



Fitzgibbon 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, 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.

2.1 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



Produced by the Urban Land Development Authority (ULDA) 2009
Map is intended for illustration purposes only and unless stated is not to scale.

2.2 Vision

Access, convenience, choice, community

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 oriented 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 oriented, 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

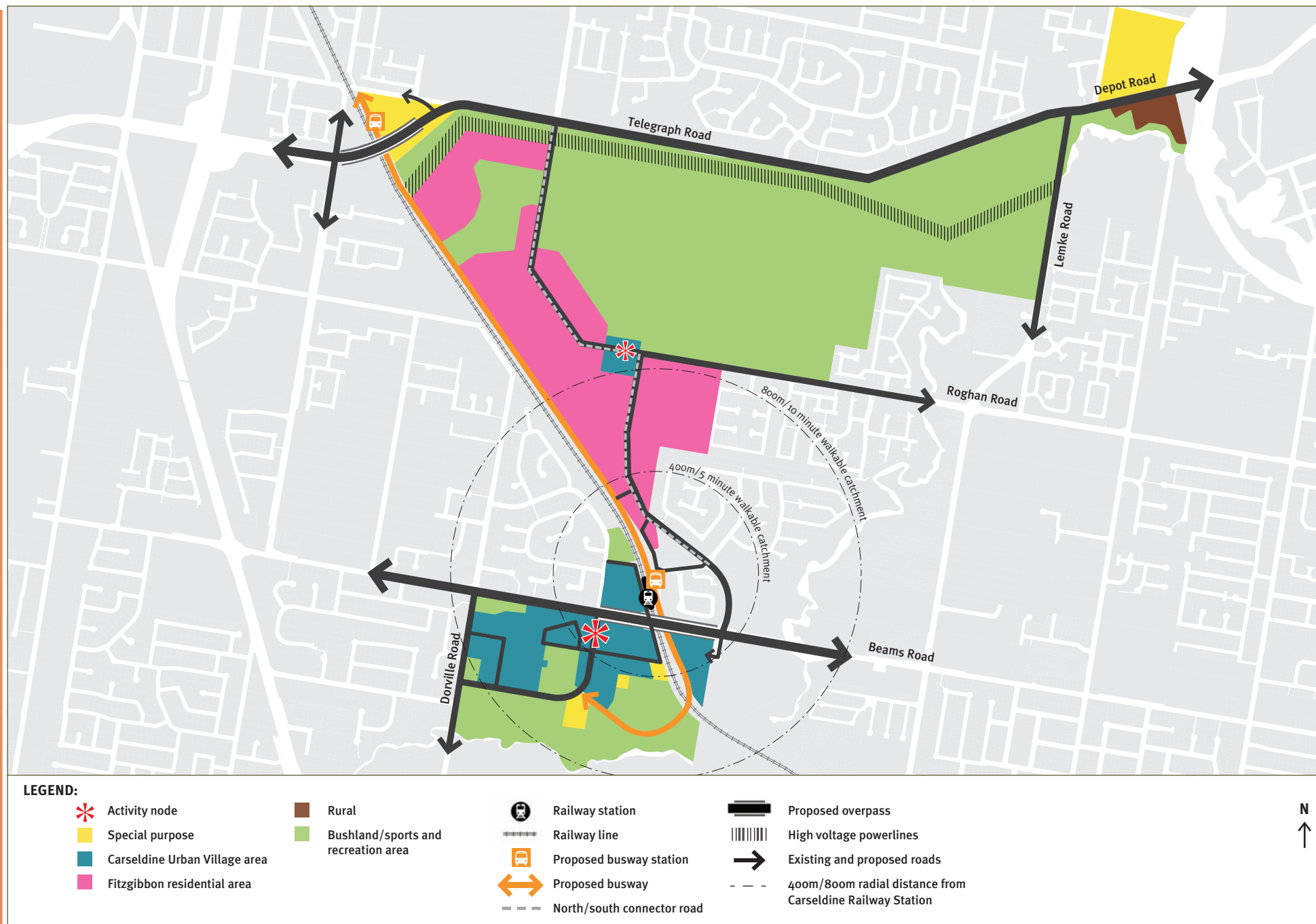
All development in the Fitzgibbon UDA will embrace a Queensland-style that respects, reflects and expresses its subtropical, Brisbane context. All development will include a mix of protected sunlit places for cooler months, open shady places for warmer months, buildings and landscapes that allow air 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.

2.3 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
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