and Stormwater Management Plan.</i>	
			<b>3.0 Land Use Plan: Precinct 1</b> <b>Precinct 1 - Sub-precincts</b> Sub-precinct 1(d): Mixed Use - Parkside Residential ... <i>Sub-precinct outcomes</i> ... Development is flood free and results in no worsening of flood levels in other areas*. ... <sup>26</sup> <i>Development within this precinct is flood free in accordance with the ULDA guideline addressing the protection of development from flood and storm tide inundation and meets standards set out in the BCC Subdivision and Development Guidelines. Development also demonstrates no off site impacts in accordance with the Fitzgibbon UDA Flood and Stormwater Management Report and Carseldine Urban Village Flooding and Stormwater Management Plan.</i>	34

			<p><b>3.0 Land Use Plan: Precinct 2</b></p> <p>...</p> <p><i>Precinct outcomes</i></p> <p>...</p> <p>Development is flood free and results in no worsening of flood levels in other areas<sup>30</sup>.</p> <p>...</p> <p><sup>30</sup> <i>Development within this precinct is flood free in accordance with the ULDA guideline addressing the protection of development from flood and storm tide inundation and meets standards set out in the Brisbane City Council Subdivision and Development Guidelines. Development also demonstrates no off site impacts in accordance with the Fitzgibbon UDA Flood and Stormwater Management Report and Carseldine Urban Village Flooding and Stormwater Management Plan.</i></p>	39
			<p><b>3.0 Land Use Plan: Precinct 3</b></p> <p>...</p> <p><i>Precinct outcomes</i></p> <p>...</p> <p>Development is flood free and results in no worsening of flood levels in other areas<sup>31</sup>.</p> <p><sup>31</sup> <i>Development within this precinct is flood free in accordance with the ULDA guideline addressing the protection of development from flood and storm tide inundation and meets standards set out in the Brisbane City Council Subdivision and Development Guidelines. Development also demonstrates no off site impacts in accordance with the Fitzgibbon UDA Flood and Stormwater Management Report.</i></p>	42

			<b>3.0 Land Use Plan: Precinct 4</b>  ... <i>Precinct Intent</i>  ... <i>Transport</i>  The precinct is traversed by the north/south connector road, providing a major connection for public transport, private vehicle and pedestrian and cycle access (refer to Figure 6). The north/south connector road is to be constructed to a 1 in a 100 year flood immunity level.	45
			<b>4.0 Infrastructure Plan</b>  Table 3: Description of Works Proposed Flood Mitigation Works Description      Indicative timing/responsibility of works  Cabbage Tree      A schedule of flood mitigation works within Cabbage Creek flood      Tree Creek is required in order to provide flood mitigation      immune development/redevelopment outcomes for works      portions of Precincts 1, 2 and 3. These works are subject to agreements with Brisbane City Council and will need to be fully funded by development agreements and/or special rates or charges from development in Precincts 1, 2 and 3.*	60
Clinton, Gladstone	Development Scheme	3 December 2010	Did not contain any references to flood or flooding.	
Andergrove, Mackay	Development Scheme	3 December 2010	Did not contain any references to flood or flooding.	