

Proposed Development Scheme

Fitzgibbon Urban Development Area

For consultation February 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 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

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

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 (3) 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 details essential infrastructure and 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

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, the rail corridor and Dorville Rd to the west and the Gateway Motorway to the east. The UDA also includes the Environmental Protection Agency Hydraulics Laboratory to the 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 collocated 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 Brisbane that:

- 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 natural open space
- is bordered by existing suburban communities.

Figure 1: Fitzgibbon Urban Development Area



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 “communities” are envisaged:

- ◉ Carseldine Urban Village – Carseldine’s “Centro”, an active, transit orientated mixed use urban village
- ◉ Fitzgibbon Residential – Queensland-style, some of Brisbane’s most affordable and sustainable suburban residential neighbourhoods
- ◉ Fitzgibbon Bushland, Sport and Recreation – the bushland, sport and recreational heart of Fitzgibbon.

A vibrant Brisbane urban village community – Carseldine Urban Village

The large tract of State government land, the park and ride near the Carseldine 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, key conservation and recreational open space areas, and supporting surrounding key high intensity commercial and residential areas.

Catalyst 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 orientated communities – Carseldine Station

The Carseldine Station will provide a key suburban transit hub with a collocated railway station and proposed busway station. The transit hub and available adjacent vacant land will enable and sustain the development 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 transport over the private car.

A diverse Brisbane suburban community – Fitzgibbon Residential

Fitzgibbon Residential comprises four residential neighbourhoods providing for choice in housing of a variety of forms, types, and arrangements. 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 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 the 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.

A balance of conservation, sport, and recreational open space - Fitzgibbon Bushland, Sport and Recreation

The Fitzgibbon bushland, sport, and recreational open space areas will cater for a wide range of ecological and cultural interests and pursuits from bushwalking, bird watching, recreational cycling, and picnicking to active club supported sports such as football.

Natural open space and bushland corridors and habitat will have a strong connection with existing corridors and habitat beyond the UDA, and will be maintained across streets and roads within the UDA. Cabbage Tree Creek and its tributaries constitute ecological corridors of citywide significance, and also function as a system of parks accommodating a range of recreation uses.

A multipurpose system of parks catering for sports, active and informal recreation, together with collocated community facilities will be developed between Roghan Road and Telegraph Road. The parks 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. New development will be encouraged to 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.

2.2.1 Structure Plan

The Structure Plan (refer to Figure 2) for the Fitzgibbon UDA illustrates the following key elements:

- ◉ An urban village mixed use and activity node focused around the Carseldine station
- ◉ Residential neighbourhoods along the railway line and adjoining existing residential neighbourhoods to the east of the UDA
- ◉ Substantial conservation, sport and recreation, and open space areas
- ◉ Preservation of proposed busway and railway corridors to enable major infrastructure including a dedicated proposed busway, bus station, and future railway overpass to service the UDA
- ◉ A north-south connector road from Telegraph Road via Carselgrove Avenue, to Beams Road, generally in accordance with Figure 3
- ◉ A mixed-use neighbourhood convenience centre at a key intersection on the north-south connector road
- ◉ Other special purposes and rural land

Figure 3: North-south Connector Road



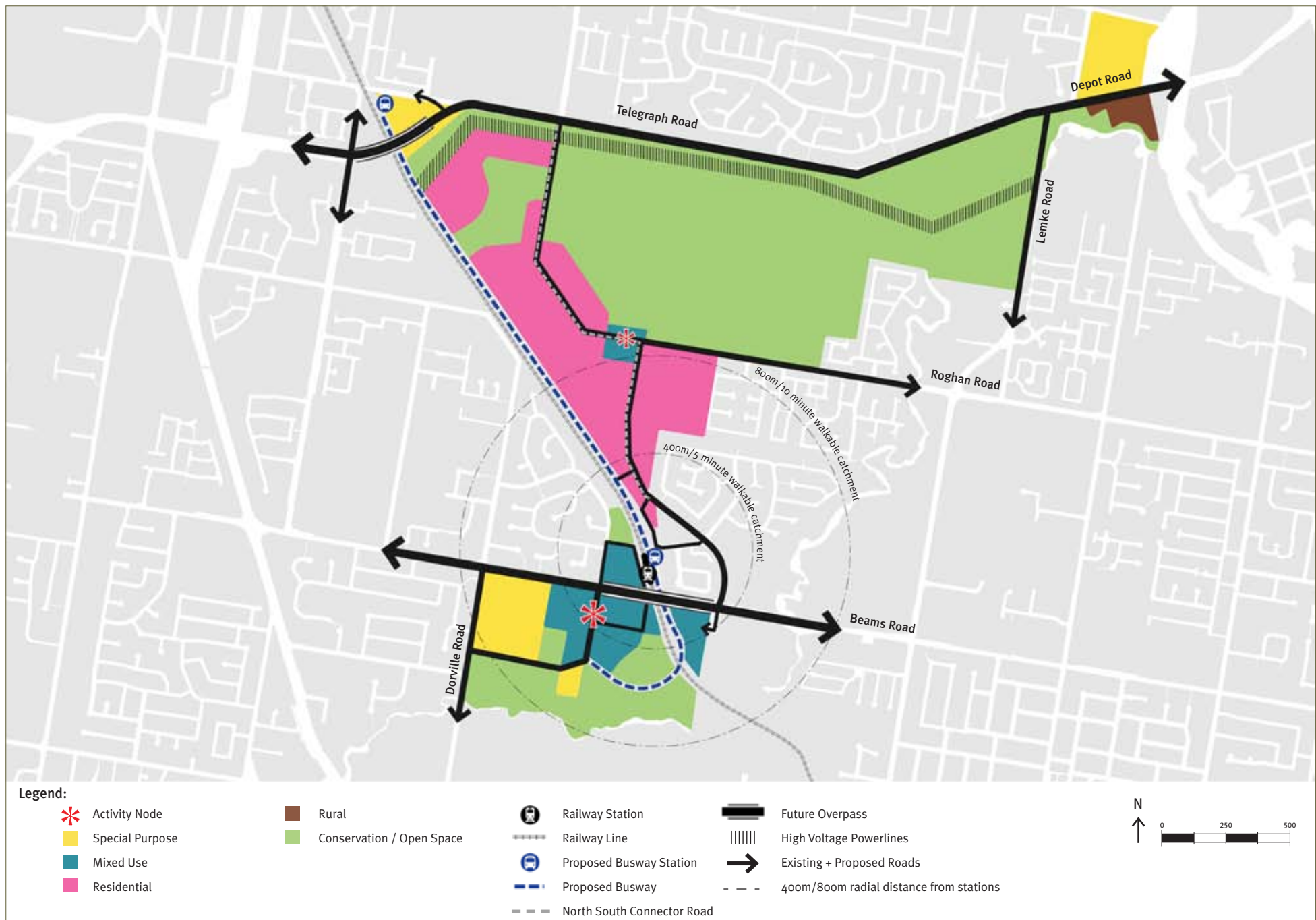


Figure 2: Fitzgibbon Urban Development Area Structure Plan

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 Urban Development Area (UDA), its precincts and sub-precincts.

Figure 4 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 Seeks to Achieve the Following Outcomes

The Development Scheme's 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 the UDA development 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 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 (precincts)
 - designated parts of precincts (sub-precincts)
- (ii) criteria for the whole UDA (UDA-wide criteria)
- (iii) zones, statements of intent, outcomes, and development requirements 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 4: 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 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 UDA planning outcomes in the vision for the UDA

- 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. Permissible development that is inconsistent with the Land Use Plan 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 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 nature, size and type of 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.

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) additional or modified requirements for development in the sub-precinct
- (ii) such other matters specified in a guideline issued by the Urban Land Development Authority.

A sub-precinct plan must be consistent with the Structure Plan.

3.2.7 Consideration in Principle

The Urban Land Development Authority may accept an application for consideration in principle of a proposed UDA development application for development of the UDA (application for consideration in principle).

The Urban Land Development Authority 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
- (iv) whether the proposal is a proposal on which the Urban Land Development Authority has no established view and no indication of support or opposition can be given at that time.

The Urban Land Development Authority 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 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; or
- (ii) is for a use, or 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 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.

3.3 UDA Zones

Land within a UDA may be allocated a zone.

The zones that may apply within the Urban Development Area (UDA) are grouped in the following four categories: Mixed Use, Residential, Conservation/Open Space and Special Purpose.

Within each of these categories there are a number of zones. The zones included in the Fitzgibbon UDA are described below.

3.3.1 Mixed Use Category

The **Mixed Use Centre Zone** caters for the UDA's widest range, highest order and greatest intensity of commercial, retail, administrative, civic, community, indoor entertainment, leisure facilities, cultural activities and mixed residential.

The **Mixed Use Zone** caters for a range of commercial, retail, administrative, civic, community, indoor entertainment, leisure facilities, cultural activities and residential uses.

The **Mixed Use Residential Zone** caters for a range of mixed uses where the extent of

residential uses is greater than other uses.

3.3.2 Residential Category

The **Residential Low Intensity 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 at a density generally between 20 and 30 dwellings per hectare.

The **Residential Medium Intensity 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 at a density generally between 30 and 60 dwellings per hectare.

The **Residential High Intensity Zone** caters for a range of residential types including multiple residential, special needs accommodation, affordable housing and universal housing reflecting local housing need and generally between 60 and 100 dwellings per hectare.

Non-residential land uses such as local shops, cafés, 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, when the uses cater for the needs of the immediate community and do

not undermine the viability of any centres. Home based and live-work businesses are permitted in all Residential Zones on the basis that residential character and amenity will be maintained.

3.3.3 Conservation/Open Space Category

The **Conservation Zone** protects the habitats of native flora/fauna communities to maintain the area's biodiversity, landscape values and visual quality, while providing opportunities for sustainable nature based recreation.

The **Civic and Open Space Zone** caters for 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, children's play, 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 occupy a small part of any site and may include facilities for spectators, club buildings and associated off-street parking facilities.

3.3.4 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, and community facilities such as meeting halls.

Part 2: UDA-wide Development Criteria

3.4 Purpose of Development Criteria

The following development criteria apply to all ULDA assessable and self-assessable development in the Fitzgibbon 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 the UDA-wide development requirements, land may be subject to precinct and sub-precinct specific development requirements. Precincts and sub-precincts of the Fitzgibbon UDA are identified on Figure 5 - Precinct and Zoning Map.

UDA-wide development criteria should be read in conjunction with the relevant precinct and sub-precinct specific development requirements.

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 development criteria cover the following topics:

- ◉ Affordable Housing
- ◉ Place Making, Urban Design and Sustainability
- ◉ Conservation/Open Space Planning and Design
- ◉ Neighbourhood Planning and Design
- ◉ Building Siting and Design
- ◉ Transport, Access, On-site Parking and Servicing
- ◉ Environment.

3.5 Affordable Housing

3.5.1 Housing Diversity

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.

3.5.2 Affordable and universal housing provision

Affordable Housing will be provided in accordance with the precinct intent and outcomes and sub-precinct principles and outcomes, and in accordance with the ULDA Affordable Housing Strategy.

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 Place Making, 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 place-making, urban design and sustainability goals:

Sustainable

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 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 Conservation/Open Space Planning and Design

Multi-functional role of conservation areas

The conservation areas in the Fitzgibbon UDA should fulfil a multi-functional role for community recreation, ecological sustainability, and stormwater management. The conservation areas should provide:

- provide protection for the habitats of native flora/fauna communities to maintain

and enhance the area's biodiversity, landscape values and visual quality

- opportunities for habitat improvement arising from development in other parts of the UDA
- opportunities for appropriate sustainable nature based recreation
- temporary management areas for stormwater prior to its release
- for specific wetland communities as part of stormwater management.

Multi-functional role of open space

The open space in the Fitzgibbon UDA should fulfil a multi-functional role for community recreation, ecological sustainability 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 surveillance, aesthetic and maintenance reasons.

Conservation/Open space interface

A publicly accessible edge is to be provided at the interface between all conservation/open spaces and other urban uses. Where required for bushfire or other emergency vehicle access, 100% of the conservation/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.

Landscaping + ecology

The landscaping of open space should contribute to the bushland character and contribute to fauna habitat and movement. In particular, street trees should be selected from species native and/or endemic to the Fitzgibbon UDA.

Fauna and Habitat Management Plan

Applicants required to prepare a Fauna and Habitat Management Plan should either submit the Plan with a ULDA development application or as a condition on development approval.

The Fauna and Habitat Management Plan (FHMP) should be certified by a suitably qualified professional to address amelioration of the impacts of development on the existing significant fauna and its habitat.

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 and mixed use development precincts in the Fitzgibbon UDA. The design of each neighbourhood should be

responsive to its own unique characteristics and opportunity, be it transit, integration and protection of significant bushland and natural open space 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 should provide for appropriate scale local employment opportunities, encourage walking and cycling, minimise energy consumption, and promote a sense of place through neighbourhood focal points and the creation of a distinctive identity which recognises and, where possible, preserves the existing natural environment.

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 and through easily understood street and open-space networks
- a layout in accordance with principles of crime prevention through environmental design

- street and movement networks which:
 - optimise walkable access to centres, schools, public transport stops and other local destinations
 - provide for 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 which positively contribute to streetscape amenity and open space quality
 - minimise lots fronting culs-de-sac.
- a safe, attractive and efficient, pedestrian and cyclist network that runs largely along public spaces (including streets and open spaces), fronted and/or overlooked by dwellings, avoids major breaks in surveillance on routes to and from public transport, and includes 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 to 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, soil erosion, flooding¹
- in areas abutting conservation areas, lots are sited and designed to incorporate bushfire protection measures
- streets 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

¹ Having regard to State Planning Policy 1/03: Mitigating the adverse impacts of Flood, Bushfire and Landslide. The flood immunity levels and the minimum design floor levels to be achieved are those specified in Brisbane City Council's Subdivision and Design Guidelines, Part A Hazard Management, Chapter 1 Flood Affected Land. The applicable flooding type associated within the UDA is Waterway flooding.

- 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
- continuous awnings in defined locations to provide protection from the rain and sun and integrated with street plantings
- at ground level, where defined, buildings designed to integrate shopping, dining, and other outdoor activities
- 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 business and home-based business to locate 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.

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.

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
- 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
- where possible, distinct materials, details and colours.

Use of reflective glass in windows is generally not appropriate.

Integration

Residential building design should ensure:

- visual and noise privacy
- adequate balcony size
- adequate storage space
- adequate room sizes
- functional room relationships
- attractive outlooks
- the provision of useable and well connected common outdoor spaces.

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.

Where possible, balcony space should ensure there is adequate room to accommodate a table, chair, planting, barbeque, shade and clothes drying facilities.

Ground floor private open space should have fencing or level changes to provide privacy but still allow overlooking to the street to promote casual surveillance.

Detached dwellings

Site Coverage & Building Setbacks

Site coverage and building setbacks should balance consideration of the need for private open space, car parking, security, ventilation and stormwater run-off from allotments.

Affordable housing design

Where provided, affordable housing should be designed in accordance with relevant recognised design guidelines.

Universal housing design

Where provided, universal housing should be in accordance with relevant recognised guidelines.²

Sustainable design

Development should aim to exceed the current building standards where practicable.

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 façade shall be differentiated according to local microclimatic (prevailing breezes, orientation) requirements.

² See Queensland Department of Public Works "Smart Sustainable Housing Design Objectives 2008"

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.

(v) Fences and Walls

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.

(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 4 (podium) levels, balconies may be more enclosed with solid

balustrades, adjustable full height louvres and trellises.

Above ground car parking should be surrounded by uses which are open to or face the public realm.

(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 all high intensity residential developments. 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
- 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.

Collocation 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:³ 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.

Circulation

Development is to support accessibility, permeability and movement for pedestrians and cyclists and appropriate movement by vehicles.

Cycle 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 non-residential uses including secure, undercover bicycle storage facilities, showers and lockers.

³ Where use is not specified above, car parking should be provided generally consistent with the rates required in the planning scheme for Brisbane City Council.

TABLE 1: Car Parking Rates

Land Use	Car parking requirement
Commercial/Retail Uses	1 space per 30m ² GFA
	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
House	2.0 spaces per dwelling unit to be provided on site
	1.0 space may be in tandem and a minimum length of 5.0 metres
	Where site is within 200 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 space per dwelling unit to be provided on site
	Where site is within 200 metres of a railway station or proposed busway station, a minimum of 0.75 spaces per dwelling unit to be provided on site

3.11 Environment

Biodiversity and Habitat

Development should not adversely affect the environmental values of the flora and fauna within the conservation zone.

Where significant vegetation exists in precincts identified for development, vegetation should be retained where possible along streets and within parks in accordance with a Landscaping Plan submitted with a ULDA development application.

In precincts with significant vegetation applicants should be required to prepare a Vegetation Management Plan (VMP) submitted with a ULDA development application.

The VMP will be certified by a member of the Australian Institute of Landscape Architects (AILA) and include but not be limited to:

- location and description of all vegetation to be retained and that to be removed
- measures to be used to protect vegetation and habitat features to be retained during construction, including protective fencing
- details of all measures to protect and recover fauna during clearing operations, and details of the extent and nature of rehabilitation works to the site (post infrastructure works).

Table 2 identifies known significant vegetation in the UDA, for the purposes of assessing UDA development applications.

Where practical, the following will be required on a site by site basis:

- removal of noxious weeds and site rehabilitation with local native plant species
- retention and/or connection of ecological corridors that link vegetated and conservation open space areas
- limited fencing and prevention of other structures that restrict safe fauna movement
- provision and maintenance of appropriate structures to facilitate native fauna habitation
- heat island reduction including reduction of pavement, carparks, and roofs or by the use of different materials (e.g. open-grid pavement) etc. or green (vegetated) or shaded surfaces or light coloured surfaces.

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.

TABLE 2: Known significant vegetation in the UDA

Location	Notes
All plants within the bed and banks of along Cabbage Tree Creek	Does not include species listed by the ULDA as pest vegetation. Vegetation types 1 and 2 are described in the definition of significant vegetation
All vegetation in the Precinct 1 Carseldine Urban Village	
All vegetation in the Precinct 3 Fitzgibbon Central that comprises vegetation type 1.	
All other trees with a diameter of equal to or greater than 60cm measured at 1 metre above the ground level.	
All vegetation in the Precinct 4 Fitzgibbon North that comprises vegetation types 1 and 2.	
All other trees with a diameter of equal to or greater than 60cm measured at 1 metre above the ground level.	
All vegetation in the Precinct 5 Fitzgibbon North West that comprises vegetation types 1 and 2.	
All other trees with a diameter of equal to or greater than 60cm measured at 1 metre above the ground level.	
All vegetation in the Precinct 6 Special Purpose that comprises vegetation type 1.	
All other trees with a diameter of equal to or greater than 60cm measured at 1 metre above the ground level.	
All vegetation in the Precinct 8 Depot Road Rural that comprises vegetation type 1.	
All other trees with a diameter of equal to or greater than 60cm measured at 1 metre above the ground level.	
All vegetation in the Precinct 9 Deagon Special Purpose that comprises vegetation type 1.	
All other trees with a diameter of equal to or greater than 60cm measured at 1 metre above the ground level.	

Acid Sulfate Soils

Where relevant, the following site works will trigger an Acid Sulfate Soil investigation:

- Development areas below 5m AHD involving the disturbance of greater than 100m³ of soil
- Development areas below 5m AHD requiring the placement of greater than or equal to 500m³ 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 100m³ of soil below 5m AHD.

Acid sulfate soils will be treated in accordance with current best practice in Queensland.⁴

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. Within 100m of the rail corridor boundary, noise sensitive uses must meet indoor design level noise criteria to achieve average maximum sound level (10pm-6am) not greater than 50 decibels (db).

⁴ 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.

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:

- (i) limit exposure and risk associated with pollutants that could have a potentially adverse affect on human health
- (ii) be in accordance with best practice air quality guidelines and standards⁵.

Lighting

Lighting of the public realm, public open space and streets will be in accordance with *BCC Subdivision and Development Guidelines Chapter 7 Public Utilities*.

Where located in relation to conservation areas, special consideration is to be given to:

- the use of directional lighting and/or shades to reduce light spill; or
- thick planting at the interface to limit light penetration.

Lighting in proximity to dedicated fauna/ squirrel crossings should be avoided.

⁵ Refer to the Environmental Protection (Noise) Policy 2008.

Water Management

Development is to be undertaken in accordance with recognised and relevant standards and guidelines.

Lifecycle Costs and Material

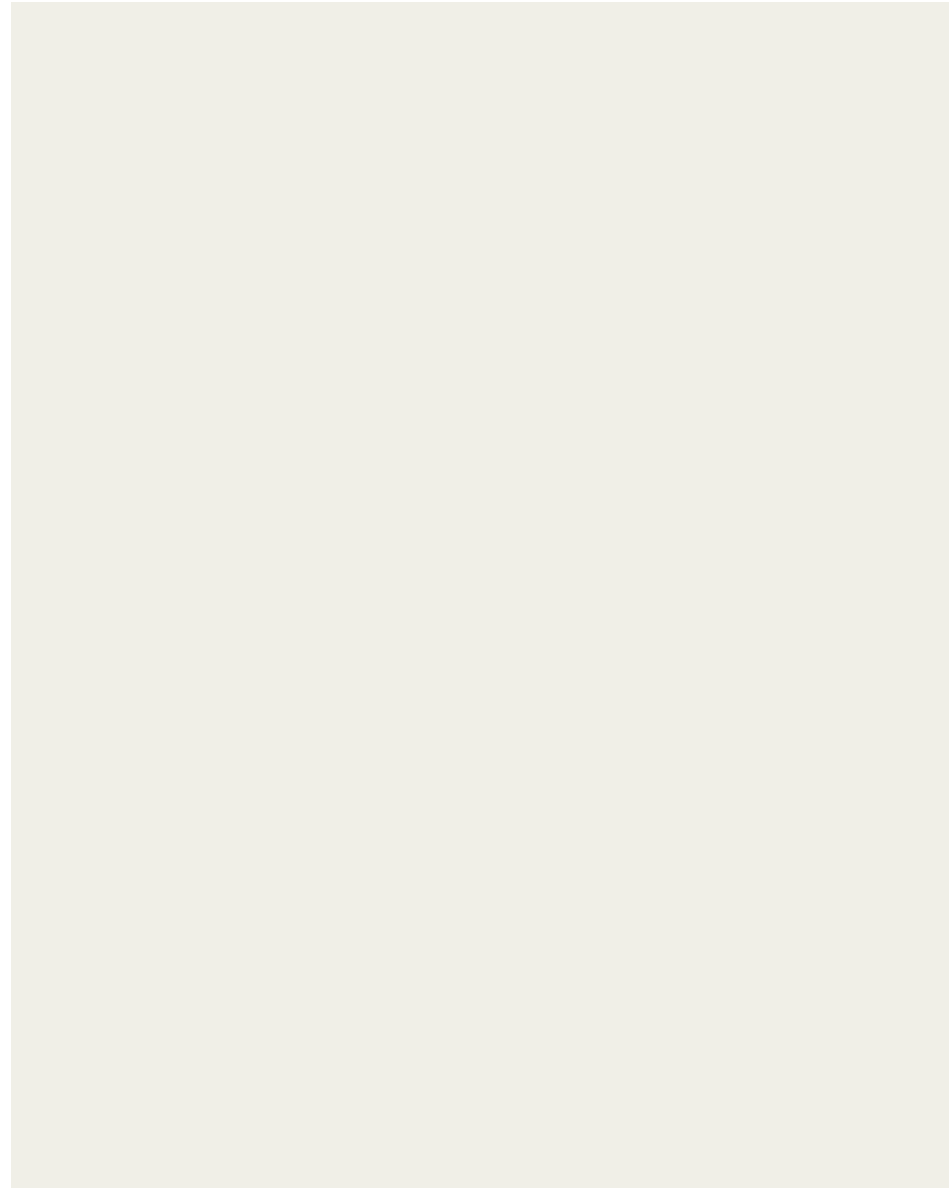
Development should include sustainable features and smart design to reduce construction and operating costs.

Development should include the efficient use of resources and waste minimisation.

Part 3: Fitzgibbon Urban Development Area Development Scheme – Precincts and Sub-Precincts**Introduction**

The Fitzgibbon UDA is divided into nine (9) precincts and twelve (12) sub-precincts. Land within the UDA is also allocated a zone.

The location and boundaries of the precincts and zones are shown in Figure 5: Zoning and Precinct Plan. The zones are explained in detail in Part 1, Section 3 of the Land Use Plan.



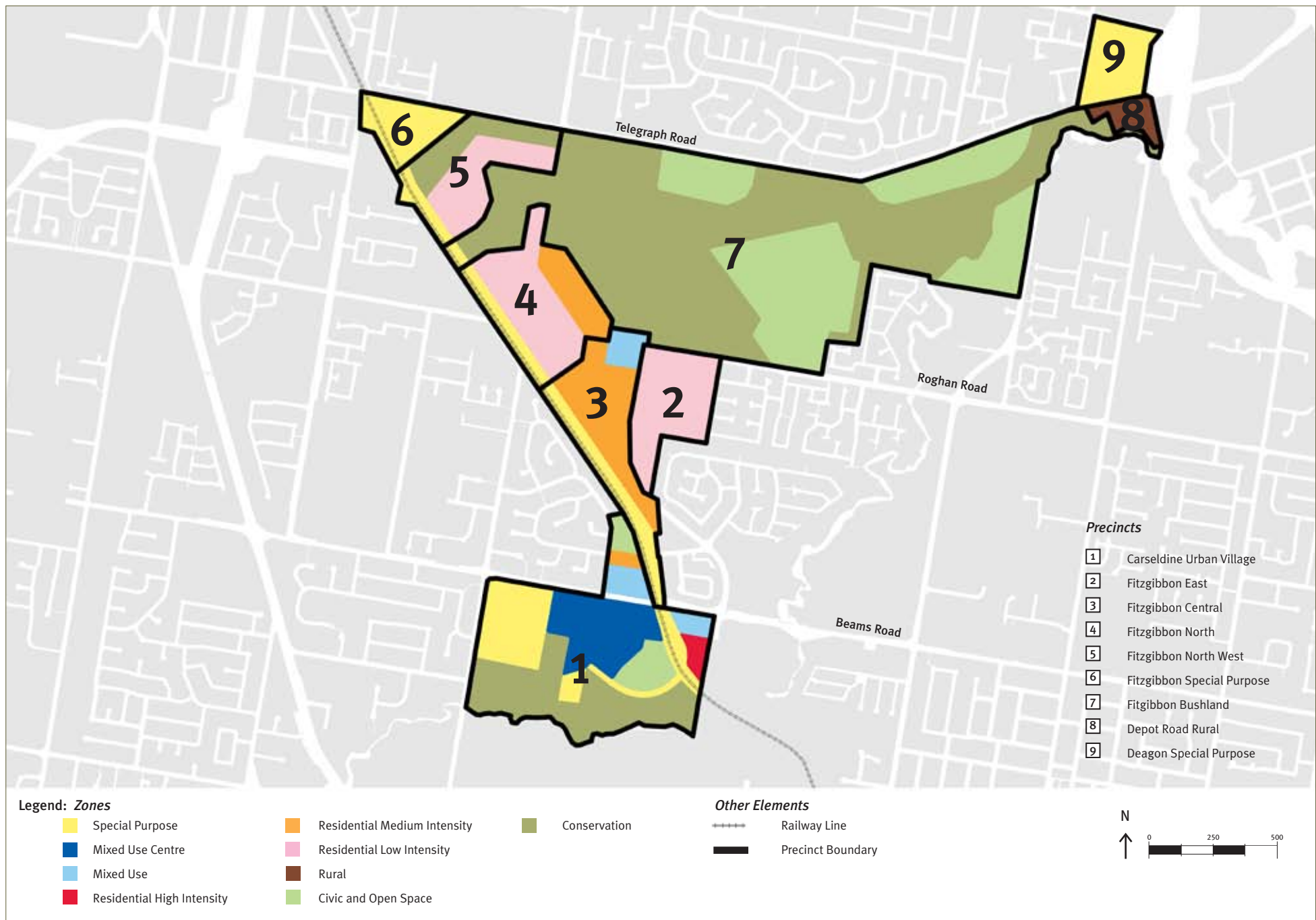
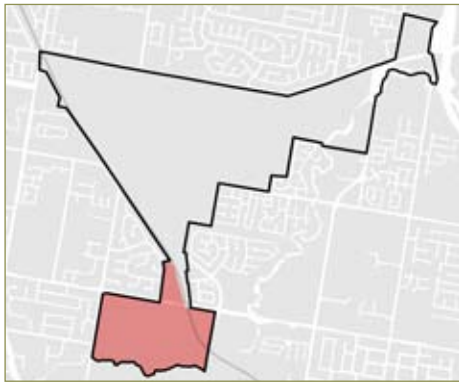


Figure 5: Fitzgibbon Zoning and Precinct Plan

TABLE 3: Fitzgibbon Urban Development Area - Summary Table

Precinct	Sub-precinct	Zone	Height	Density
1. Carseldine Urban Village	(a) Urban Village Core	Mixed Use Centre	Up to 8 storeys (1)	-
	(b) Carseldine Learning	Special Purpose	-	-
	(c) Urban Village Conservation	Conservation	-	-
	(d) Urban Village Sport and Recreation	Civic and Open Space	-	-
	(e) Mixed Use	Mixed Use	Up to 8 storeys	generally 30 – 60 du/ha
	(e) High Intensity Residential	Residential High Intensity (2)	Up to 8 storeys	generally 60 – 100 du/ha
	(f) Activity Node Residential	Residential Medium Intensity	Up to 5 storeys	generally 30 – 60 du/ha
	(f) Activity Node Mixed Use	Mixed Use Centre	Up to 5 storeys	generally 60 – 100 du/ha
2. Fitzgibbon East	-	Residential Low Intensity	Up to 3 storeys	generally 20 – 30 du/ha
3. Fitzgibbon Central	West of north south connector road	Residential Low Intensity	2 – 5 storeys (3)(4)	generally 20 – 30 du/ha
	East of north south connector road	Residential Medium Intensity	2 – 5 storeys	preference for 40 – 60 du/ha
	(a) Neighbourhood Centre	Mixed Use Centre	3 storeys	-
	(b) Lavender Place	Residential Medium Intensity	3 storeys	generally 30 – 60 du/ha
4. Fitzgibbon North	-	Residential Low Intensity	Up to 3 storeys (5)	generally 20 – 30 du/ha (5)
5. Fitzgibbon North West	-	Residential Low Intensity	Up to 3 storeys (6)	generally 20 – 30 du/ha (6)
6. Fitzgibbon Special Purpose	-	Special Purpose	-	-
7. Fitzgibbon Bushland	-	Conservation /Civic and Open Space	-	-
8. Depot Road Rural	-	Rural	-	-
9. Deagon Special Purpose	-	Special Purpose	-	-
(1) Signature/landmark buildings up to 10 storeys may be developed in key locations (2) Development directly adjacent to the existing Golden Downs Relocatable Home Park shall be no greater than 3 storeys at a distance of 10 metres from the boundary. (3) Single storey development could occur in this area –encouragement is given for a 2 storey minimum building height throughout the Residential Low Intensity Zone. (4) Development directly abutting the railway corridor and proposed busway corridor is at least 3 storeys and no more than 5 storeys in height. (5) Development directly abutting the railway corridor and proposed busway corridor is at least 3 storeys and no more than 4 storeys in height and achieves between 40 and 60 dwellings per hectare calculated over the area of the site. (6) Development directly abutting the railway corridor and proposed busway corridor is at least 3 storeys and no more than 4 storeys in height and achieves up to 45 dwellings per hectare calculated over the area of the site.				

Precinct 1 – Carseldine Urban Village



**Figure 6: Precinct Locality Plan
– Precinct 1 - Carseldine Urban Village**

Precinct Intent

The Carseldine Urban Village Precinct is the major mixed use activity centre in the Fitzgibbon UDA.

The Carseldine Urban Village will demonstrate world-class planning, urban design and community development practice and will be differentiated in Queensland by a distinct transit orientation with extraordinary choice in transit mode. The potential for residents within the urban village to minimise or eliminate use of the private car will be a key feature in the positioning of the urban village.

Residential development within the precinct should provide for a mix of incomes, tenures

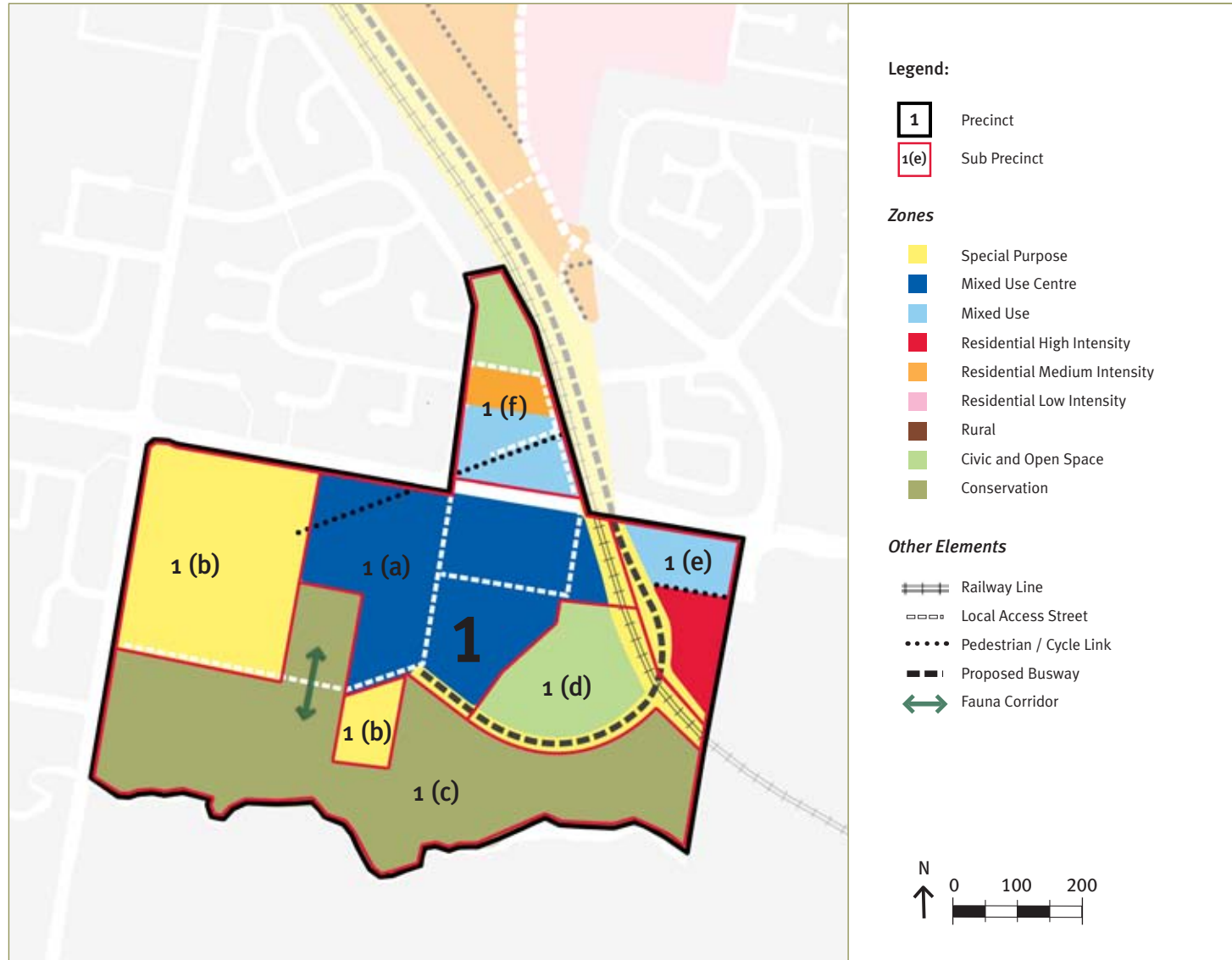


Figure 7: Precinct 1 - Carseldine Urban Village

and price points including social, affordable rental and affordable owner occupier housing.

The Carseldine Urban Village will:

- feature the integration of land use and transport
- emphasise “destination” creation which contributes to public transport efficiency
- provide a vibrant mixed use “heart” centered around a traditional style “main street” extending south from the intersection of Balcara Avenue and Beams Road
- provide retail opportunities and aimed at servicing predominantly local catchment and that will not unduly compete with other retail centres within a 5km radius
- be designed with priority for walking and cycling
- create high quality places for a diverse population
- provide access for people with varying levels of mobility
- encourage a diversity of life style and enterprise activities
- protect conservation areas.

Infrastructure Works and projects such as the proposed northern busway, and the future Beams Road railway overpass will help stimulate renewal and redevelopment.

Precinct Outcomes

- Development occurs generally in accordance with Figure 7

- The existing buildings and infrastructure are utilised to their maximum potential
- 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
- Key privately owned sites are redeveloped to their maximum potential to support public transport and other enterprises in the urban village
- The future Beams Road railway overpass is considered a priority to help stimulate renewal and redevelopment in the urban village
- Conservation values are maintained and sporting and recreational uses developed to support the urban village intent.
- Sufficient land is set aside for the proposed busway corridor. Details of land requirements for the proposed busway are subject to further investigations and advice from Queensland Transport
- 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.

Carseldine Urban Village Precinct - Sub-precincts

Sub-Precinct 1(a)

Sub-Precinct Principles

The Carseldine Urban Village Core is intended to provide the greatest intensity of mixed use residential, commercial, retail and other enterprise uses within 400 metres of the Carseldine railway station. The sub-precinct is bounded by Beams Road to the north, open space and playing fields to the east, the Carseldine Learning precinct to the west, and a proposed busway to the south.

The Core will include a range of retail, commercial and residential uses that will activate a “main street” and connecting boulevards while taking advantage of the outlook over open space and future playing fields.

A variety of multi-unit housing types and forms will be encouraged to suit a wide range of household types, in particular to support households without a private vehicle. Landmark buildings should be developed in key locations to assist in the legibility and positioning of the sub-precinct.

The Urban Village Core may also include community facilities and civic open spaces.

Sub-Precinct Outcomes

- The Urban Village Core is identifiable as the centre of the urban village with an active main street supporting a supermarket, commercial and high intensity residential uses
- Retail uses are limited to 8000m² gross floor area
- Buildings up to 8 storeys in height can be established throughout the Core. A limited number of 10 storey buildings in key landmark locations can also be provided
- Roads and streets are expressed as formal boulevards with shade trees and shelter. Sufficient on-street parking is clearly defined and dedicated cycleways generous footpaths are provided for village users
- Streets are located and designed to enable legible, safe and direct access between the main street, bus stops, parking areas and playing fields and in particular to the existing buildings and infrastructure to the west
- A park and ride area is provided next to the North Coast railway line enabling safe and easy pedestrian access under the future Beams Road railway overpass when the existing park and ride in the mixed use activity sub-precinct is redeveloped
- Development within this sub-precinct is contingent on a flood mitigation strategy, involving works outside of the Fitzgibbon UDA, being resolved in conjunction with Brisbane City Council.

Sub-Precinct 1(b)*Sub-Precinct Principles*

The Carseldine Learning sub-precinct is in two discrete parts. One part includes buildings, grounds and car parking associated with educational uses while the second part incorporates buildings, grounds and car parking associated with a research and development facility.

Sub-Precinct Outcomes

- The education and research functions continue
- Legible, safe and direct pedestrian/cyclist access is provided to the main street to the east, Carseldine Railway Station to the north east, sporting and recreation areas to the south east, and conservation areas to the south.

Sub-Precinct 1(c)*Sub-Precinct Principles*

The Carseldine Urban Village Conservation sub-precinct comprises land on the southern boundary of the Fitzgibbon UDA. The sub-precinct is bounded primarily by Dorville Road in the west, Carseldine Learning sub-precinct, Urban Village Core and sporting and recreational areas to the north and the North Coast Railway line to the east.

The sub-precinct provides habitat for a significant population of squirrel gliders as well as exhibiting other significant environmental values. It is intended that the sub-precinct be retained in its natural state

and to provide for low impact recreational uses as well as an open space setting for the emerging urban village.

The sub-precinct forms part of a continuous corridor of natural bushland throughout the south of the UDA connecting with other bushland areas outside the UDA particularly along Cabbage Tree Creek.

Sub-Precinct Outcomes

- Conservation areas are retained and protected, except for walking and cyclist paths and limited low impact park facilities such as tables, seating, and playground equipment in clearly defined locations.
- The area to the north of the proposed busway connecting Dorville Road and the proposed bus station on the east of the existing railway station is to be a minimum of 2 ha and to be located generally as shown in the precinct plan.
- Natural open space and bushland corridors and habitat have a strong connection with existing corridors and habitat beyond the UDA. Appropriate fauna movement infrastructure for squirrel gliders will be constructed to improve fauna movement across Dorville Road and within the sub-precinct.
- Sufficient land is set aside to accommodate a new road link and proposed busway corridor. Details of land requirements for the proposed busway are subject to further investigation and advice from Queensland Transport.

- No development occurs within the sub-precinct, except for construction of water sensitive urban design features, stormwater management features and for maintenance of drainage lines, pedestrian/cycleways and other park facilities.
- Development is undertaken in accordance with a Vegetation Management Plan and Fauna and Habitat Management Plan.

Sub-Precinct 1(d)*Sub-Precinct Principles*

The sport and recreation sub-precinct comprises largely cleared areas suitable for a range of sporting and recreational open space uses within the urban village. This sub-precinct will be retained to support and provide a civic open space setting and focus for the emerging urban village uses to the north, as well as playing a significant role in stormwater management in this location. Additional works in this sub-precinct may include additional planting, provision of walking and cyclist paths, park facilities such as tables, seating, and playground equipment, and amenities associated with use of the sports fields and recreational uses.

Sub-Precinct Outcomes

- Sports and playing fields are developed to support and provide a civic open space setting and focus for the emerging urban village and learning sub-precinct
- Sufficient land is set aside to

accommodate the proposed busway corridor. Details of land requirements for the proposed busway corridor are subject to further investigation and advice from Queensland Transport

- Walking and cyclist paths, park facilities such as tables, seating, and playground equipment, equipment storage sheds, and amenities associated with use of the sports fields and recreational uses are provided
- The sporting and playing fields and associated infrastructure are to be designed to be compatible with the storm water management purposes of the sub-precinct
- Development within this sub-precinct is contingent on a flood mitigation strategy, involving works outside of the Fitzgibbon UDA, being resolved in conjunction with Brisbane City Council.

Sub-Precinct 1(e)*Sub-Precinct Principles*

This sub-precinct is intended to be developed with mixed use and high intensity residential to support the diversity and variety in housing and mixed use options within the urban village.

Sub-Precinct Outcomes

- Sufficient land is set aside to accommodate the proposed busway corridor. Details of land requirements for the proposed busway are subject to further investigation and advice from Queensland Transport
- Direct, safe and efficient public access is available through the site from the end of Golden Place connecting to the future pedestrian/cycle path to be provided within the proposed busway
- Development directly adjacent to the existing Golden Downs Relocatable Home Park shall be no greater than 3 storeys at a distance of 10 metres from the boundary
- Development comprises a variety and mix of affordable and sustainable mixed use and multi-unit dwellings in buildings up to 8 storeys in height
- Retail uses are limited to 500m² gross floor area
- Development comprises no more than 50% site coverage
- Development within this sub-precinct is contingent on a flood mitigation strategy,

involving works outside of the Fitzgibbon UDA, being resolved in conjunction with Brisbane City Council.

Sub-Precinct 1(f)*Sub-Precinct Principles*

This sub-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 sub-precinct is the provision of safe and convenient access between sub-precinct 1(a) and the railway station and proposed busway station.

Sub-Precinct Outcomes

- A new public street located generally as depicted in Fig 7, 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 overpass providing a new connection between this sub-precinct and sub-precinct 1(a)
- Direct, safe and secure 24 hour per day public access is provided generally as depicted in Figure 7 from the junction of Balcara Avenue and Beams Road to the main entry of the Carseldine Railway Station
- The existing parking area associated with the railway station is redeveloped with a variety and mix of affordable and sustainable multi-unit dwellings and

mixed use in development up to 5 storeys in height accessed via street upgrading off Balcara Avenue.

- Development in the medium intensity residential zone comprises a variety and mix of affordable and sustainable multi-unit dwellings and mixed use in development up to 5 storeys in height accessed via the new street connection and/or Balcara Avenue
- Development in the mixed use centre zone provides a mix of retail, commercial and residential uses. The gross floor area of retail uses is limited to 2500m².
- Development up to 5 storeys in height is limited
- Safe and efficient public access is available along the Beams Road frontage and under the future Beams Road railway overpass when implemented
- Development within this sub-precinct is contingent on a flood mitigation strategy, involving works outside of the Fitzgibbon UDA, being supported by Brisbane City Council.

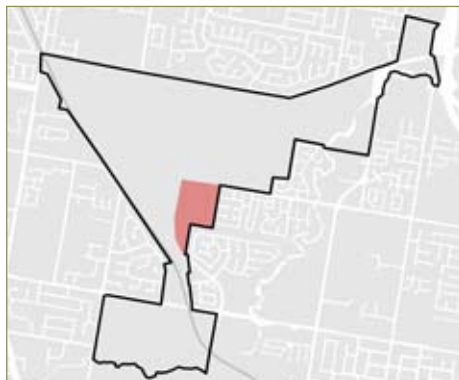
Precinct 1: Carseldine Urban Village - Level of Assessment Table

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"> ➤ Park 	<p>Environmentally Relevant Activities for which a code of environmental compliance has been made under the Environmental Protection Regulation 1998.</p> <p>Any permissible material change of use where not involving building work and complying with the applicable car parking ratios.</p> <p>All development in accordance with an approved sub-precinct plan.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> ➤ Home Based Business <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>Building work other than minor building or demolition work where not in a sub-precinct</p> <p>Reconfiguring a lot</p> <p>In Sub-precinct 1(a) material change of use for:</p> <ul style="list-style-type: none"> ➤ Educational Establishment ➤ Research and Development Facility ➤ Office ➤ Shop ➤ Medical Centre ➤ Shopping Centre ➤ Food Premises ➤ Fast Food Premises ➤ Place of Assembly ➤ Car Park ➤ Child Care Centre ➤ Community Facility ➤ Visitor Accommodation ➤ Other Residential ➤ Multiple Residential ➤ Sales Office and Display Home ➤ Emergency Services <p>where in accordance with a sub-precinct plan.</p>	<p>All development within a sub-precinct unless:</p> <ul style="list-style-type: none"> ➤ in accordance with an approved sub-precinct plan; or ➤ where in the opinion of the ULDA, a sub-precinct plan is not required as the nature, size and type of 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. <p>All development not specified in Column 1, Column 2 or Column 3A.</p>

Column 1 Exempt Development	Column 2 UDA Self Assessable Development	Column 3 – UDA Assessable Development	
		Column 3A Permissible Development	Column 3B Prohibited Development
		<p>In Sub-precinct 1(b) material change of use for:</p> <ul style="list-style-type: none"> ➤ Educational Establishment ➤ Research and Development Facility ➤ Office ➤ Shop ➤ Food Premises ➤ Fast Food Premises ➤ Place of Assembly ➤ Car Park ➤ Child Care Centre ➤ Community Facility ➤ Visitor Accommodation ➤ Other Residential ➤ Multiple Residential ➤ Emergency Services <p>where in accordance with a sub-precinct plan</p> <p>In Sub-precinct 1(d) material change of use for:</p> <ul style="list-style-type: none"> ➤ Car Park ➤ Community Facility ➤ Park ➤ Club ➤ Indoor Entertainment ➤ Indoor Sport and Recreation ➤ Outdoor Sport and Recreation <p>where in accordance with a sub-precinct plan.</p> <p>In Sub-precinct 1(e) in the Mixed Use Centre Zone material change of use for:</p> <ul style="list-style-type: none"> ➤ Multiple Residential ➤ Visitor Accommodation ➤ Other Residential ➤ Medical Centre ➤ Office ➤ Food Premises ➤ Shop ➤ Child Care Centre ➤ Community Facility 	

Column 1 Exempt Development	Column 2 UDA Self Assessable Development	Column 3 – UDA Assessable Development	
		Column 3A Permissible Development	Column 3B Prohibited Development
		<p>In Sub-precinct 1(e) in the Residential High Intensity Residential Zone material change of use for:</p> <ul style="list-style-type: none"> Multiple Residential Visitor Accommodation Other Residential Food Premises Child Care Centre Community Facility <p>where in accordance with a sub-precinct plan.</p> <p>In Sub-precinct 1(f) in the Residential Medium Intensity Zone, material change of use for:</p> <ul style="list-style-type: none"> Multiple Residential Visitor Accommodation Other Residential <p>In Sub-precinct 1(f) in the Mixed Use Centre Zone, material change of use for:</p> <ul style="list-style-type: none"> Multiple Residential Visitor Accommodation Other Residential Medical Centre Office Food Premises Shop Shopping Centre (Retail uses limited to gross floor area of the existing retail uses) Child Care Centre Community Facility <p>where in accordance with a sub-precinct plan.</p>	

Precinct 2 – Fitzgibbon East



**Figure 8: Precinct Locality Plan
– Precinct 2 - Fitzgibbon East**

Precinct Intent

This precinct comprises open space and 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.

Precinct Outcomes

- Development comprises a mix of affordable and sustainable residential dwellings ranging from single detached to multi-unit dwellings
- A central neighbourhood park is provided to meet the anticipated local open space requirements of the neighbourhood community

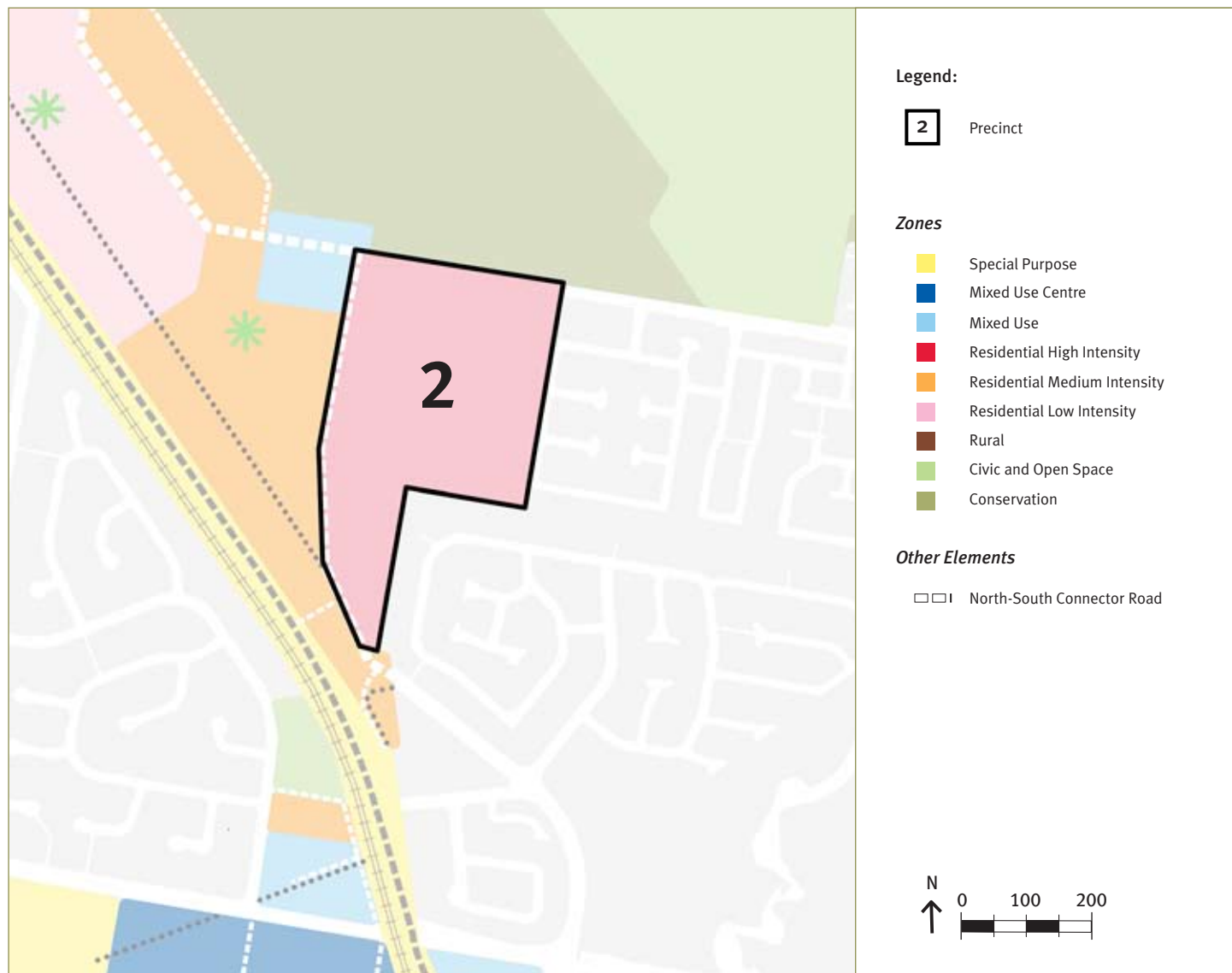
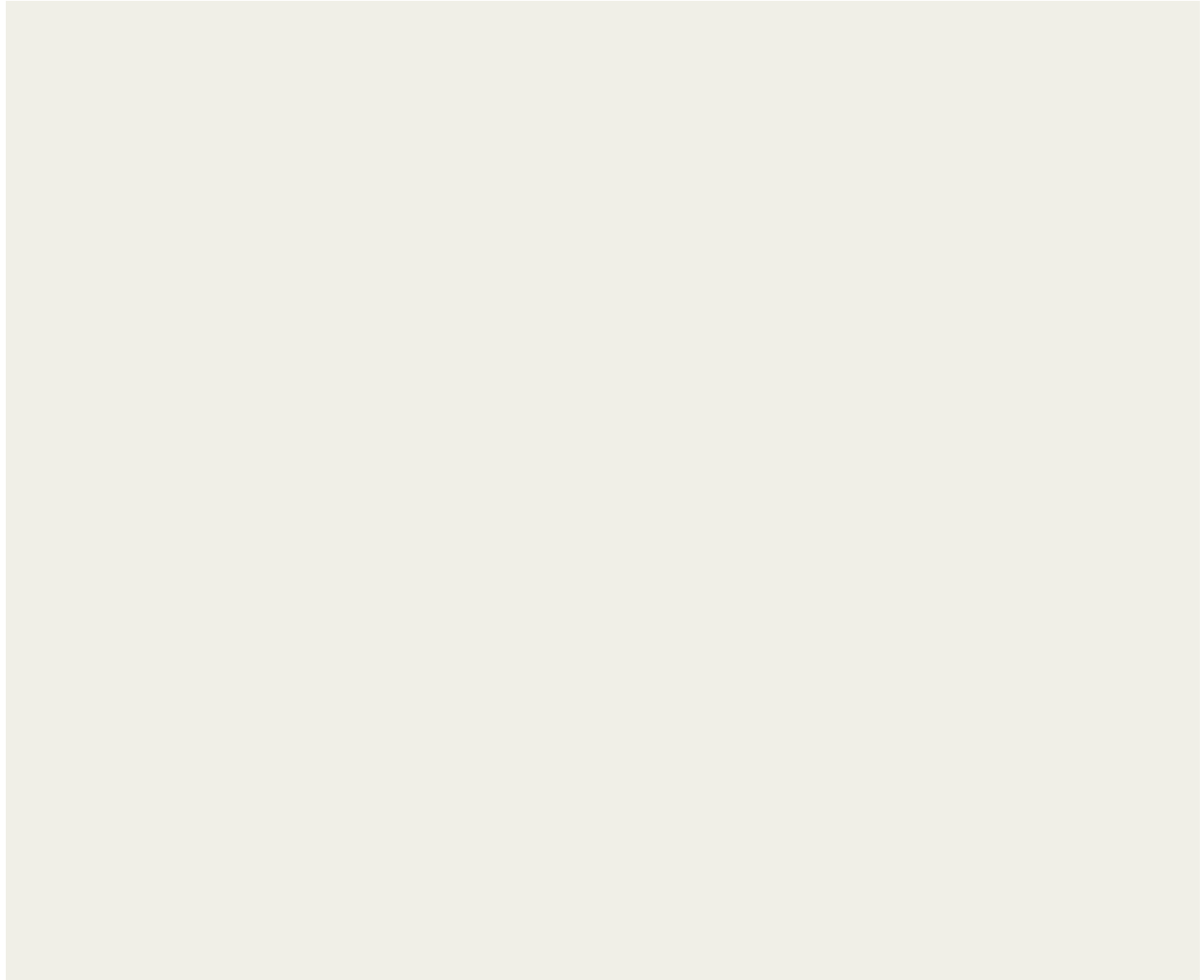


Figure 9: Precinct 2 - Fitzgibbon East

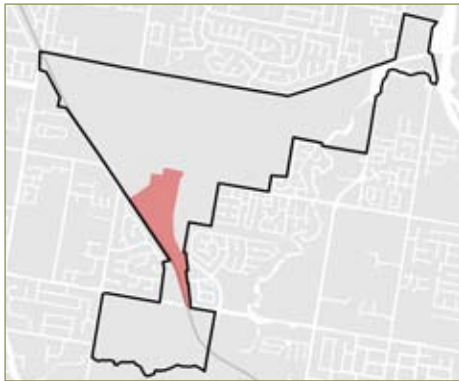
- A linear open space corridor is provided through the sub-precinct. The open space corridor comprises a variety of ecological, engineering, recreational and visual amenities, including the channelling of stormwater flows to the north, playground areas, pedestrian and cycle ways and retention of existing vegetation and water bodies
- A generally north south pedestrian and cycle link is provided to connect to the Carseldine Railway Station to the south – this may be provided in association with streets and open space
- 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.



Precinct 2: Fitzgibbon East - 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"> ► Park 	<p>Environmentally Relevant Activities for which a code of environmental compliance has been made under the Environmental Protection Regulation 1998.</p> <p>Any permissible material change of use where not involving building work and complying with the applicable car parking ratios.</p> <p>All development in accordance with an approved sub-precinct plan.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> ► Sales Office and Display home ► Home Based Business ► House <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>Building work other than minor building or demolition work</p> <p>Reconfiguring a lot</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> ► Multiple Residential ► Visitor Accommodation ► Other Residential ► Office ► Child Care Centre ► Community Facility 	<p>All development not specified in Column 1, Column 2 or Column 3A.</p>

Precinct 3 – Fitzgibbon Central



**Figure 10: Precinct Locality Plan
– Precinct 3 - Fitzgibbon Central**

Precinct Intent

The Fitzgibbon Central precinct is located immediately north of the Carseldine Railway Station, is bounded by the North Coast Railway Line to the west, the north south connector road between Roghan Road and Beams Road to the east, a lower intensity residential neighbourhood to the north-west, and Roghan Road to the immediate north.

The precinct contains a local neighbourhood centre site at the intersection of Roghan Road and the north south connector road.

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

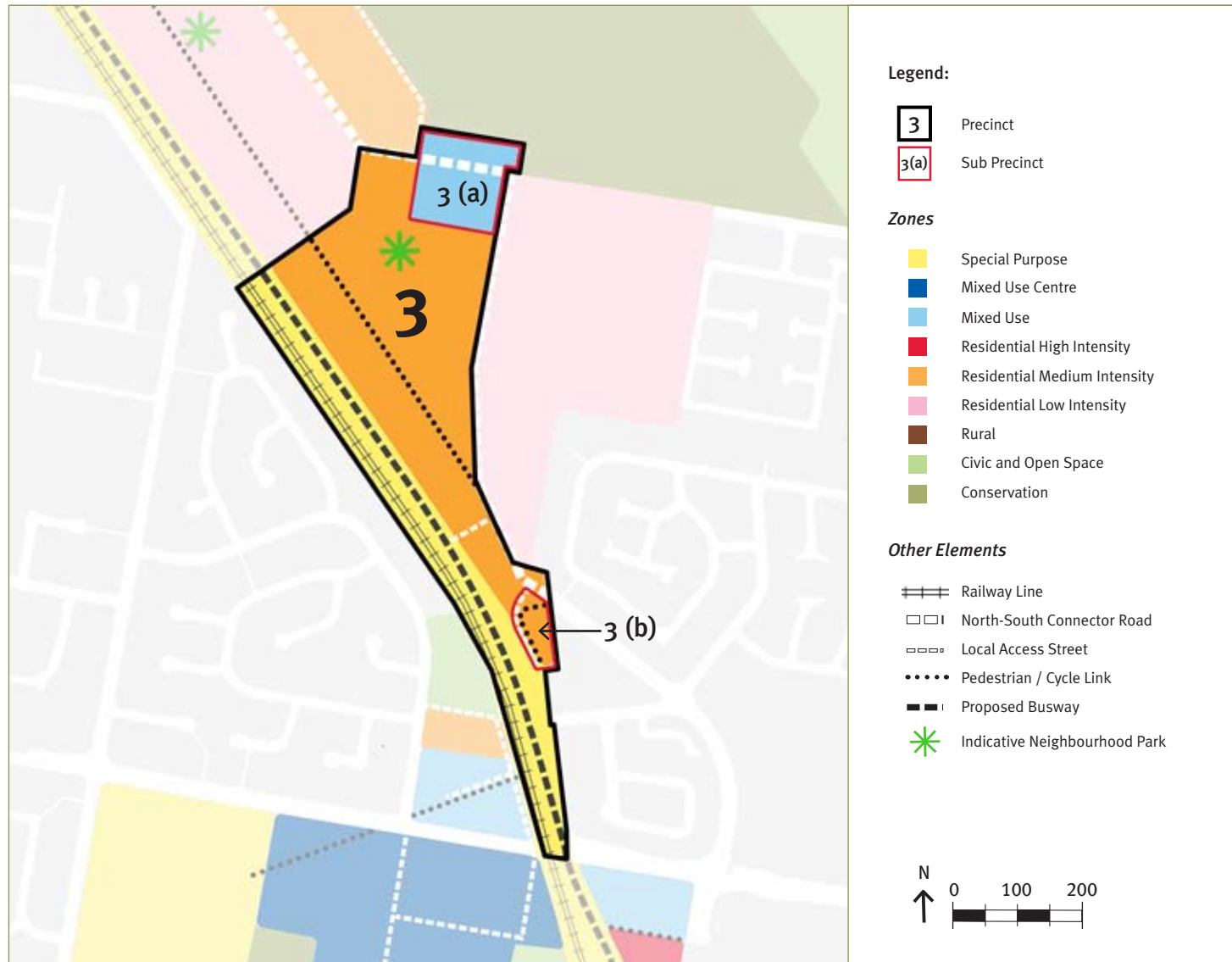


Figure 11: Precinct 3 - Fitzgibbon Central

home based business in every dwelling. Residential (“shop-top”) housing is encouraged above the commercial and retail uses in the neighbourhood centre.

A generally north south pedestrian and cycle link will be provided through the neighbourhood to connect to the Carseldine railway station to the south and the low intensity residential neighbourhood to the north.

To assist in the public transport movement through the precinct an east west public street will be provided between the north south connector road and the proposed busway corridor. This public street will also provide vehicular access points to adjoining development sites.

Precinct Outcomes

- Development is generally at least 2 storeys and no more than 5 storeys in height.
- Development directly abutting the railway corridor and proposed busway corridor is at least 3 storeys and no more than 5 storeys in height.
- Development adjoining the north south connector road can accommodate home based business and “live-work” opportunities serviced by a rear lane.
- A central neighbourhood park is provided to meet the anticipated local open space requirements of the neighbourhood community.
- A safe, direct and comfortable pedestrian route is provided through the precinct generally as depicted in Fig 15.
- 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.
- A neighbourhood centre, including community facilities located adjacent to the conservation areas and some “shop top” housing is provided within the area zoned Mixed Use.
- The neighbourhood centre is a demonstration of a small-scale, mixed-use neighbourhood centre that includes innovative, sustainable and affordable housing.
- Sufficient land is set aside for the proposed busway corridor. Details of land requirements for the proposed busway are subject to further investigations and advice from Queensland Transport.
- 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.

Fitzgibbon Central Sub-precincts

Sub-Precinct 3(a)

Sub-Precinct Principles

This sub-precinct comprises a mixed use centre site at the intersection of Roghan Road and the north south connector road connecting Carselgrove Road to Telegraph Road.

In its entirety, this sub-precinct has the potential to showcase both community facilities as well as a small-scale, pedestrian friendly, mixed-use development that includes innovative, sustainable and affordable housing 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 neighbouring Fitzgibbon bushland precinct.

Sub-Precinct Outcomes

- 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 natural bushland setting.
- A focal point for walking and cycling trailways through the Fitzgibbon

Bushland precinct is provided.

- The future north south connector road within this sub-precinct provides a traffic calmed environment to facilitate the safe movement of pedestrians across the street.
- The mixed use 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 1500m² 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
 - key built edges have zero setbacks to the north south connector and at least a 3.0 metre wide veranda roof extending over at least a 5.0 metre wide footpath for the entire length of the building frontage

- footpaths accommodate pedestrian movement, informal footpath dining, and key utility services such as post boxes, public telephones, refuse bins and seating
 - built form facilitates the natural evolution, growth and extension of the centre over time
 - first floor space is designed to accommodate either small office tenancies or residential units, 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
- Bus stops are provided along the new 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 and mixed use centre, is seen as an integrated local community and convenience destination.

Sub-Precinct 3(b)

Sub-Precinct Principles

This sub-precinct comprises a site adjoining the existing “Jacaranda Gardens” community to the east, the north south connector road to the north (extension of Carselgrove Road) and a proposed access street linking Lavender Place to the north south connector road.

The local access street will provide an important vehicle and pedestrian/cyclist link between the north south connector road and the railway and proposed busway stations. The local access street 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.

Development in this sub-precinct will be a mixture of affordable and sustainable residential dwellings limited to 3 storeys in height, sited to front and be designed to overlook the local access street as far as practically possible along its length.

Development will also be sited to ensure that existing residences in the neighbouring community are not unduly overlooked.

Sub-Precinct Outcomes

- Development addresses and provides

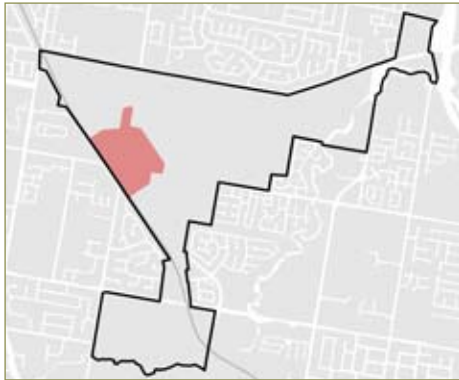
opportunities for surveillance of the local access street

- The local access street is suitable for buses and has sufficient area allocated for passenger set down, and also provides for vehicular and pedestrian access from the adjoining residential areas
- Safe, direct and comfortable pedestrian access is provided on both sides of the local access street and efficient pedestrian access is provided between the bus set down and the Carseldine Railway Station.

Precinct 3: Fitzgibbon 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"> ▶ Park 	<p>Environmentally Relevant Activities for which a code of environmental compliance has been made under the Environmental Protection Regulation 1998.</p> <p>Any permissible material change of use where not involving building work and complying with the applicable car parking ratios.</p> <p>All development in accordance with an approved sub-precinct plan.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> ▶ Sales Office and Display Home ▶ Home Based Business ▶ House <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>Building work other than minor building or demolition work where not in a sub-precinct</p> <p>Reconfiguring a lot</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> ▶ Multiple Residential ▶ Visitor Accommodation ▶ Other Residential ▶ Child Care Centre <p>In Sub-precinct 3(a) material change of use for:</p> <ul style="list-style-type: none"> ▶ Multiple Residential ▶ Visitor Accommodation ▶ Other Residential ▶ Child Care Centre ▶ Medical Centre ▶ Office ▶ Food Premises ▶ Garden Centre ▶ Hardware and Trade Supplies ▶ Market ▶ Shop ▶ Shopping Centre ▶ Community Facility <p>In Sub-precinct 3(b) material change of use for:</p> <ul style="list-style-type: none"> ▶ Multiple Residential ▶ Visitor Accommodation ▶ Other Residential ▶ Child Care Centre ▶ Community Facility 	<p>All development within a sub-precinct unless:</p> <ul style="list-style-type: none"> ▶ in accordance with an approved sub-precinct plan; or ▶ where in the opinion of the ULDA, a sub-precinct plan is not required as the nature, size and type of 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. <p>All development not specified in Column 1, Column 2 or Column 3A.</p>

Precinct 4 – Fitzgibbon North



**Figure 12: Precinct Locality Plan
– Precinct 4 - Fitzgibbon North**

Precinct Intent

The Fitzgibbon North precinct is located within the northern suburban areas within the Fitzgibbon UDA. It is bounded by conservation/open space to the north and east, the North Coast Railway Line west, and the Fitzgibbon Central precinct to the south. The precinct also straddles the north south connector road between Telegraph Road, and Roghan Road.

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. An important feature of this precinct is the creation of a generally north south

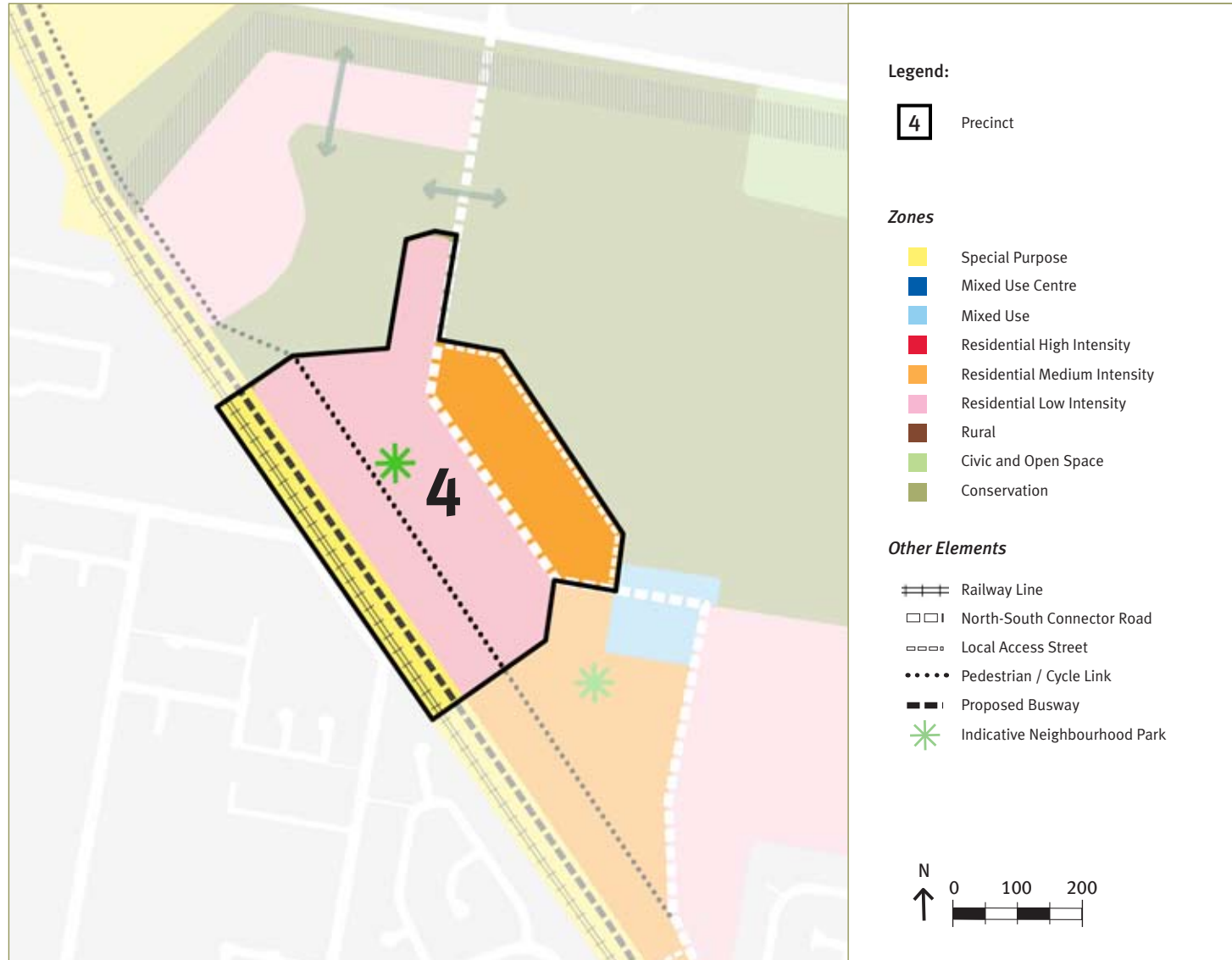


Figure 13: Precinct 4 - Fitzgibbon North

pedestrian and cycle link through and connecting with the open space to its north and further north to the proposed busway station, and the neighbourhood immediately to its south.

Development adjoining the conservation areas to the east provides opportunities for medium intensity residential development that respects the conservation values of the adjoining lands, provides a natural outlook to the north east, and helps support the neighbourhood and community centres.

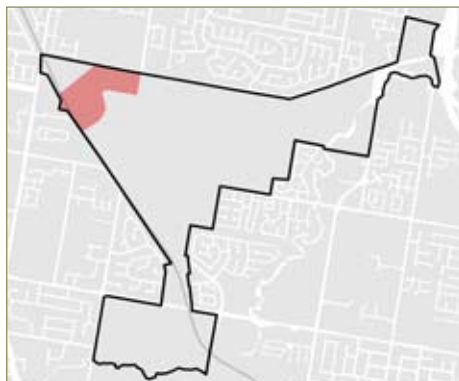
Precinct Outcomes

- Development west of the north south collector is no more than 3 storeys in height and achieves a density of between 20 and 30 dwellings per hectare calculated over the area of the site
 - Development directly abutting the railway and proposed busway corridor is at least 3 storeys and no more than 4 storeys in height
 - Development east of the north south connector zoned Residential Medium Intensity is at least 2 storeys and no more than 5 storeys in height and achieves between 40 and 60 dwellings per hectare calculated over the area of the site
 - Development adjoining the conservation zone does not expand beyond the area indicated in Figure 13
 - Development adjoining the north south connector road can accommodate home based business and “live-work” opportunities serviced by a rear lane
- A central neighbourhood park located generally as depicted in Fig KK is provided to meet the anticipated local open space requirements of the neighbourhood community in the western portion of the precinct
- A safe, direct and comfortable pedestrian link is provided through the precinct generally as depicted in Fig KK
- A public street is provided along the full extent of the interface of the area zoned Residential Medium Intensity with the conservation area to provide access for bush fire protection and emergency vehicle access, and to provide a clear edge and buffer between residential development and conservation areas
- Sufficient land is set aside for the proposed busway corridor. Details of land requirements for the proposed busway are subject to further investigations and advice from Queensland Transport
- 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.

Precinct 4: Fitzgibbon North - 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"> ► Park 	<p>Environmentally Relevant Activities for which a code of environmental compliance has been made under the Environmental Protection Regulation 1998.</p> <p>Any permissible material change of use where not involving building work and complying with the applicable car parking ratios.</p> <p>All development in accordance with an approved sub-precinct plan.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> ► Sales Office and Display Home ► Home Based Business ► House <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>Building work other than minor building or demolition work</p> <p>Reconfiguring a lot</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> ► Multiple Residential ► Visitor Accommodation ► Other Residential ► Child Care Centre ► Community Facility 	<p>All development not specified in Column 1, Column 2 or Column 3A.</p>

Precinct 5 – Fitzgibbon North West



**Figure 14: Precinct Locality Plan
– Precinct 5 - Fitzgibbon North West**

Precinct Intent

Fitzgibbon North West is the most northern residential neighbourhood in the Fitzgibbon UDA. It is bounded by conservation/open space to the south, the North Coast Railway Line to the west, a high voltage powerline easement to the north, and the north south connector road to the east.

Development in this precinct will be a mixture of affordable and sustainable residential dwellings comprising primarily multi-unit dwellings of a variety of forms and types. The precinct lends itself to an integrated medium intensity residential development such as a retirement village.

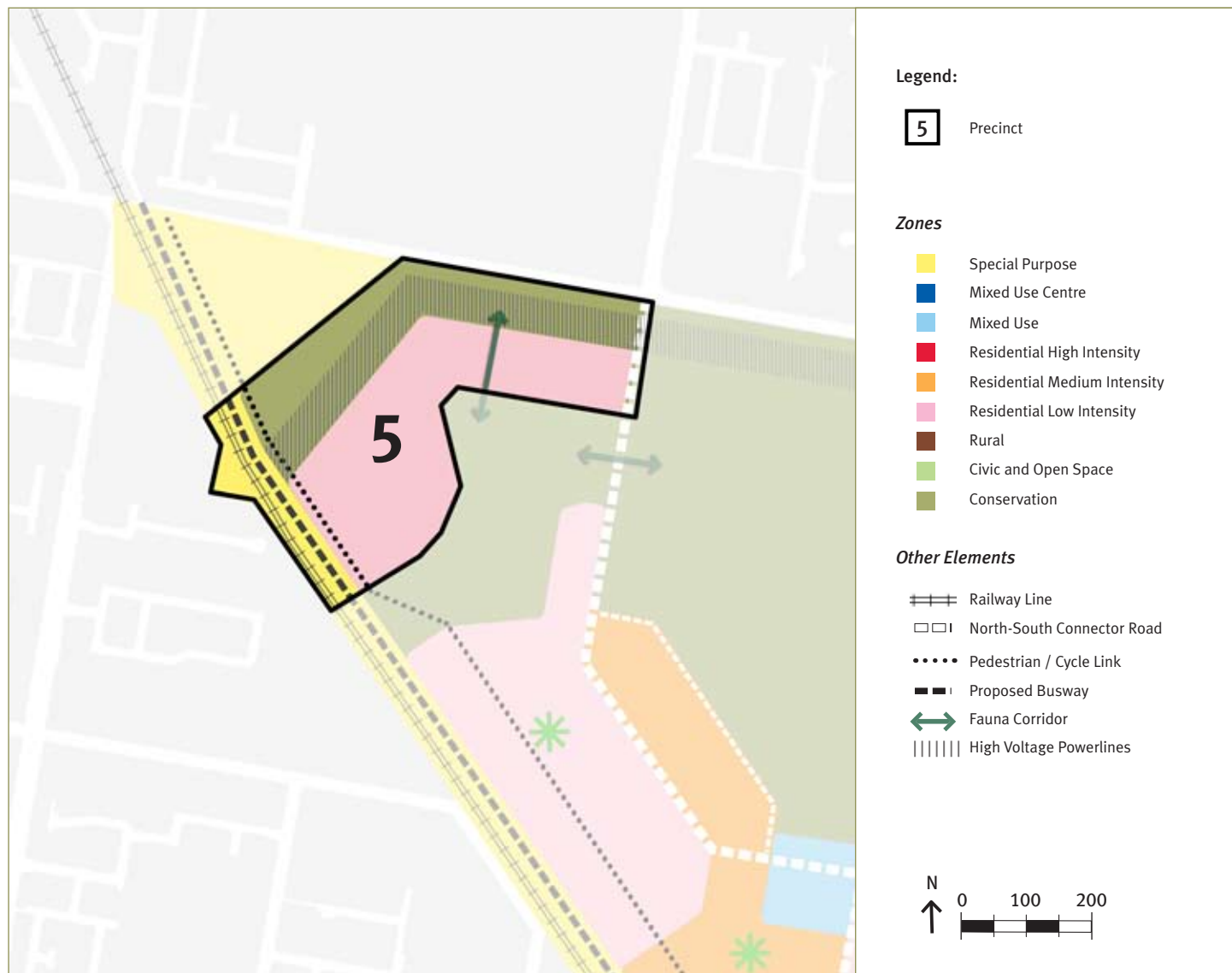
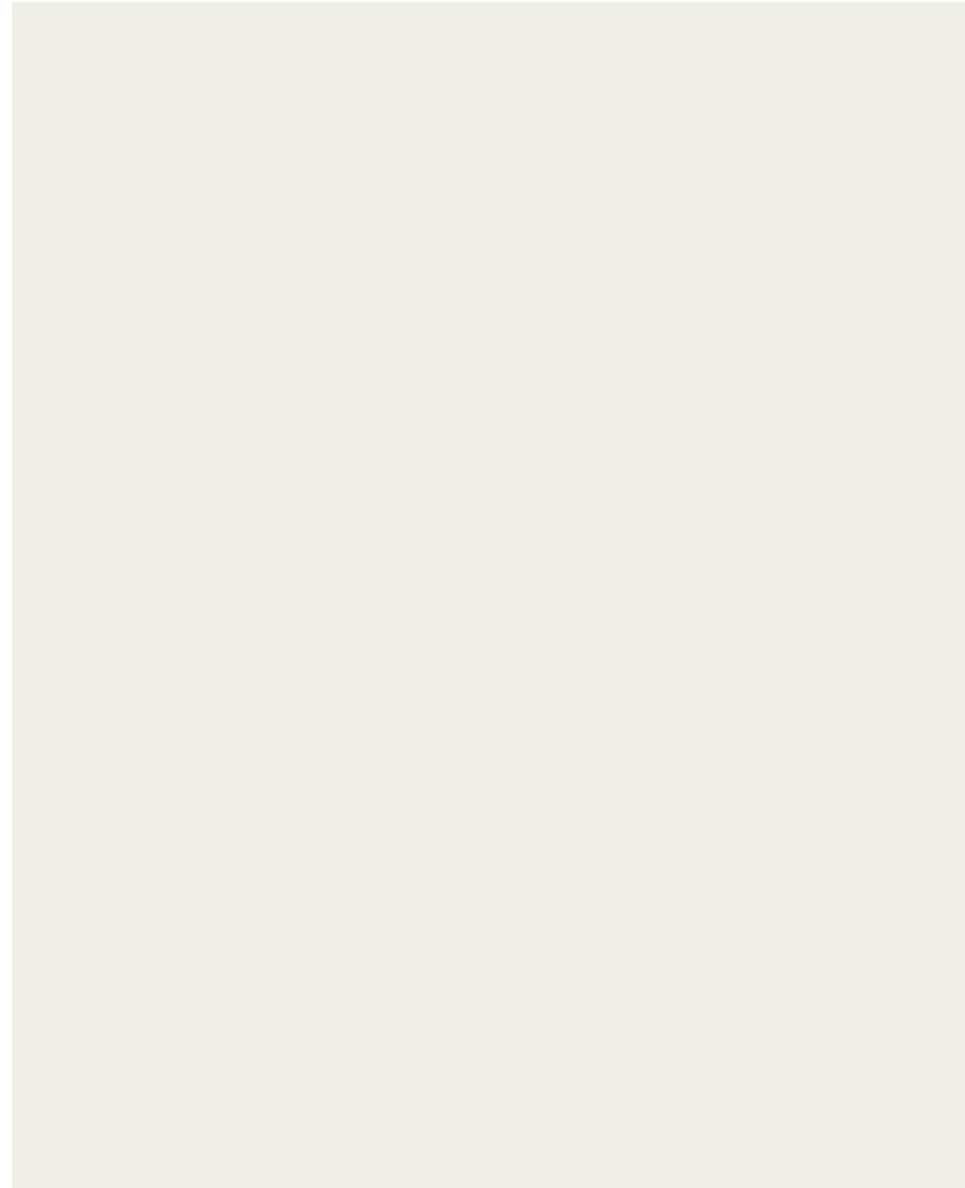


Figure 15: Precinct 5 - Fitzgibbon North West

Important features of this precinct are the retention of a north south squirrel glider and other fauna corridor through the neighbourhood, and the existence of high voltage power lines to the north of the neighbourhood. See Figure 15.

Precinct Outcomes

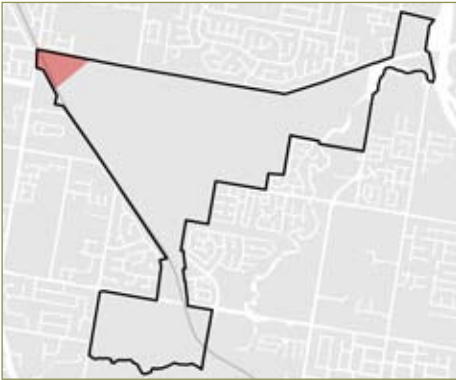
- Development on each site in the precinct achieves a density of up to 45 dwellings per hectare calculated over the area of the site.
- Development directly abutting the railway corridor and proposed busway corridor is at least 3 storeys and no more than 4 storeys in height.
- Development adjoining the north south connector road accommodates home based business and “live-work” opportunities serviced by a rear lane.
- A central neighbourhood park is provided to meet the anticipated local open space requirements of the neighbourhood community.
- A north south squirrel glider and other fauna movement corridor is provided through the neighbourhood – the fauna corridor will cross at least one local, neighbourhood access road. The fauna movement corridor will be a minimum of 30m wide and contain infrastructure to assist fauna movements to link to Powerlink’s future fauna movement infrastructure. The corridor is also to be replanted with squirrel glider habitat species.
- 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 .
- Safe, direct and comfortable pedestrian access is provided generally as indicated in Figure 15 to facilitate pedestrian movement to and from the proposed busway station in Precinct 6 travelling under the future Linkfield/Telegraph Road overpass.
- Sufficient land is set aside for the proposed busway corridor. Details of land requirements for the proposed busway are subject to further investigations and advice from Queensland Transport.
- 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.



Precinct 5: Fitzgibbon North West - 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"> ► Park 	<p>Environmentally Relevant Activities for which a code of environmental compliance has been made under the Environmental Protection Regulation 1998.</p> <p>Any permissible material change of use where not involving building work and complying with the applicable car parking ratios.</p> <p>All development in accordance with an approved sub-precinct plan.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> ► Sales Office and Display Home ► Home Based Business ► House <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>Building work other than minor building or demolition work</p> <p>Reconfiguring a lot</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> ► Multiple Residential ► Visitor Accommodation ► Other Residential ► Child Care Centre ► Community Facility 	<p>All development not specified in Column 1, Column 2 or Column 3A.</p>

Precinct 6 – Fitzgibbon Special Purpose



**Figure 16: Precinct Locality Plan
– Precinct 6 - Fitzgibbon Special Use**

Precinct Intent

The Fitzgibbon Special Purpose precinct is bounded 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.

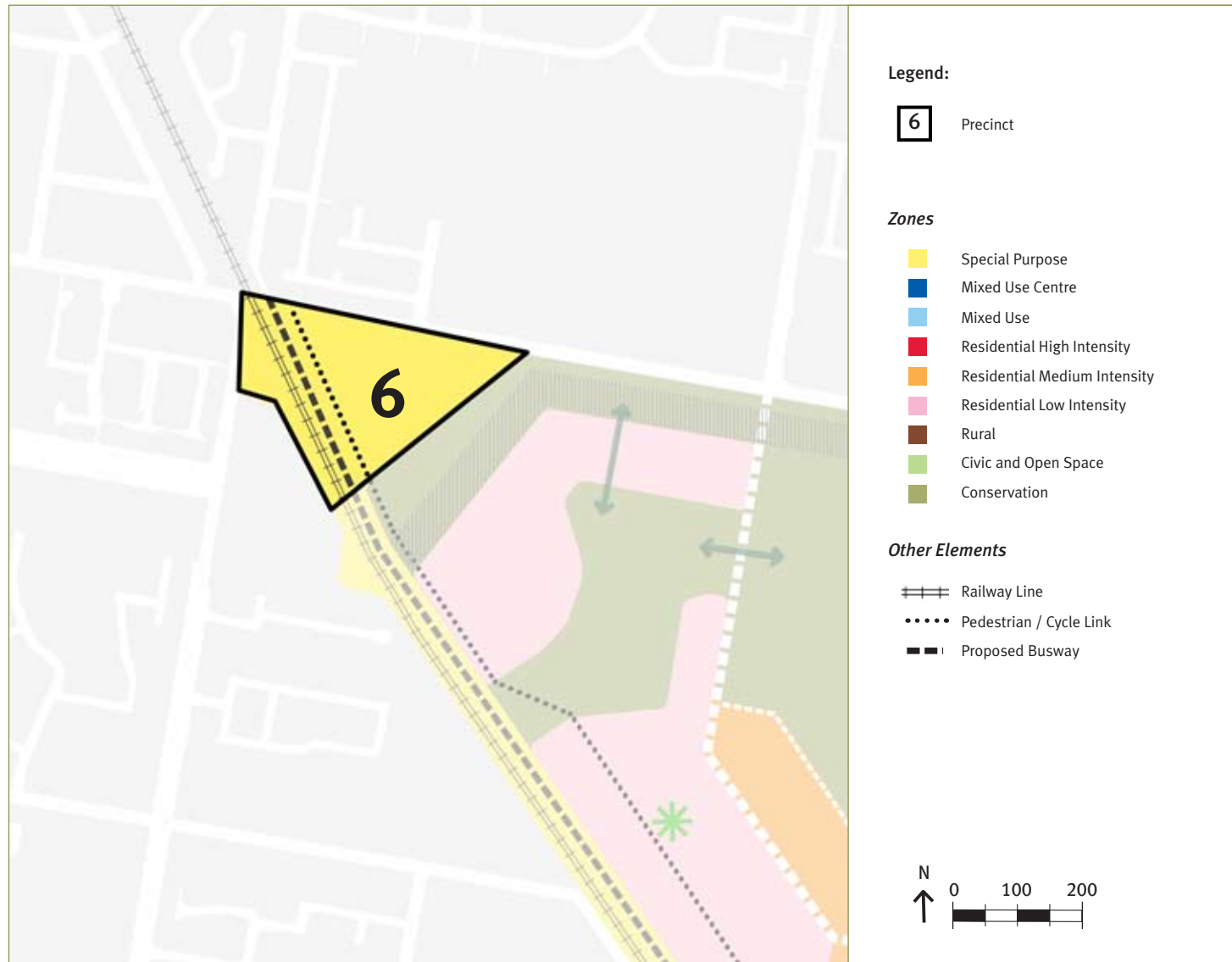
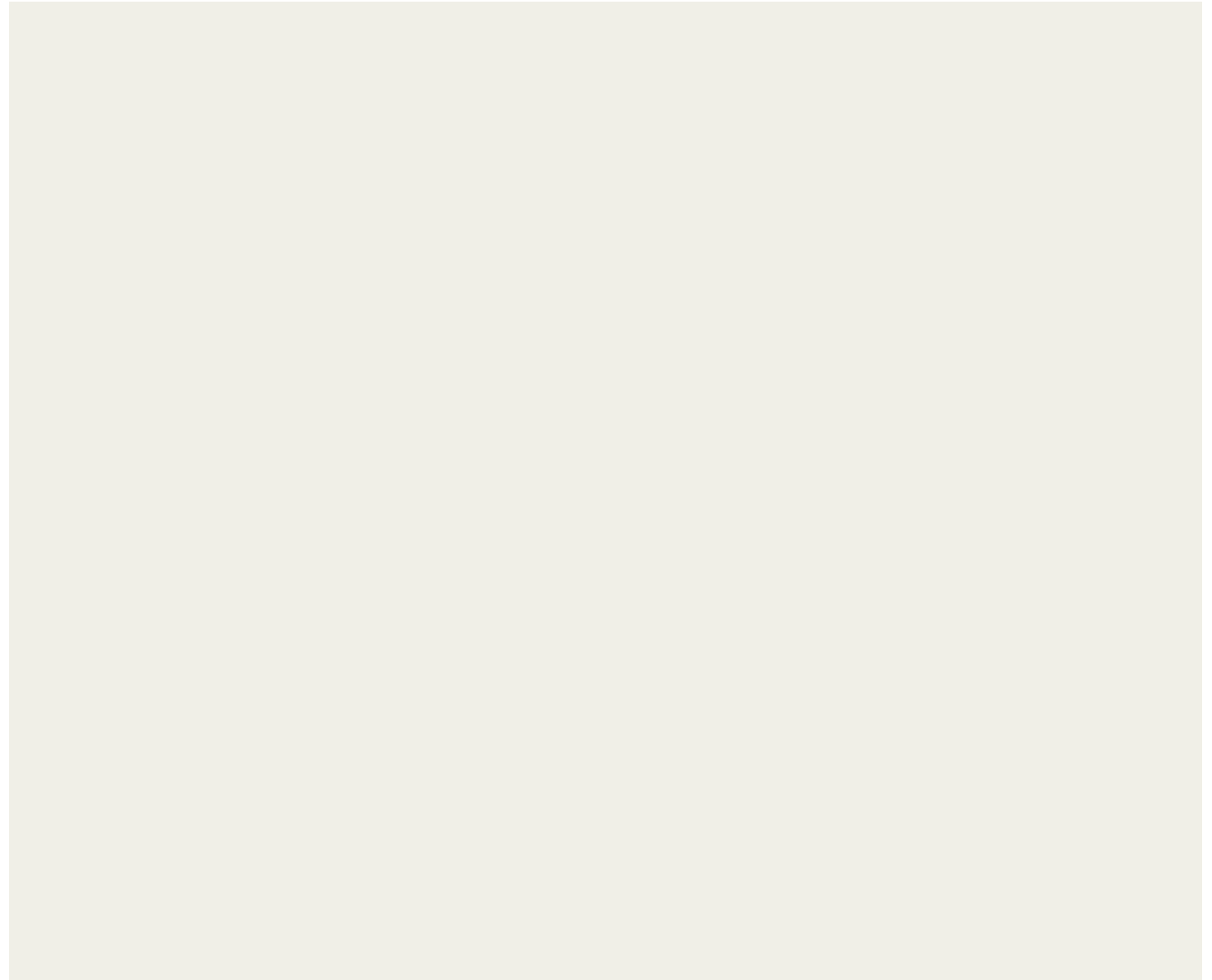


Figure 17: Precinct Locality Plan - Precinct 6 - Fitzgibbon Special Use

Precinct Outcomes

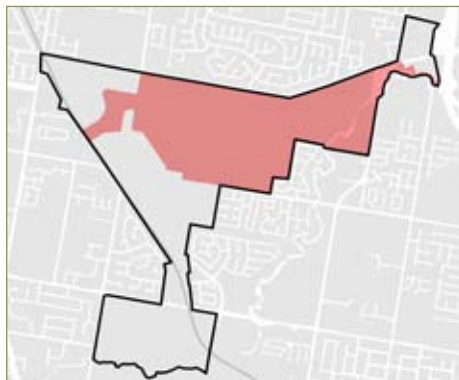
- The precinct is developed with public transport infrastructure and related mixed use development to suit local demands
- Sufficient land is set aside for the proposed busway corridor. Details of land requirements for the proposed busway are subject to further investigations and advice from Queensland Transport.



Precinct 6: Fitzgibbon Special Purpose - 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"> ► Park 	<p>Environmentally Relevant Activities for which a code of environmental compliance has been made under the Environmental Protection Regulation 1998.</p> <p>Any permissible material change of use where not involving building work and complying with the applicable car parking ratios.</p> <p>All development in accordance with an approved sub-precinct plan.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> ► Sales Office and Display Home ► Home Based Business ► Car Park <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>Building work other than minor building or demolition work</p> <p>Reconfiguring a lot</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> ► Multiple Residential ► Other Residential ► Visitor Accommodation ► Office ► Fast Food Premises ► Food Premises ► Garden Centre ► Hardware and Trade Supplies Market ► Service Station ► Shop ► Service Industry ► Child Care Centre ► Community Facility 	<p>All development not specified in Column 1, Column 2 or Column 3A</p>

Precinct 7 – Fitzgibbon Bushland



**Figure 18: Precinct Locality Plan
– Precinct 7 - Fitzgibbon Bushland**

Precinct Intent

The Fitzgibbon Bushland Precinct comprises the majority of land in the Fitzgibbon UDA. It is bounded primarily by Telegraph Road in the north, Lemke Road, east, Roghan Road, south, and the North Coast railway line, west. The Fitzgibbon Bushland Precinct contains conservation, 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.

The Fitzgibbon Bushland Precinct will provide the major natural open space setting and amenity for the emerging new suburban and urban communities in the Fitzgibbon UDA and surrounding area. Cabbage Tree Creek

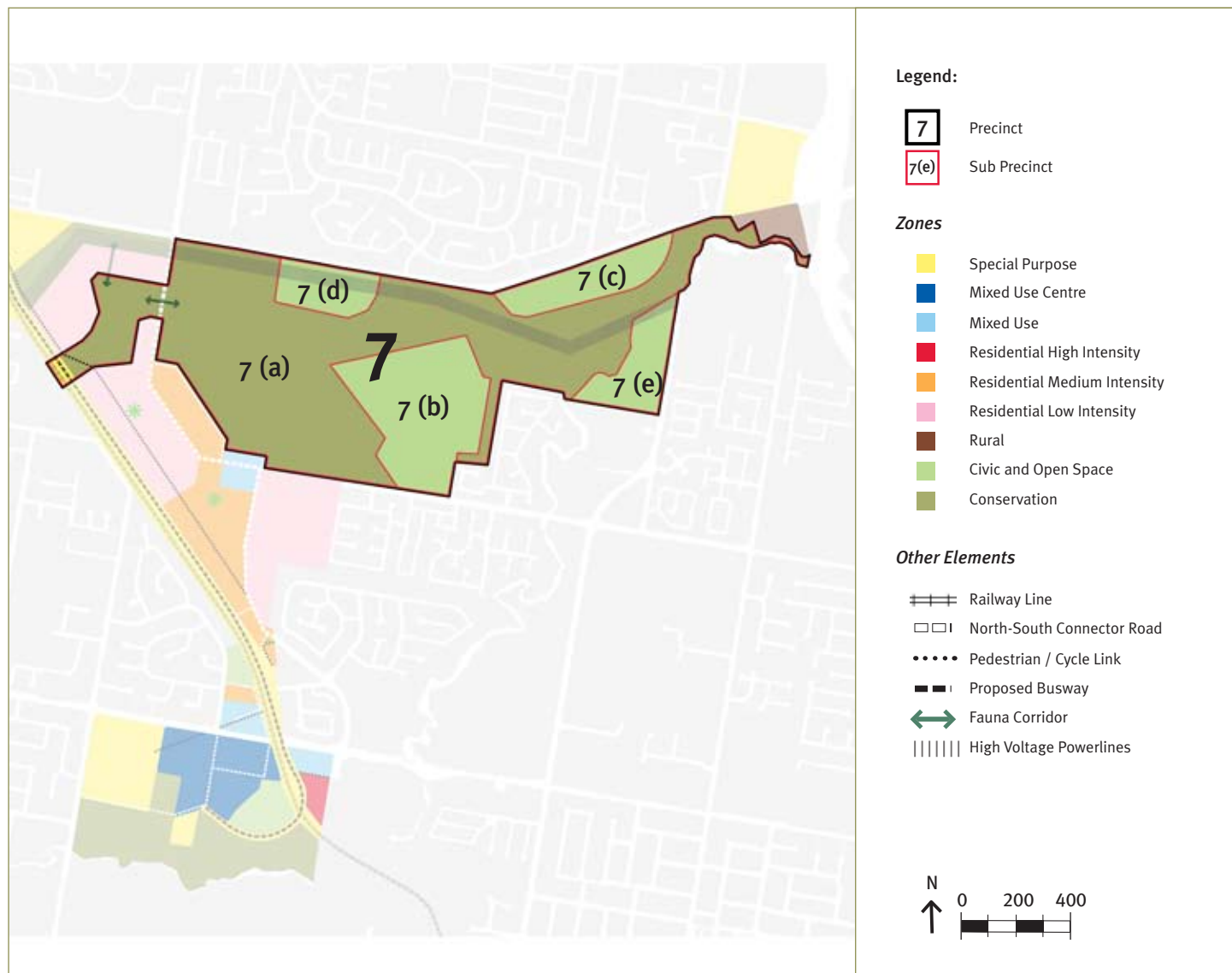
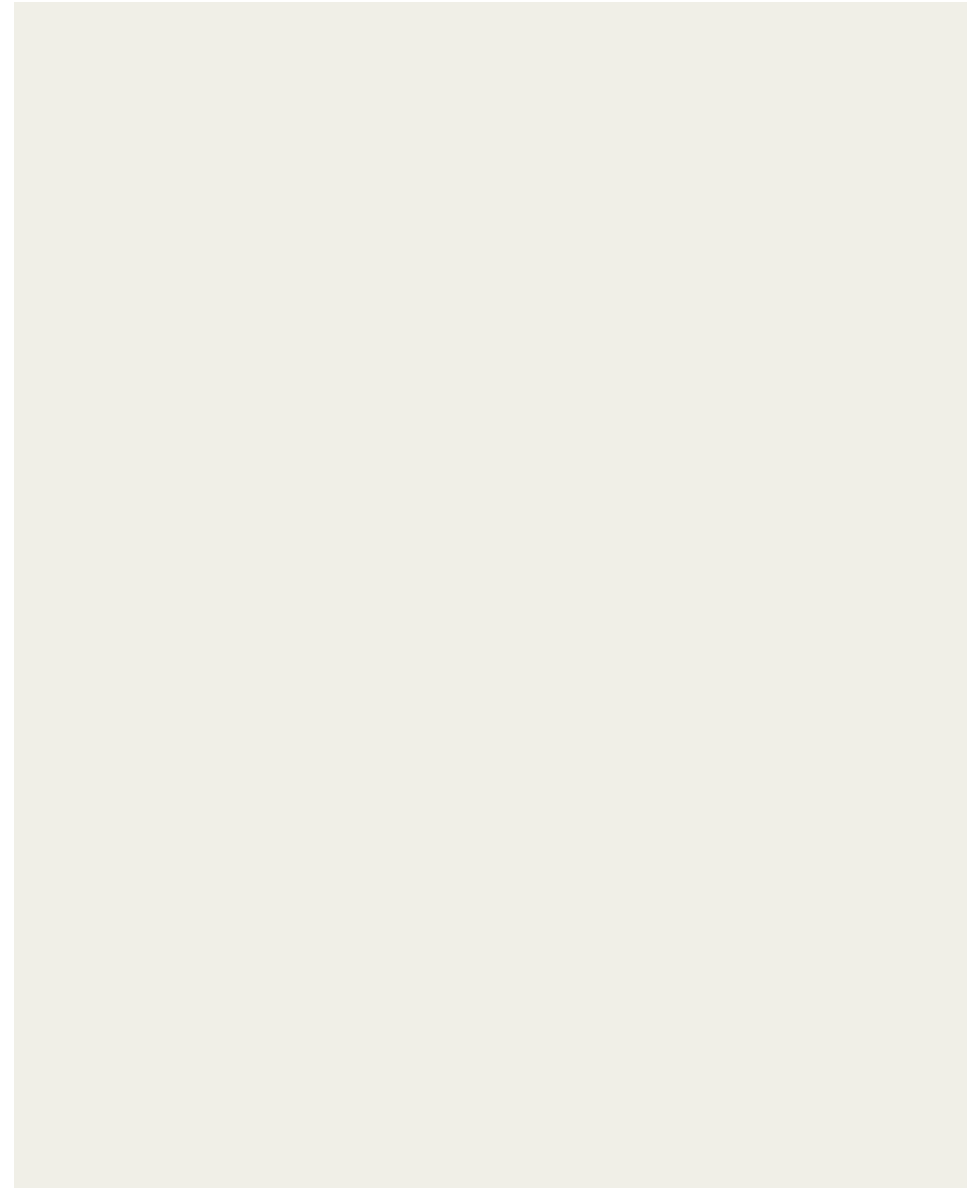


Figure 19: Precinct 7 - Fitzgibbon Bushland

will be maintained and where necessary rehabilitated to support one of the major pedestrian and cycleways throughout the Precinct. The existing high voltage power lines will be retained and, where possible, underplanted to contribute to the desired ecological values of the precinct. The conservation areas also play an important role in stormwater management.

Precinct Outcomes

- ▶ Conservation areas are retained and protected with facilities limited to walking and cycling paths and small scale park facilities such as tables, seating, and playground equipment in clearly defined locations.
- ▶ Existing land fill areas are rehabilitated to sporting, recreational and open space.
- ▶ Existing sporting and recreational open space areas are maintained or enhanced for increased use.
- ▶ Natural open space and bushland 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.
- ▶ 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 (including lakes).
- ▶ Where required provision is made for essential services, infrastructure and transport requirements.
- ▶ Maintained in accordance with a Sport and Recreation Masterplan to be prepared by BCC.



Fitzgibbon Bushland Precinct - Sub-precincts

Sub-Precinct 7(a)

Sub-Precinct Principles

This conservation sub-precinct will be protected from development, except for walking and cyclist paths and limited park facilities such as tables, seating, and playground equipment in clearly defined locations. Other works will be done in accordance with habitat management strategies and include planting of trees for squirrel glider and other fauna movement and habitat, and to connect with other bushland areas outside the UDA, including crossings of Telegraph and Depot Roads to the north of the UDA.

Sub-Precinct Outcomes

- The sub-precinct is identifiable as the key conservation area for the Fitzgibbon UDA.
- Conservation areas are retained and protected, except for walking and cyclist paths and limited park facilities such as tables, seating, and playground equipment in clearly defined locations.
- No development occurs within the sub-precinct, except for construction of water sensitive urban design features, stormwater management features and for maintenance of drainage lines, pedestrian/cycleways and other park facilities.

- Development is undertaken in accordance with a Vegetation Management Plan and Fauna and Habitat Management Plan⁶.

Sub-Precinct 7(b)

Sub-Precinct Principles

This sub-precinct comprises the existing BCC land fill. This sub-precinct will be gradually redeveloped as sports fields and other recreational uses for Fitzgibbon and surrounding suburbs. Other works within the sub-precinct will include additional tree planting and rehabilitation, provision of walking and cyclist paths, park facilities such as tables, seating, and playground equipment, and amenities associated with use of the sports fields.

Sub-Precinct Outcomes

- Existing land fill areas are rehabilitated to sporting and recreational uses in accordance with a Sports and Recreation Management Plan.

Sub-Precinct 7(c)

Sub-Precinct Principles

This sub-precinct comprises a sports reserve, fronting Telegraph Road in the north of the Fitzgibbon UDA. This sub-precinct will be gradually developed as sports fields and other recreational uses for Fitzgibbon and surrounding suburbs. Other works within the sub-precinct will include additional tree planting and rehabilitation, provision of walking and cyclist paths, park facilities such as tables, seating, and playground equipment, and amenities associated with use of the sports and recreational facilities.

Sub-Precinct Outcomes

- Existing uses are maintained and open space areas are developed for sporting, recreational and conservation purposes in accordance with a Sports and Recreation Management Plan.
- Where possible, existing natural open space and bushland areas within the sub-precinct have a strong connection with existing corridors and habitat within and beyond the UDA.

Sub-Precinct 7(c)

Sub-Precinct Principles

This sub-precinct comprises a sports reserve fronting Telegraph Road in the north of the Fitzgibbon UDA. This sub-precinct will be gradually developed as sports fields and other recreational uses for Fitzgibbon and surrounding suburbs. Other works within the sub-precinct will include additional tree planting and rehabilitation, provision of walking and cyclist paths, park facilities such as tables, seating, and playground equipment, and amenities associated with use of the sports and recreational facilities.

Sub-Precinct Outcomes

- Existing uses are maintained and open space areas are developed for sporting, recreational and conservation purposes in accordance with a Sports and Recreation Management Plan.
- Where possible existing natural open space and bushland areas within the sub-precinct have a strong connection with existing corridors and habitat within and beyond the UDA.

⁶ To be developed in partnership with Brisbane City Council further to Council's current open space and recreation master planning exercise in relation to the Fitzgibbon open space areas and Cabbage Tree Creek catchments, including the land within the UDA: - see Implementation Strategy

Sub-Precinct 7(d)*Sub-Precinct Principles*

This sub-precinct comprises the existing recreational and sporting facilities and open spaces fronting Telegraph Road in the north of the Fitzgibbon UDA. This sub-precinct will be gradually redeveloped as sports fields and other recreational uses for Fitzgibbon and surrounding suburbs. Other works within the sub-precinct will include additional tree planting and rehabilitation, provision of walking and cyclist paths, park facilities such as tables, seating, and playground equipment, and amenities associated with use of the sports and recreational facilities.

Sub-Precinct Outcomes

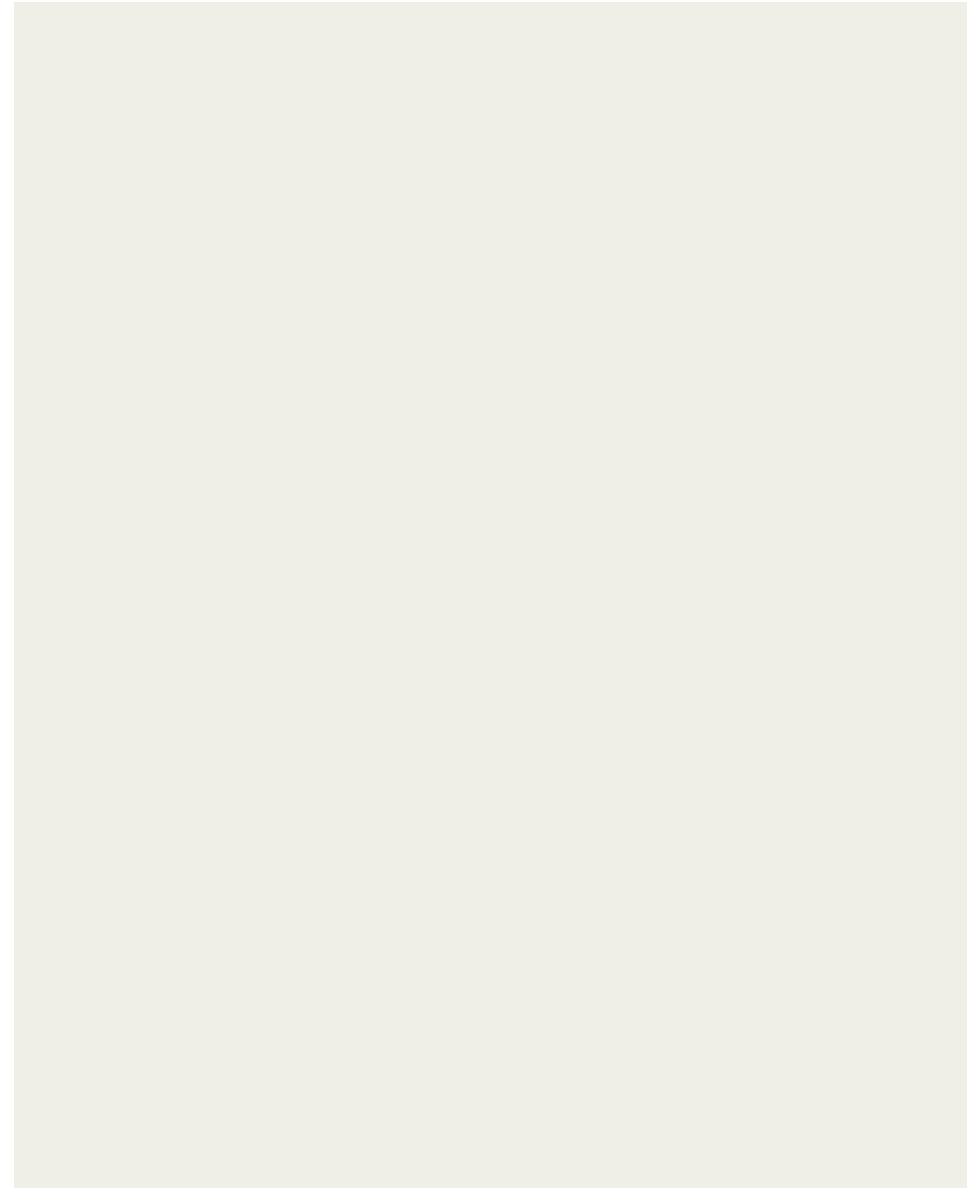
- Existing uses are maintained and open space areas are developed with sporting, recreational and conservation purposes in accordance with a Sports and Recreation Management Plan.
- Where possible, existing natural open space and bushland areas within the sub-precinct have a strong connection with existing corridors and habitat within and beyond the UDA.

Sub-Precinct 7(e)*Sub-Precinct Principles*

This sub-precinct comprises existing playing fields in the east of the Fitzgibbon UDA. It is intended that the current uses in this sub-precinct be retained for the sporting and recreational needs of surrounding suburbs.

Sub-Precinct Outcomes

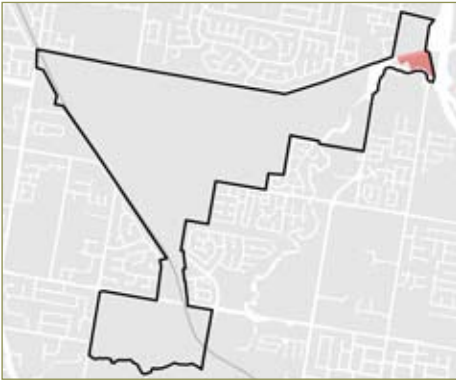
- Existing uses are maintained and open space areas are developed to support the sporting and recreational uses in accordance with a Sports and Recreation Management Plan.
- Where possible existing natural open space and bushland areas within the sub-precinct have a strong connection with existing corridors and habitat within and beyond the UDA.



Precinct 7: Fitzgibbon Bushland - 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 Environmental Protection Regulation 1998.</p> <p>Any permissible material change of use where not involving building work and complying with the applicable car parking ratios.</p> <p>All development in accordance with an approved sub-precinct plan.</p> <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>Building work other than minor building or demolition work</p> <p>Reconfiguring a lot</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> ► Park 	<p>All development within a sub-precinct unless:</p> <ul style="list-style-type: none"> ► in accordance with an approved sub-precinct plan; or ► where in the opinion of the ULDA, a sub-precinct plan is not required as the nature, size and type of 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. <p>All development not specified in Column 1, Column 2 or Column 3A</p>

Precinct 8 – Depot Road Rural



**Figure 20: Precinct Locality Plan
– Precinct 8 - Depot Road Rural**

Precinct Intent

The Depot Road Rural 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 conservation/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.

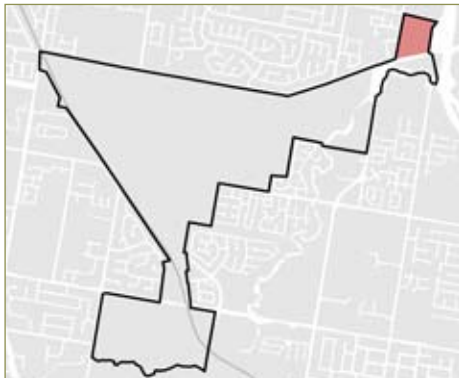


Figure 21: Precinct 8 - Depot Road Rural

Precinct 8: Depot Road Rural - 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"> ► Park 	<p>Environmentally Relevant Activities for which a code of environmental compliance has been made under the Environmental Protection Regulation 1998.</p> <p>Any permissible material change of use where not involving building work and complying with the applicable car parking ratios.</p> <p>All development in accordance with an approved sub-precinct plan.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> ► House <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>Building work other than minor building or demolition work</p> <p>Reconfiguring a lot</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> ► Agriculture 	<p>All development not specified in Column 1, Column 2 or Column 3A</p>

Precinct 9 – Deagon Special Purpose



**Figure 22: Precinct Locality Plan
– Precinct 9 - Deagon Special Purpose**

Precinct Intent

The Deagon Special Purpose Precinct incorporates the existing 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.

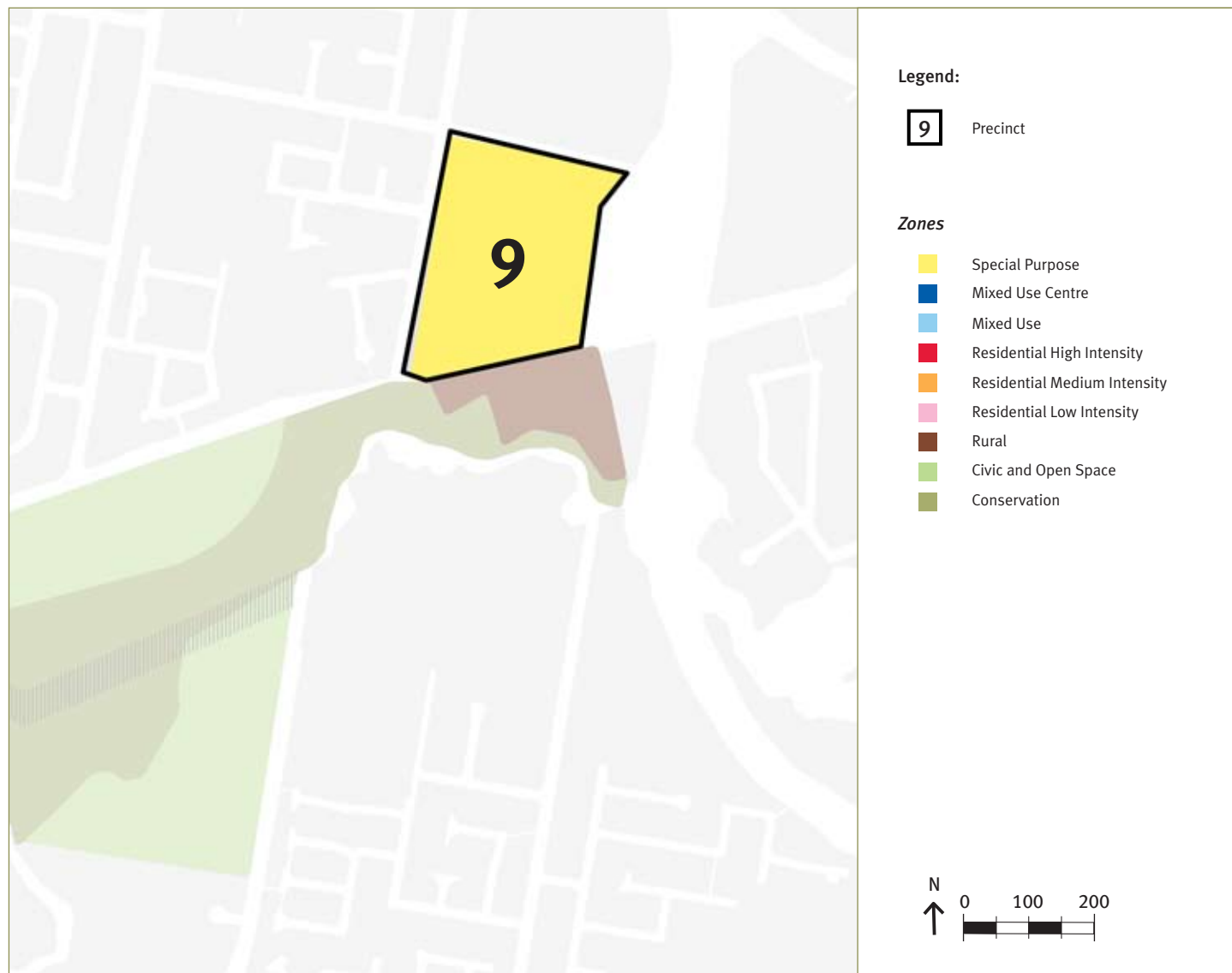


Figure 23: Precinct 9 - Deagon Special Purpose

Precinct 9: Deagon Special Purpose - 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 Environmental Protection Regulation 1998.</p> <p>Any permissible material change of use where not involving building work and complying with the applicable car parking ratios.</p> <p>All development in accordance with an approved sub-precinct plan.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> ► Park <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>Building work other than minor building or demolition work</p> <p>Reconfiguring a lot</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> ► Research and Development Facility ► Service Industry 	All development not specified in Column 1, Column 2 or Column 3A

4.1 Infrastructure Funding Principles to Facilitate Redevelopment

Prudent investment in infrastructure is necessary to facilitate development required to deliver the vision for the UDA.

It is envisaged that the majority of funds for infrastructure will be sourced from infrastructure charges on development in the UDA. There are also instances where the ULDA has zoned land resulting in significant increase in development yield.

Contributions towards the delivery of infrastructure will be shared as funding of the required infrastructure is not commercially viable for any one developer, owner or government entity due to the overall sizeable costs of some of the infrastructure works, or the fragmentation of land ownership.

The use of public funds as the primary source of funding to pay for the necessary infrastructure, particularly where a significant increase in development yield and hence a windfall gain to private land owners has occurred, is not considered appropriate.

In addition development and 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 from BCC or the State Government will align with their normal budget provisions for infrastructure arising from regional requirements and annual budgetary processes
- (ii) Where possible, upfront funding of infrastructure by the ULDA will be undertaken to provide investment confidence in the development and redevelopment of the UDA
- (iii) The development contribution regime recognises that redevelopment will not occur where:
 - Infrastructure charges are so high that the land value uplift provides no incentive to the land owner to sell for redevelopment
 - Uncertainty in relation to yield, approval times and infrastructure costs results in developers being unable to price development risk to achieve necessary commercial hurdle rates.

For fairness land owners that do not redevelop above current permitted BCCs City Plan densities should not be penalised.

4.2 Financing of Works

4.2.1 Network Infrastructure

Network infrastructure works that are required by the overall development within the UDA will be assessed and funded by an Infrastructure Contribution Schedule (ICS) approach. These works will cover standard items, namely:

- Water

- Sewer
- Waterways
- Transport
- Community

The methodologies to calculate the rates for these items will be consistent with the local authority's methodology.

These contributions will be required to be paid prior to development commencing.

4.2.2 Major Infrastructure

The infrastructure works and ecologically sustainable outcomes will generally be funded by infrastructure charges. In the case of major infrastructure requiring funding from outside 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 land owner.

The share 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.

In general, a Development Agreement will be entered into with the development proponent prior to approval which will cover matters such as:

- Timing and payment of contributions
- Bonding

- Credit for works in lieu
- The Affordable Housing Agreement (refer to the ULDA Affordable Housing Strategy)
- Ecologically sustainable outcomes.

4.2.3 Infrastructure Funding by Precincts

Where possible infrastructure charges shall be levied on the community most likely to receive the benefit of the infrastructure provided. Table 4 indicates the general principles for infrastructure funding by precinct.

4.2.4 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 to be provided in accordance with the Land Use Plan at time of development approvals. Construction of the northern busway subject to Queensland Transport investigations and State Government funding.

Table 4

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 Precincts 3, 4, and 5*
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 2. This link should be funded by contributions from within Precinct 3 with a contribution towards its construction provided by Queensland Transport and the Translink Transit Authority.*
3 New road Balcara Avenue to Carseldine Station into sub-precinct 1(a)	New road to be provided in association with development of the Carseldine Urban Village. Link to be funded by infrastructure contributions for development within sub-precincts 1(a) and 1(f).*
4 Intersection upgrades <ul style="list-style-type: none"> • Balcara Avenue and Beams Road • Carselgrove Avenue and Beams Road • Telegraph Road and North South Connector Road • Handford Road and Roghan Road 	These upgrades will be in accordance with traffic studies undertaken as development proceeds. Contributions towards intersection upgrades shall generally be drawn from Precincts 2, 3, 4, and 5.*
5 Beams Road Railway Overpass	Development in Precinct 1 will contribute to the capital cost of the overpass at a rate to be determined through a Development Agreement and/or special rate or charge. Accordingly, the timing of delivery is predominantly subject to the timing of development of the Carseldine Urban Village. Traffic impacts of major development within the Carseldine Urban Village are likely to necessitate delivery prior to major development within Precinct 1.

Proposed Community Facilities

Description of Works	Indicative Timing/Responsibility
6 Community facility	A multi-purpose community facility is envisaged associated with the proposed neighbourhood centre within sub-precinct 3(a). Contributions to this facility will be required from future development in Precincts 3, 4 and 5 at a rate determined in the Infrastructure Charges Schedule. Contributions towards this facility will also be sought from external parties including the Commonwealth Government.*

Proposed Flood Mitigation Works

Description of Works	Indicative Timing/Responsibility
7. 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 sub-precincts 1(a), 1(e) and 1(f). These works are subject to agreements with Brisbane City Council and will need to be fully funded by Development Agreements and/or special rate or charge from development in sub-precincts 1(a), 1(e) and 1(f). *

Proposed Water and Sewer Infrastructure

Description of Works	Indicative Timing/Responsibility
8. Water and sewer	Water and sewer networks within the UDA will be provided at the time of developments being undertaken. In general, infrastructure contributions for water and sewer shall be levied on the community most likely to receive the benefit of the infrastructure provided. Areas north of Beams Road will generally service that area.*

* 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

The Implementation Strategy is structured in accordance with the purposes of the ULDA Act, 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, the ULDA Implementation Strategy will be a living document, responding to circumstances as they arise, learning from the lessons as the UDA's develop 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 UDA that bear recognition. In particular leadership and place making.

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 UDA, 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 Place Making

The ULDA recognises that the creation of successful urban spaces starts with establishing a vision for the UDA 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 UDA 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 UDA 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 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"> includes development requirements that allow a commercial outcome provide certainty of development potential (uses and yield) responds to changes in market conditions and allows for alternative design solutions. <p>An Infrastructure Strategy that:</p> <ul style="list-style-type: none"> ensures necessary infrastructure is co-ordinated and constructed to facilitate development does not require development contributions that are so high that land owners have no incentive to redevelop their properties has a charging regime that balances upfront costs with payments over time, and recognises the importance of time of payments to the industry and has a transparent and easily calculable development contribution schedule. <p>An approval system that:</p> <ul style="list-style-type: none"> minimises time delay to the developer highlights early the level of detail required for a specific development application allows for consideration of alternative solutions in an expeditious manner allows a development proponent to be provided with a degree of certainty, early in the process that a development proposal will be acceptable and provides consistency from the pre-lodgement process, through approval to project commencement. <p>The ULDA will seek to facilitate development in specific areas by:</p> <ul style="list-style-type: none"> working with landowners to find solutions to specific issues build catalyst infrastructure where it will lead to early development within a precinct broker discussions with government agencies where required to facilitate resolution of issues work with government agencies to bring land to the market where the land is surplus to their requirements and undertake studies to address area wide issues.

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 Precincts 2, 3, 4, and 5, at or below the median house price in Brisbane

- ◉ Achieving a minimum of one-fifth of dwellings within Precincts 2, 3, 4, and 5 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 Precincts 2, 3, 4, and 5, at or below the median house price in Brisbane</p> <p>Achieving a minimum of one-fifth of dwellings within Precincts 2, 3, 4, and 5 available for purchase or rental to low to moderate income households.</p> <p>Achieving a minimum of 15% of all dwellings in the Carseldine Urban Village as affordable and</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>(1) Development Contribution: Sharing Value Uplift 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>(2) Development Contributions: Affordable Housing and Housing Diversity Requirements 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>(3) Facilitating Not For Profit Housing (NFP) This will occur through ensuring a timely development approval process and in some circumstances reduced requirements through the development scheme</p> <p>(4) ULDA Development Activities 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>(5) Provision of Social Housing (subject to DOH funding): 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>(6) Facilitating Social Housing 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 Urban Infrastructure Provision

The Infrastructure Plan outlines the infrastructure required for development in the UDA and the funding and financing principles to contribute towards the delivery of this infrastructure.

The Infrastructure Plan includes catalyst infrastructure to stimulate development in the UDA.

A measure of success for the provision of infrastructure will be the ability to fund the construction of the required works at the time required for the industry to bring sites to the market in an orderly manner.

Element	Measure	Actions
Provision of Infrastructure	Infrastructure is funded to meet the need of the development staging.	<p>A special rate to fund the identified infrastructure is modelled and approved by Treasury and the Minister for Infrastructure and Planning.</p> <p>Other local area improvement works, identified to be funded by a special rate, are:</p> <ul style="list-style-type: none"> identified in conjunction with the landowners in that precinct and modelled and approved by Treasury and the Minister. <p>The Infrastructure Charges Schedule for water and sewer network infrastructure is</p> <ul style="list-style-type: none"> formulated and implemented in collaboration with BCC and collected by the ULDA and paid to the BCC to undertake the necessary upgrades when required. <p>The Infrastructure Charges Schedule for other infrastructure is formulated:</p> <ul style="list-style-type: none"> in collaboration with BCC on the infrastructure proposed in each precinct and collected by the ULDA and expended by the ULDA to undertake the necessary works.

5.5 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 and
- economic development and
- 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>Development of a Conservation Management Plan to coordinate the preservation and rehabilitation of ecological values within the conservation zone of the UDA.</p>

5.6 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>Design details are not neglected on their negative impact to the desired outcome.</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>

Schedule 1: Exempt Development

Building work
Minor building work or demolition work.
Material change of use of premises
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.
Reconfiguring a lot
Reconfiguring a lot under the Land Title Act 1994, where the plan of subdivision necessary for the reconfiguration –
(a) is a building format plan of subdivision that does not subdivide land on or below the surface of the land or
(b) is for the amalgamation of two or more lots or
(c) is for incorporation, under the Body Corporate and Community Management Act 1997, section 41, of a lot with common property for a community titles scheme or
(d) is for the conversion, under the Body Corporate and Community Management Act 1997, section 43, of lessee common property within the meaning of that Act to a lot in a community titles scheme or
(e) is 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 paragraph (a) of the schedule to that Act or
(ii) An authorised electricity entity or
(f) is 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 Acquisition of Land Act 1967, schedule, paragraph (a) whether or not the land relates to an acquisition or
(g) is for the reconfiguration of a lot comprising strategic port land as defined in the Transport Infrastructure Act 1994 or
(h) is for the Transport Infrastructure Act 1994, section 240 or
(i) is 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.

Operational work
Clearing vegetation:
(a) other than significant vegetation as defined in Schedule 2
(b) carried out by, or in behalf of BCC or a public sector entity, where the works being undertaken are authorised under a State law or
(c) in accordance with the conditions of a UDA development approval for material change of use or reconfiguring a lot.
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.
Erecting no more than one satellite dish on a premises, where the satellite dish has no dimension greater than 1.8 metres.
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 where:
(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) 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.
All aspects of development
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 Energen 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 Energen 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,
 - is limited in size to a total site (excluding buffer area) of 3000m² 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, and
 - 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.

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

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:

- 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

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 Development 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
- Dwelling Unit
- 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
- 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:

- (a) the floor area used specifically for the home business does not exceed 50m²
- (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 for administration, clerical, technical, professional, where no goods or materials are made, sold or hired on the premises and where the principle activity provides office based administrative functions of an organisation.

(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 husbandry, veterinary hospital, intensive animal husbandry, or animal keeping.

(f) Veterinary Hospital

Premises used for the treatment of sick or injured animals where such animals are accommodated overnight generally for longer periods in premises. The term does not include animal accommodation, intensive animal husbandry, kennels or non-intensive animal husbandry.

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 –

- (a) fuel burning
- (b) boat maintenance
- (c) battery recycling
- (d) water treatment
- (e) beverage production
- (f) bottling and canning
- (g) concrete batching
- (h) tyre retreading
- (i) metal forming
- (j) edible oil processing
- (k) seafood processing
- (l) 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–

- (a) alcohol distilling
- (b) boiler making
- (c) metal recovery
- (d) sugar milling or refining
- (e) meat processing
- (f) crushing, milling and grinding
- (g) rendering
- (h) pet, stock or aquaculture food manufacturing
- (i) textile manufacturing
- (j) tyre manufacturing
- (k) chemical manufacturing, processing or mixing
- (l) chemical storage
- (m) coke producing
- (n) gas producing
- (o) paint manufacturing
- (p) crude oil or petroleum product storage (excluding service stations)
- (q) oil refining or processing
- (r) fuel gas refining or processing
- (s) metal works, surface coating and foundry
- (t) mineral processing
- (u) battery manufacturing
- (v) manufacturing of plastic, plaster, pulp or paper

- (w) 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:

- (i) printing
- (ii) all industrial activities not Environmentally Relevant Activities, except where defined.

(e) Research and Development 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:

- (i) 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.
- (ii) 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.
- (iii) 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.

(iv) providing the following services:

- book binding
- 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 (2) or more dwelling units on any one (1) 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 & 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, 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, take-away, but does not include a 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 50m² 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 stores 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 250m², 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 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

(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, insects, and reptiles. The term includes the use of land for keeping, breeding, stabling, training or boarding of 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, see, leaf or bark
- the ancillary storage of milled or processed timber and
- the 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

(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) 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:

- (i) A telecommunications tower more than 5m in height and
- (ii) An equipment shelter of more than 7.5m² 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 facilitates 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 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.

Administrative Terms

(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 household income on rent or 35% of its combined annual gross household income on home ownership.

Affordable housing encompasses:

- (i) private rental housing and home purchase options (including housing aimed at the first home owners market) and
- (ii) 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 (1) 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) 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 and
- a toilet and wash basin.

This term includes works ancillary to a dwelling.

(i) Filling or Excavation

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

(j) 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

(k) 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:

- (i) building services
- (ii) ground floor public lobby
- (iii) a public mall in a shopping complex
- (iv) the parking, loading and manoeuvring of motor vehicles and
- (v) private balconies whether roofed or not.

(l) High Water Mark

Refers to the ordinary high water mark at spring tides.

(m) Mezzanine

An intermediate floor within a room.

(n) Minor building or demolition work

Means:

- Internal building or demolition work
- External building work up to 25m² 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

(o) Noise Sensitive Use

Means any of the following:

- house, multiple residential, other residential
- childcare centre, community facility, hospital or place of assembly or
- park.

(p) Plot Ratio

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

(q) Podium

A continuous projecting base of a building.

(r) Private Open Space

An outdoor area for the exclusive use of occupants.

(s) Public Benefit

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

(t) Public Realm

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

(u) Root Zone

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.

(v) Setback

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

(w) Significant Vegetation

Vegetation whether living or dead including their root zone that:

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

Vegetation Type Descriptions:

Type 1:

- Emergent: Absent
- Canopy (T1): Eucalyptus tereticornis (dominant), E. siderophloia (associated) and Corymbia intermedia and C. tessellaris (suppressed)
- Sub-Canopy (T2): Melaleuca quinquenervia (dominant) Lophostemon suaveolens and Allocasuarina litoralis (associated)
- Mid-stratum: Acacia fimbriata, A. disparrima, (sparse)
- Shrub Layers: generally absent Acacia disparrima
- Ground Layer: Themeda triandra, Imperata

- cylindrica, Eriachne pallescens

Type 2:

- Emergent: Eucalyptus tereticornis
- Canopy (T1): Melaleuca quinquenervia
- Sub-Canopy (T2): Lophostemon suaveolens and Allocasuarina litoralis (middense)
- Mid-stratum: Melaleuca linariifolia, Glochidion sumatranum Allocasuarina litoralis, (mid-dense) Lophostemon suaveolens, Acacia disparrima.
- Shrub Layers: Glochidion sumatranum, Melaleuca linariifolia (sparse – middense)
- Ground Layer: Pennisetum alopecuroides (dense) Parsonsia straminea

(x) Site Cover

The proportion of the site covered by buildings excluding areas of covered private open space.

(y) 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.

(z) Sub-precinct Plan

Refer section 4.0

(aa) Tidal Works

As defined in the *Coastal Protection and Management Act 1995*.

(ab) Uplift

The increase in development yield or land value arising from the ULDA Development Scheme .

(ac) Urban Design

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



Queensland
Government



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land
development
authority**

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