

Part 3: Fitzgibbon Urban Development Area Development Scheme - Precincts

Precinct 1

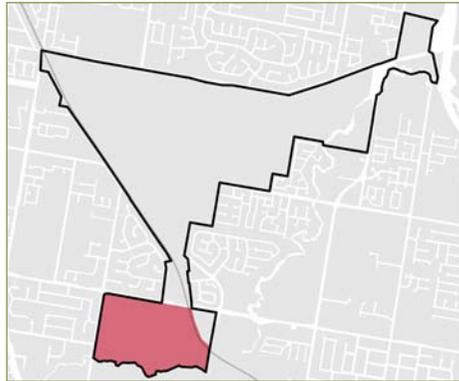


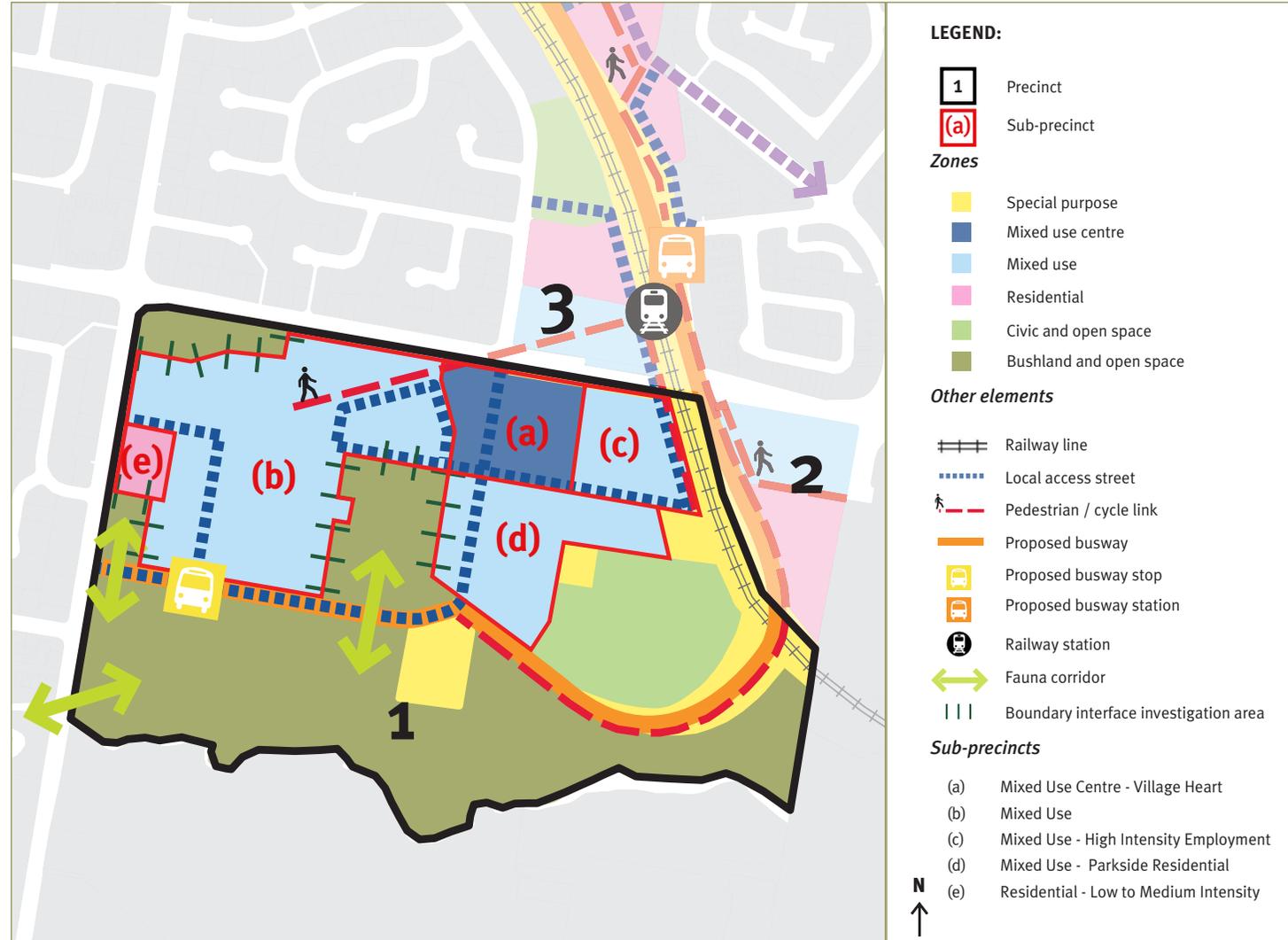
Figure 2: Precinct 1 locality plan

Precinct 1 is divided into five sub-precincts as illustrated in Map 7. The sub-precincts are:

- 1(a) Mixed Use Centre - Village Heart
- 1(b) Mixed Use
- 1(c) Mixed Use - High Intensity Employment
- 1(d) Mixed Use - Parkside Residential
- 1(e) Residential - Low to Medium Intensity

Precinct 1 maps are to be read in conjunction with Fitzgibbon UDA plans and sub-precinct intents, outcomes and preferred land uses.

Map 7: Precinct 1



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Precinct intent

This precinct comprises the major mixed use activity centre in the Fitzgibbon UDA.

It will demonstrate world-class planning, urban design and community development practice in an urban village context, including a mixed use urban village core, significant employment, parkland and informal sporting areas, and areas with significant environmental value.

Residential development within the precinct will provide for a mix of incomes, tenures and price points including affordable rental and owner-occupier housing.

The precinct will:

- ◉ feature the integration of land use and transport
- ◉ emphasise "destination" creation which contributes to public transport efficiency
- ◉ be a centre for economic development and the establishment of knowledge enhanced employment opportunities
- ◉ provide a vibrant mixed use "heart" centred around a traditional "main street" extending south from the intersection of Balcara Avenue and Beams Road
- ◉ provide retail opportunities aimed at servicing the predominantly local catchment that will not unduly compete with other retail centres within a 5km radius

- ◉ 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
- ◉ enable research uses to be continued and/or established
- ◉ retain bushland containing significant environmental values
- ◉ provide a diversity of building forms
- ◉ accommodate a range of community uses and services, including child care.

Infrastructure works and projects such as the proposed Northern Busway, and the future Beams Road Railway Overpass will further stimulate renewal and redevelopment but primarily service a wider catchment than this precinct.

*Precinct outcomes***(a) General**

- ◉ Development occurs in accordance with Map 7.
- ◉ Existing buildings and infrastructure are utilised to their maximum potential.
- ◉ Research uses are continued and/or redeveloped.
- ◉ Re-configuration/relocation of the park and ride facility within Precincts 1 and 3 once the Beams Road overpass is in place with a minimum of 210 car parking spaces maintained.
- ◉ A minimum of 5% of dwellings are available for purchase at or below the median house price in Brisbane.
- ◉ A minimum of 5% of dwellings are available for purchase or rental to low to moderate income households.

(b) Bushland

- ◉ The environmental values contained within the bushland and open space zone are protected and enhanced in accordance with the Fitzgibbon Bushland Management Plan and sporting and recreational uses are developed to support the urban village amenity.
- ◉ Development in bushland and open space areas is limited to construction of water sensitive urban design features, stormwater management features and maintenance of drainage lines, and for pedestrian/cycleways and other small scale park facilities such as tables, seating, and playground equipment in clearly defined locations where such development minimises impacts upon the area's environmental values in accordance with the Fitzgibbon Bushland Management Plan.
- ◉ Bushland and open space corridors and habitat have a strong connection with existing corridors and habitat beyond the UDA, and are maintained across streets and roads within the precinct¹².
- ◉ Development will contribute to the provision of fauna movement infrastructure, e.g. across Dorville Road and the new internal road/proposed busway.

¹² Detailed investigations in the boundary interface investigation areas will determine the precise extent of development in accordance with the criteria of the Fitzgibbon Bushland Management Plan and ensure bushfire management principles are applied.

(c) Access, movement and circulation

(i) General

Within the Carseldine Urban Village priority will be given to public transport, pedestrian and cycle transport modes. This priority needs to be considered in the detailed design of new streets, public connections through new developments and other public spaces.

(ii) Public transport corridors and facilities

Development does not unreasonably constrain the future provision of public transport and does not adversely impact on the function or operation of existing or future public transport corridors, including rail and busway corridors.

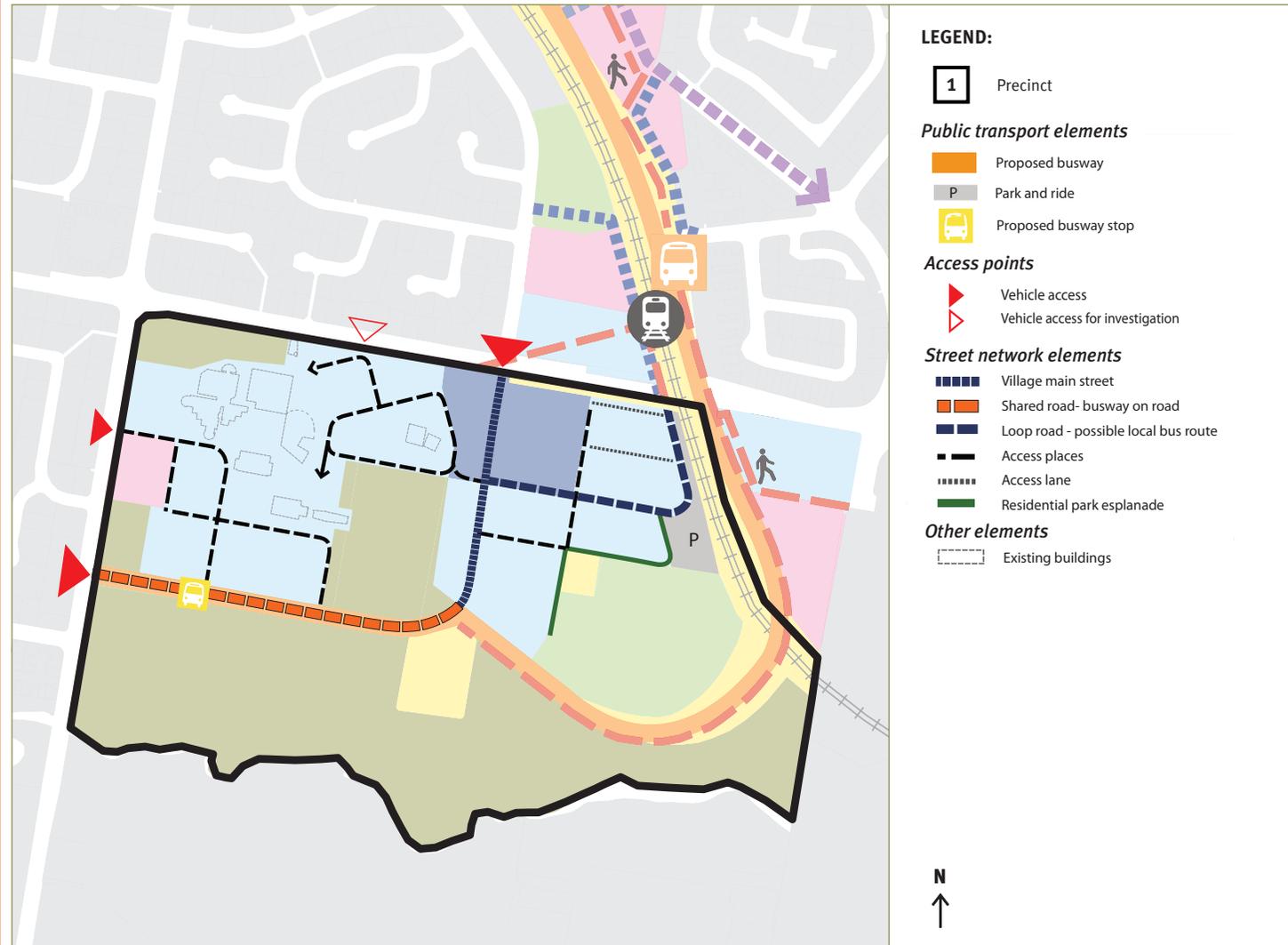
Development provides for the future Northern Busway generally in accordance with Map 7a and is designed in consultation with the Department of Transport and Main Roads.

Sufficient land is set aside for the proposed busway corridor.

Development will provide for transport related facilities including possible relocation of the Carseldine Railway Station park and ride facility to the south of Beams Road following implementation of the Beams Road Overpass.

Development will provide for a broad cross section of user groups and include provision for disabled parking, taxis and maxi taxis adjacent to or in close proximity to public transport facilities and the building entrances

Map 7a: Precinct 1 access, movement and circulation plan



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to significant employment uses, medical centres and supermarkets. Facilities are to be designed in accordance with relevant Australian Standards and the *Disability Discrimination Act 1992*.

(iii) Beams Road Rail Overpass

Development will provide for a future railway overpass on Beams Road and be set back sufficiently considering ultimate road alignments and construction matters.

The Department of Transport and Main Roads and Brisbane City Council are responsible for public transport and major road transport infrastructure proposals which require further detailed investigation, consultation, approvals and funding allocations.

(iv) Vehicular access and movement

Vehicular access into Precinct 1 will be via three access points from surrounding roads, positioned as shown on Map 7a and as follows:

- ▶ Beams Road/ Balcara Ave/ Precinct 1 access to south
- ▶ Dorville Road/ Precinct 1 access/ future Busway route, located approximately in the position of the existing southern access point
- ▶ a left in/left out access onto Dorville Road.

An additional left in/left out only access point from Beams Road to Precinct 1 has been identified for further investigation.

Connection of Precincts 1 and 3 via a new loop road under the Beams Road railway overpass once in place.

Development within the Precinct must contribute to the achievement of new public streets for vehicular, pedestrian and cycle movement to create a network of attractive linkages and spaces, and provide a choice of routes to and from public transport and other major activity nodes within and adjacent to this Precinct.

The street network will comprise of 6 main street types:

- 1 Village Main Street
- 2 Western Access Road/ Shared Busway
- 3 Loop Road
- 4 Access Places
- 5 Access Lanes
- 6 Residential Park Esplanade

The proposed street network and hierarchy provide for required capacity, appropriate vehicle speeds, safe and convenient movement of pedestrians and cyclists and opportunities for Water Sensitive Urban Design (WSUD).

Short-stay on-street carparking will be provided on the majority of street types to provide convenience and visitor parking throughout the Village, reflecting demand arising from adjoining land uses.

The key elements of the street network are described below and shown in illustrative sections in Figure 2a.

1. Village Main Street

Forming one of the main arrivals to the Urban Village, this street is intended to contain the highest concentration of retail and local business uses, public spaces, pedestrian and cycle activity and opportunities for community events.

As a mixed use street it will have a high degree of activity, movement and shared use and will be designed as a slow speed environment with a target speed of no more than 40km/h. On-street cycle lanes and short-stay parking will be provided.

Footpaths will be of a high quality with street trees, landscaping, pedestrian-scale lighting and street furniture and finished in accordance with the relevant standards and guidelines¹³.

This will be a two-way street with a reserve width of 23m to 27m and a central median for significant street trees and WSUD subject to detail traffic studies and design. Within the Mixed Use - Village Heart sub-precinct this street provides opportunities for pedestrian crossing.

Building awnings and footpath street trees will provide shade and shelter and reinforce this street's role as a green spine connecting Beams Road and bushland to the south. The Village Main Street will be a key character element within the Urban Village.

Multiple development access points are not appropriate from the Village Main Street but a shared vehicular access/laneway to service the preferred supermarket location and mid-block access lane and pedestrian link is desirable subject to detailed design investigations.

2. Western Access Road/Shared Busway

This street will be designed to connect the Village Main Street, future Northern Busway and Dorville Road. The connection to Dorville Road will be signalized and a landscape gateway created building upon significant mature vegetation and entry signage.

This will be a two-way street with a reserve width of 23m-27m. Sections of on-street parking may be appropriate where not conflicting with intersections, bus stops or areas where fauna movement is to be supported. A centre median may be considered subject to detailed traffic studies and design.

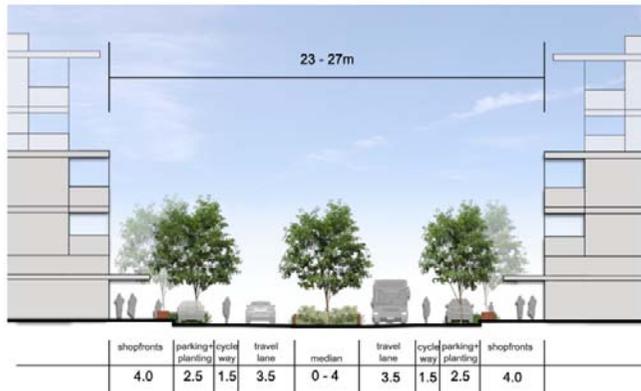
On-street cycle lanes will be provided, along with a set of Busway bus stops one on either side of the road at an appropriate location.

Fauna movement will be provided for across this street at key locations. Integration of fauna movement/poles near the connection to Dorville Road should be considered as an opportunity for integrated public art.

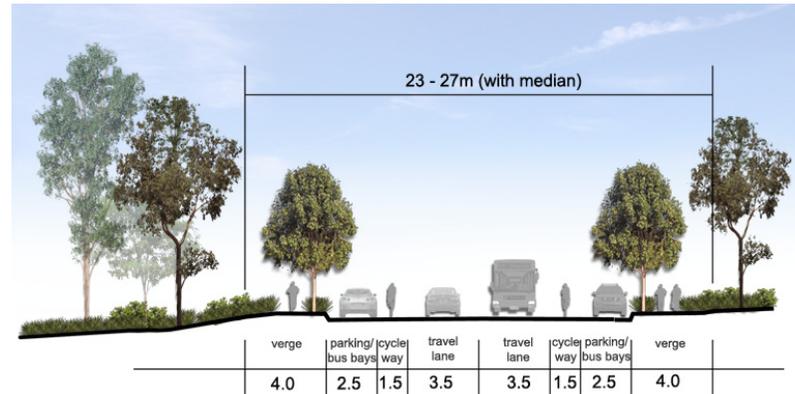
New access place connections from this street to the north are expected but direct additional vehicle access to individual development sites to the north is not envisaged.

¹³ Refer to BCC Brisbane Streetscape Design Guidelines for further information and requirements.

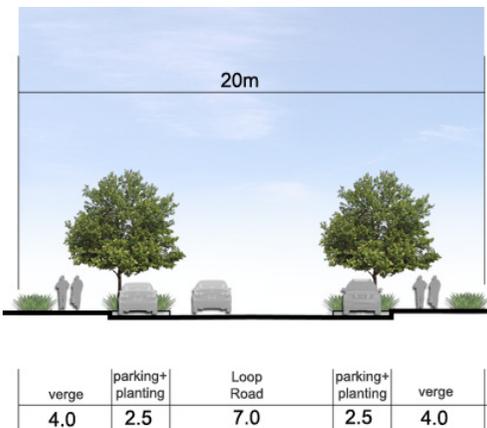
Figure 2a: Illustrative Street Sections¹⁴



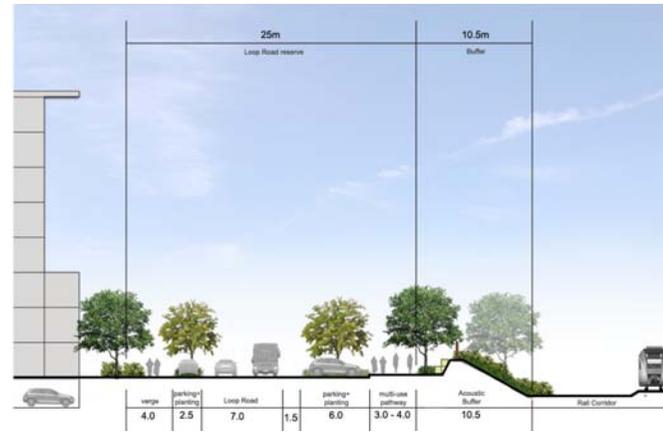
1. Village Main Street



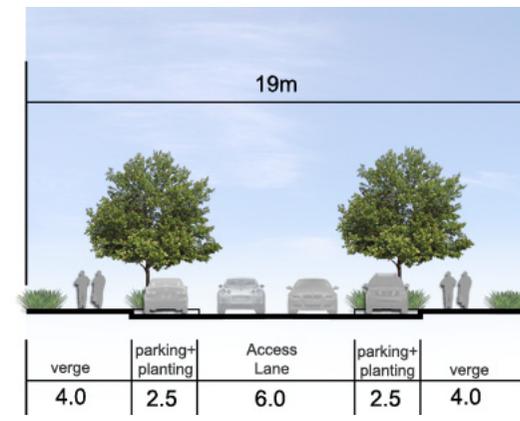
2. Western Access Road / Shared Busway



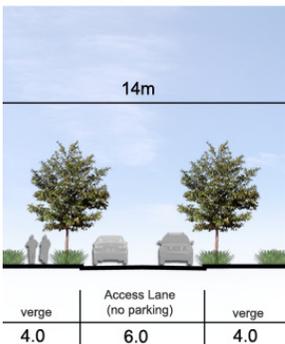
3a. Loop Road



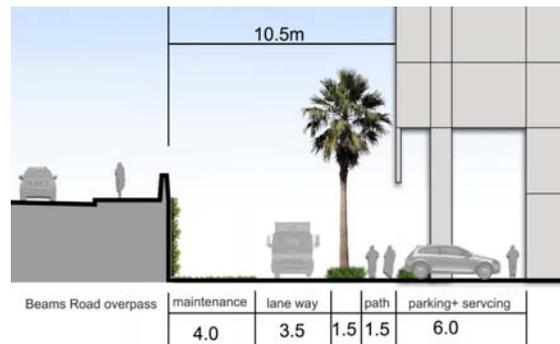
3b. Loop Road / Railway Esplanade



4. Access Place



5. Access Lanes



6. Residential Park Esplanade

¹⁴ Subject to detailed investigations and design.

Access to the QUT Research and Education Facility (SP1) will be provided from this new link to the west of the intersection of this street, the Village Main Street and Northern Busway.

3. Loop Road

The Loop Road provides for internal circulation within Precinct 1 but will also connect Precinct 1 to Precinct 3, and the Carseldine Railway Station and bus interchange within the Urban Village, once the Beams Road Railway Overpass is in place.

The reserve width of the loop road will vary from 20m to 25m where integrated with longer-stay parking for park and ride purposes.

The loop road will provide for local bus access, on-street car parking, pedestrian footpaths on both sides, street trees and landscaping. Street tree plantings will create an avenue effect to contrast with nearby bushland and informal park plantings but utilizing a locally appropriate planting selection. WSUD will be integrated into the design of this street.

As illustrated in Figure 2a Section 3b, continuing parallel to the railway corridor the loop road will service nose-in longer term park and ride.

In this location direct vehicular access to individual sites within the Mixed Use-High Intensity Employment sub-precinct is not supported. These parcels will be serviced

from alternative directions by Access Places or Access Lanes.

An additional area for park and ride facilities will be provided to the south adjoining the local park, informal sports area and community hub. This area will be accessed from the Loop Road and together with spaces along the Loop Road within Precincts 1 and 3 will maintain a total of 210 park and ride spaces.

4. Access Places

Access places will provide standard road reserves and pavement widths with on-street parking, street tree planting, pedestrian pathways and WSUD. They will provide low maintenance, shaded and interconnected streetscapes, with the intention of limited lengths and a slow-speed vehicle environment.

Direct vehicle access to development is expected subject to consideration of traffic design standards and the proximity of other development access points.

5. Access Lanes

The Village's access lanes will provide secondary accessways linking access places to car parking zones, basement parking or loading and servicing zones. With no on-street parking they will be shared zones and provide mid-block connections, improving the permeability and walkability of the Urban Village. Access lanes should be no more than 100m in length with a reserve width of 14m.

6. Residential Park Esplanade

Fronting parkland, the Residential Park Esplanade will be a predominantly residential living street. It will provide extensive frontage to the new local park, informal sports and community hub with provision for adequate short-stay visitor parking to service visitor and park user needs.

It will provide access to both residential buildings and community uses, and as such, will have a high degree of vehicle, pedestrian and cycle usage. The road reserve is to be set following detailed design investigations in parallel with the development of concepts for the parkland area.

Street tree planting, landscaping, pavement treatments and signage will reinforce the function and character of this road as a slow-speed, shared environment with a high degree of activity. Adjoining land uses will require a high degree of architectural control and landscape treatment to support overlooking and maximise vistas for residents.

(v) Pedestrian and cycle movement

The UDA structure plan, transport plan and Precinct 1 plan include a major pedestrian spine linking the Carseldine Railway Station with the Mixed Use - Village Heart and Mixed Use sub-precincts.

Pedestrian and cyclist priority is provided to users accessing the Carseldine Railway Station, including the provision of safe and convenient access under the future Beams

Road railway overpass.

Through Precinct 1, this link will extend across the Village Main Street with a signalized crossing, then continue through a pedestrian plaza addressed by 3 storey development. This link will continue up the slope along the northern side of a new internal access place with buildings providing active frontages, awnings and entries.

The pedestrian plaza spine will be of a high quality with street trees, landscaping, pedestrian-scale lighting and street furniture, and finished in accordance with relevant standards and guidelines¹⁵. Further detailed investigations and concepts for the termination of this axis at the existing buildings within the Mixed Use sub-precinct are required.

In addition to this key link and other pedestrian and cycle movement supported through the street network, on-road cycle lanes and off-road pedestrian and cycle links will be provided as indicated in Map 7b.

Upgrading by other agencies, or external works required for development where involving Beams Road and Dorville Road, should include on-road cycle lanes.

Key off road connections include:

- a shared pathway north-south adjacent and parallel to the railway corridor, ultimately connecting under the Beams Road Railway Overpass to the Carseldine

¹⁵ Refer to BCC Brisbane Streetscape Design Guidelines for further information and requirements.

Railway Station to the north and to Cabbage Tree Creek trails to the south. This pathway will ultimately provide access to relocated park and ride facilities and, as such, should be a high quality pathway with pedestrian-scale lighting and facilities

- ▶ an east-west trail network along the northern edge of Cabbage Tree Creek that connects to Dorville Road in the west, at key locations back to the Western Access Road / Shared Busway to the north and under the railway to the east
- ▶ a shared pathway on the southern side of the Northern Busway link over the railway line to Precinct 2, Golden Place east of the railway and to Precinct 4
- ▶ shared pathways on either side of the Beams Road Railway Overpass
- ▶ shared pathways connecting into the Mixed Use sub-precinct from the surrounding street network and to bus stops in Beams Road and Dorville Road
- ▶ a pedestrian and cycle connection over Cabbage Tree Creek to key activity nodes to the south. This requires further detailed investigation, consultation, approvals and funding allocation in partnership with other State agencies and Brisbane City Council. Locations for further investigations are shown on Map 7b.

Off-road pedestrian and cycle connections should be designed to ensure legible and direct connection of key activity nodes, and

Map 7b: Precinct 1 pedestrian and cycle links plan



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consideration of topography, environmental values, vistas and relative recreation and commuter functions. Pathways will be safe, comfortable and attractive and located and designed applying CPTED principles.

End-of-trip facilities and bicycle storage requirements are outlined in the UDA wide criteria.

(d) Public space and landscaping

(i) General

Map 7c illustrates the network of key public spaces and landscape elements which, along with the street network will form the "building blocks" of the Urban Village.

These spaces will provide for the life of the Village, reflect the green character of the site, include placemaking elements such as public art and provide for community events and gathering.

Public spaces will generally be open and accessible to pedestrian movement 24 hours a day and will be designed considering pedestrian comfort, safety and amenity.

All publicly accessible footpaths and spaces will be designed and constructed in accordance with relevant Australian Standards and Brisbane City Council standards¹⁶.

The public realm within the Urban Village comprises of a number of key elements and

is not limited to public land but may include publicly accessible plazas, green spaces and building forecourts where public access is available 24/7.

Key public spaces within Precinct 1 include:

- the Village Main Street
- pedestrian plaza spine connecting the Carseldine Railway Station, Mixed Use - Village Heart and Mixed Use sub-precincts
- a local park, informal sports area and community hub with an area of approximately 3.6 hectares
- Village greens within the Mixed Use - Village Heart and Mixed Use sub-precincts
- mid block plaza links east-west within the Village Heart.

A description of each key element follows.

(ii) Village Main Street

Refer to the Access, movement and circulation and precinct outcomes section for a description of the Village Main Street.

(iii) Pedestrian plaza spine

The pedestrian plaza spine will play a major role in reinforcing the walkability of the Urban Village and providing a direct and comfortable path between the Carseldine Railway Station and bus interchange, Village Heart and key employment areas.

With plaza areas on either side of the Beams Road intersection, the spine will include

seating, lighting, shade trees, public art and active building frontages to promote activity and comfort. Landscape elements such as pavement treatments and avenue planting will reinforce a strong visual connection along the path, with built form framing the spine at consistent building heights, setbacks and frontages.

Building entries will be located along this spine, with upper level balconies overlooking the public space connection.

(iv) Local park, informal sports and community hub

The local park, informal sports and community hub area will provide a key recreational and open space asset to the future community and surrounding areas. With the ability to accommodate the equivalent of two full-size soccer or rugby fields or one AFL field, it will allow ample area for informal sports activities during the day.

Existing trees will be retained to maintain the existing landscape amenity, and provide a feature setting for uses such as a children's playground, picnic areas or youth spaces.

The detailed design and implementation of this space will be subject to consultation with Brisbane City Council and analysis of the needs of local residents and employees within and directly adjacent to the Urban Village.

An area has been identified as flood-free and suitable for future community purpose buildings.

(v) Village greens

Village greens will open up the fabric of the Urban Village and provide green, informal parkland within core activity areas. Village greens will be public spaces edged and overlooked by buildings with entries and active ground floor uses. High quality landscaping will be provided including feature trees, paving, seating, other furniture and public art elements to reflect the Village's character and sub-tropical design palette.

Village greens will provide the opportunity for low-key usage but also markets, displays or other short-term events.

These spaces may be public or publicly accessible private land with other uses such as car parking below. As such, building line setbacks can be built to the boundary with awnings as appropriate. Public or private utility services may be located within these areas but will be integrated in the detailed design with consideration of service access, safe and maintenance matters.

(vi) Plazas

Plazas will be located at key nodes and directional interchange points such as the intersection of Beams Road and Balcara Avenue. They will generally be an extension of the street network and provide mid-block connections from the Village Main Street to adjoining activity nodes including, the Mixed Use-High Intensity Employment and Mixed Use sub-precincts.

¹⁶ As appropriate BCC Subdivision and Development Guidelines and BCC Brisbane Streetscape Design Guidelines.

Plazas will generally have two street frontages and utilize a similar design to the footpath, with a continuation of paving style, street furniture, material and planting palette and will generally contain higher proportion of hard landscape than the Village greens. Plazas will be well lit with pedestrian scale lighting, street trees and landscaping.

Plazas may be reserved for public purposes or private public spaces with car parking underneath.

(vii) Landscaping

Landscape elements which will contribute to the character of Precinct 1 include:

- ▶ landscape buffers to transport corridors, including the railway and future busway corridors
- ▶ retention and integration of existing mature vegetation in the western portion of the Precinct
- ▶ a centre median within the Village Main Street providing for significant street trees and WSUD whilst maintaining opportunities for pedestrian crossing
- ▶ retention of existing mature vegetation within the local park and informal sports area
- ▶ use of locally significant tree species where appropriate in public space and private development
- ▶ provision of areas for deep planting within development sites
- ▶ revegetation and management of areas to the south of the proposed Northern

Map 7c: Precinct 1 public realm and built form plan



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Busway and Western Access Road to Dorville Road, in accordance with the Fitzgibbon Bushland Management Plan.

(e) Built form

Built form outcomes are directed by Map 5: Fitzgibbon Urban Development Area building heights plan, Map 6: Fitzgibbon Urban Development Area density plan, Map 7c: Precinct 1 public realm and built form plan and key parameters set out in Table 2.

The public realm and built form plan Map 7c sets out the following elements.

- The preferred location for a small supermarket within the Mixed Use - Village Heart sub-precinct.
- Frontages which will have active ground floor uses.
- High quality corner and gateway treatments for the Urban Village.
- High quality built form and landscape edges with building articulation, defined entries, appropriate fences and walls and low maintenance landscaping.
- Edges where development and habitat interfaces must consider bushland management, bushfire risk, lighting and other impacts on fauna.
- Parkland interfaces where adjacent buildings will address and overlook public spaces and provide entries and high quality landscape responses at ground level.

Table 2: Development parameters

Built form parameters	Mixed Use - Village Heart	Mixed Use	Mixed Use - Parkside Residential	Residential - Low to Medium Intensity
Density and intensity	Refer to Map 6: Fitzgibbon Urban Development Area density plan			
Building heights	Refer to Map 5: Fitzgibbon Urban Development Area building heights plan			
Minimum site area	2000m ²	1000m ²	1000m ²	n/a
Maximum site cover	70%	60%	40%	40%
Minimum communal open space*	20% site area for residential uses	20% site area for residential uses	20% site area	20% site area
Maximum building length	60 metres (to Village Main Street)	60 metres	50 metres	50 metres
Minimum ceiling heights	3.3m at ground level (to allow flexible use)	3.3m at ground level (to allow flexible use)	n/a	n/a
Preferred carparking configuration	Supermarket- Designated carpark Retail- On-site or shared car parking Commercial or Residential- Basement or semi-basement (carpark not-permitted on Village Main Street Frontage)	Commercial- On-site within building footprint Retail- On-site and on-street combined Residential - Basement or semi-basement	Residential- Basement or semi-basement On-site visitor parking at ground level or in close proximity to main building entry	Residential- On-site within building footprint On-site visitor parking at ground level or in close proximity to main building entry
Carparking rates	Refer to Table 1: Car parking rates			
Minimum boundary setbacks				
- primary street (ground) (levels 2-3)	0 metres	2- 4 metres	2-4 metres	2-4 metres
(levels 3+)	0-4 metres	2- 4 metres	2-4 metres	2-4 metres
- side	4-6 metres	2-6 metres	2-4 metres	2-4 metres
- rear	0 metres	6 metres	6 metres	6 metres
	0 metres	6 metres	6 metres	6 metres
Minimum building separation				
levels 0-3	12 metres	12 metres	12 metres	12 metres
levels 3+	18 metres	18 metres	18 metres	18 metres

*Communal open space requirements may be varied considering nearby public space opportunities and private open space provision.

- Development interfaces with infrastructure which must balance amenity impacts, sub-tropical design and CPTED.

Semi-basements may be used to reduce required earthworks or where fill is required for flood immunity, provided that site access and floor levels comply with relevant standards¹⁷. Landscaping, screening or mounding will be used to improve streetscape amenity, whilst allowing for natural ventilation.

Ground level sleeved parking is generally not appropriate except where superior design and development outcomes are provided.

(f) Sustainability

Sustainability measures are to be developed at the precinct wide and individual development scale in consultation with the ULDA.

(i) General

General sustainability initiatives should relate to subdivision layout, bushland protection and rehabilitation, water management, energy use, materials and construction management.

Precinct layout, land uses, movement networks, public spaces and built form responses will support the achievement of a walkable self-contained neighbourhood.

Significant bushland and waterway corridors are protected and detailed planning and design complies with the relevant standards and guidelines¹⁸.

Subdivision will provide for good north-south orientation for the majority of possible sites and building footprints.

Development of the Urban Village is to demonstrate best practice Integrated Water Cycle Management and Water Sensitive Urban Design (WSUD). This may include but not be limited to the following:

- roadside or median bio-retention pods at regular intervals to treat road runoff
- public space stormwater harvesting with reuse in key public spaces subject to

¹⁷ Development to comply with BCC Subdivision and Development Guidelines regarding flood immunity

¹⁸ Refer to Fitzgibbon Bushland Management Plan.

detailed planing and consultation with Brisbane City Council and user groups

- waterway remediation and erosion control.

Greenwalls and landscaping should be considered as part of key infrastructure projects.

Responsible material usage, including reuse of materials, recycled materials and consideration of the life cycle environmental costs of material, will be required.

(ii) Individual development/ building requirements

New buildings within the UDA will be required to demonstrate best practice in sustainability¹⁹.

Particular requirements in relation to key elements such as water, energy, transport and landscaping within Precinct 1 of the Urban Village are as follows.

- Development within the Urban Village demonstrates best practice Integrated Water Cycle Management, WSUD and encourage inclusion of water efficient appliances.
- The overall target is to achieve a 50% reduction in non-potable water demand across the Urban Village. Refer to detailed studies and technical best practice guidelines²⁰.

¹⁹ Development achieves a 5 star design rating under the applicable Green Building Council of Australia Green Star rating tool, or another recognised equivalent.

²⁰ Refer to the Carseldine Flooding and Stormwater Management Plan for further detail.

- Development provides a lot/development based water plan which addresses non-potable water demand and reuse and stormwater quality management.
- Alternative energy sources should be considered for residential and commercial buildings subject to consultation with the ULDA.

Significant employment developments will apply TravelSmart principles to prepare Business and Employee Travel Plans. Preparation, implementation and monitoring of required travel plans should include support for public and active transport modes, telecommuting, flexible workplace options, car pooling and business travel practices.

Development and buildings will consider implementation of green walls or roofs, such as on the roof of the small supermarket or servicing and loading areas or within mixed use developments, to provide communal open spaces above street level if residential uses are included.

Precinct 1 - Sub-precincts

Sub-precinct 1(a): Mixed Use Centre - Village Heart

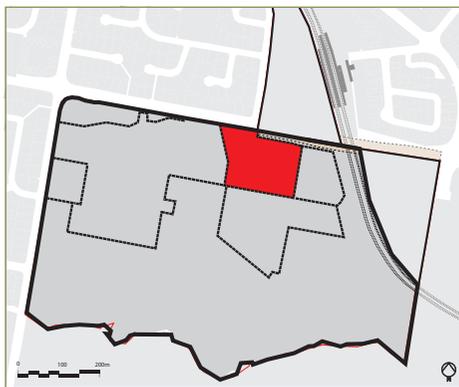


Figure 2b: Sub-precinct 1(a) locality plan

Sub-precinct intent

This sub-precinct will be the focal point for the Urban Village with the greatest mix of uses including retail, local professional services, commercial offices and residential uses supporting the highest level of activity.

Buildings will be 3 to 5 storeys in height and address the street and proposed village green space with active ground floor uses, continuous awnings and a high level of pedestrian amenity. At levels above the street, this sub-precinct can incorporate a variety of commercial and residential uses.

The Village Main Street will be a slow-speed environment with short-stay on-street car parking. Visitor parking, loading and

servicing will be provided within each development site.

Sub-precinct outcomes

- A vibrant Village Main Street is established with high quality pedestrian spaces, active building frontages and a slow-speed environment.
- Development complies with UDA and Precinct Maps, and Table 2: Carseldine Urban Village development parameters.
- Development is set back from Beams Road as required for future road widenings and the Beams Road Railway Overpass.
- Development contributes to the role of this sub-precinct as the primary pedestrian gateway to the Urban Village with high quality architectural and landscape corners and frontages.
- Retail uses are limited to a total maximum of 7,000m² within this sub-precinct and primarily service the local residential and employment catchment.
- A small supermarket sleeved by other uses is located at ground level in the preferred location indicated on Map 7c, can be conveniently accessed and does not exceed 1,500m² GFA.
- A centrally located village green space is created with active edges, northern aspect and supporting landscape and furniture elements.

- Development supports priority pedestrian connections to public transport hubs and adjacent local facilities, such as the child care centre and residential areas.
- Residential balconies overlook the main street and key public spaces.
- Basement or semi-basement parking is provided for mixed use buildings.
- Ground floor/ at-grade parking for retail uses may be provided in shared facilities not fronting the village main street but conveniently accessible, identifiable and signed for short-term use.
- Footpaths are of a high quality with street trees, landscaping, pedestrian-scale lighting and street furniture, and finished in accordance with the appropriate standards and guidelines²¹.
- Service and loading areas are appropriately detailed and screened adjoining development and when viewed from Beams Road.
- Development is flood free and results in no worsening of flood levels in other areas²².

Sub-precinct preferred land uses

- Retail uses - Shops servicing the local catchment (e.g. newsagent, bakery, deli, fruit and veg)
- Retail uses - Small supermarket (maximum 1,500m² GFA) or shopping centre with supermarket and local shops
- Residential uses on upper levels not ground level
- Commercial uses - Local professional services on ground level where public usage and maximum accessibility is expected or required (e.g. sales office, medical or community services)
- Commercial uses - Offices on upper levels not ground level

²¹ Refer to the BCC Brisbane Streetscape Design Guidelines.

²² Development within this precinct is flood free in accordance with the ULDA guideline addressing the protection of development from flood and storm tide inundation and meets standards set out in the Brisbane City Council Subdivision and Development Guidelines. Development also demonstrates no off-site impacts in accordance with the Fitzgibbon UDA Flood and Stormwater Management Report and Carseldine Urban Village Flooding and Stormwater Management Plan.

Sub-precinct 1(b): Mixed Use

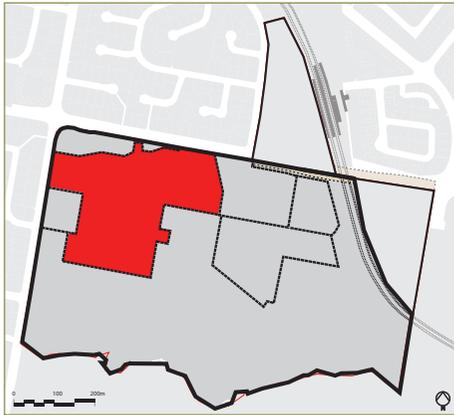


Figure 2c: Sub-precinct 1(b) locality plan

Sub-precinct intent

The Mixed Use sub-precinct will contain significant employment and provides for the re-use of existing buildings and new buildings for a range of uses including small to large offices with supporting and associated services.

Buildings up to 5 storeys will be permitted stepping down to 3 storeys on the Dorville Road frontage and to Beams Road.

Redevelopment will support the integration of existing buildings into the fabric of the Urban Village with new public streets, strong pedestrian and cycle links, public accessibility and community use.

This sub-precinct will be strongly connected to public transport nodes including the Carseldine Railway Station/bus interchange and proposed Busway stop to the south.

Existing car parking may be relocated closer to buildings to create new opportunities within this sub-precinct for mixed uses as redevelopment occurs. Car parking is provided at rates appropriate to the nature of the uses proposed at the time of development, considering the frequency and availability of public transport services.

The Mixed Use sub-precinct contains an existing child care centre. Should this use cease or be relocated redevelopment for mixed use purposes is appropriate.

Sub-precinct outcomes

- ◉ Existing buildings are reused or redeveloped and opportunities for new development provided.
- ◉ Development complies with UDA and Precinct Maps and Table 2: Development parameters.
- ◉ Mixed uses are supported including commercial, retail, service, community and research and technology.
- ◉ Retail uses are limited to a total maximum of 1,000m² GFA in this sub-precinct.
- ◉ Retail uses are located to activate key entries, pedestrian links and public spaces.

- ◉ Existing mature vegetation is retained along the Beams Road frontage where possible.
- ◉ Development is set back 10 metres from Dorville Road to provide for retention and rehabilitation of significant vegetation and additional planting with appropriate species to create a vegetated landscape buffer.
- ◉ Building footprints and surface parking are minimized to provide for the retention of mature trees and connection of the canopy for fauna movement.
- ◉ Development involving vegetation clearing is required to address the Fitzgibbon Bushland Management Plan and contribute to replacement and rehabilitation strategies.
- ◉ The existing central green space is maintained and strong pedestrian links extended to existing and future transport hubs and stops.
- ◉ Esplanade edges are created to bushland and open space zones where possible and detailed design considers fauna, bushfire and CPTED principles.²³
- ◉ Development considers boundary investigation areas and develops appropriate interfaces considering fauna, bushfire and CPTED principles.
- ◉ Development in this sub-precinct will support the establishment of strong safe pedestrian links to the Carseldine Railway Station, existing adjoining bus stops in Dorville Road and to the proposed Busway stop on the new access road from Dorville Road.
- ◉ Footpaths are of a high quality with street trees, landscaping, pedestrian-scale lighting and street furniture, and are finished in accordance with relevant standards and guidelines²⁴.
- ◉ Lighting minimizes spill to adjoining bushland and open space areas.
- ◉ Access points are generally in accordance with Map 7a.
- ◉ New internal roads provide for accessibility within the Urban Village and connection to key activities.
- ◉ Car parking is provided considering proposed uses, public transport services and employee travel planning in accordance with Table 1: Car parking rates.
- ◉ Sufficient parking is provided and maintained for the child care centre during development and operation phases.
- ◉ Car parking is sleeved to the primary access frontages.
- ◉ Buildings provide active frontages, awnings and entries on the pedestrian plaza spine to and from the Carseldine Railway station and future busway stop

²³ Refer to the Fitzgibbon Bushland Management Plan and State Planning Policy 1/03: Mitigating the adverse impacts of Flood, Bushfire and Landslide

²⁴ Refer to the BCC Brisbane Streetscape Design Guidelines

to the south of this sub-precinct.

- ▶ Buildings respect the land form and minimize cut/fill and maintain direct pedestrian connection from the public footpath to active ground floor uses.
- ▶ Development provides an appropriate interface with the child care centre including heights of buildings immediately adjoining and appropriate screening.
- ▶ Development applies total water cycle management and water sensitive urban design principles.
- ▶ Development considers alternative energy sources, energy use minimization and monitoring strategies.
- ▶ Best practice CPTED principles are applied to re-use and new development.

Sub-precinct preferred land uses

- ▶ Commercial uses - Offices
- ▶ Retail uses - Small-scale food premises or shops not exceeding 1,000m² within this sub-precinct (e.g. cafe, computer or printing services)
- ▶ Service, community and other uses - including child care centre, community facility and educational establishment
- ▶ Research and technology facilities
- ▶ Indoor sport and recreation (e.g. gym)

Sub-precinct 1(c): Mixed Use - High Intensity Employment

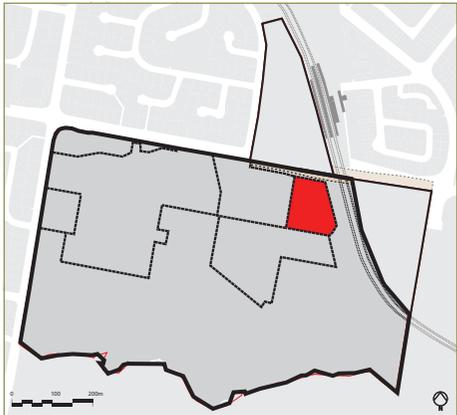


Figure 2d: Sub-precinct 1(c) locality plan

Sub-precinct intent

This sub-precinct will provide for the highest intensity of commercial office uses with larger floor plates and basement parking. It has high exposure to Beams Road and the railway and is in close proximity to the Carseldine Railway Station and future busway station/interchange hub.

This sub-precinct's prominent position and building heights of up to 8 storeys will require feature architectural responses, to reflect its gateway presence and to address the future Beams Road Railway Overpass elevations.

Sub-precinct outcomes

- ▶ Development complies with UDA and Precinct Maps and Table 2: Development parameters.
- ▶ Basement car parking is preferred but a small area of visitor parking at ground may be appropriate.
- ▶ At ground level buildings contribute to a positive public realm which is accessible 24/7 and designed considering public accessibility and CPTED principles.
- ▶ Building design considers sustainability and best practice urban design principles.
- ▶ 10% of the site area is established for deep planting with mature tree stock.
- ▶ Architectural treatment is given to facades and podiums.
- ▶ Consideration is given to the interface with adjoining Mixed Use - Residential Parkside sub-precinct to the south.
- ▶ Development is flood free and results in no worsening of flood levels in other areas²⁵.

²⁵ Development within this precinct is flood free in accordance with the ULDA guideline addressing the protection of development from flood and storm tide inundation and meets standards set out in the BCC Subdivision and Development Guidelines. Development also demonstrates no off site impacts in accordance with the Fitzgibbon UDA Flood and Stormwater Management Report and Carseldine Urban Village Flooding and Stormwater Management Plan.

- ▶ Development provides a positive interface to the loop road and infrastructure considering CPTED, street level and footpath detailing.
- Sub-precinct preferred land uses*
- ▶ Commercial uses - Large scale offices
 - ▶ Retail uses - Small-scale ancillary uses such as food premises or shop at ground floor (e.g. cafe, computer or printing services)
 - ▶ Research and technology facilities
 - ▶ Indoor sport and recreation (e.g. gym)

Sub-precinct 1(d): Mixed Use - Parkside Residential

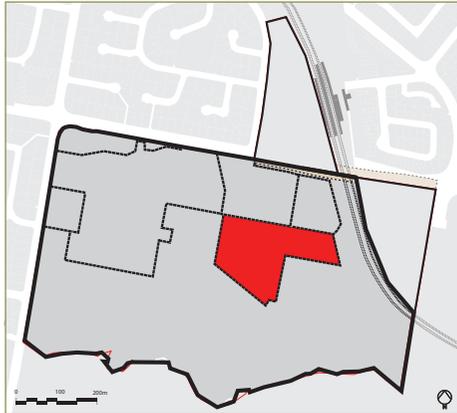


Figure 2e: Sub-precinct 1(d) locality plan

Sub-precinct intent

This sub-precinct provides for high intensity residential use up to 8 storeys in height. Development will provide a diversity of housing types and building forms including affordable housing.

Residential amenity will be enhanced with views to adjacent bushland and open space areas.

A high level of architectural and landscape detail will be required to create an interesting and varied skyline, and streetscape when viewed from adjoining open spaces and sub-precincts.

Variation in heights and building forms will be encouraged along with best practice subtropical design.

Sub-precinct outcomes

- ◉ Uses are predominantly residential, with a diversity of dwelling types, pricing and forms.
- ◉ Non-residential uses may be provided where ancillary or minor in nature, and not considered to impact on the residential amenity of this sub-precinct.
- ◉ Development in accordance with UDA and Precinct Maps and Table 2: Development parameters.
- ◉ A mix of dwelling types and building forms within one development is encouraged.
- ◉ Lot and building orientation maximize passive design responses.
- ◉ Buildings are aligned parallel to streets and park frontages and incorporate balconies and windows that overlook these spaces.
- ◉ Buildings provide definition to corners and appropriate variation to distinguish entries.
- ◉ 20% of lot areas are developed for communal open space, of which 50% is for deep planting with mature tree stock.
- ◉ Communal open space is generally located on the northern side of sites.

- ◉ Where private ground floor open space is to be provided for individual dwellings within a development, communal open space requirements may be varied.
- ◉ Car parking is basement, semi-basement or sleeved with development.
- ◉ Interfaces with adjoining transport corridors consider noise, CPTED and residential amenity to achieve a positive interface.
- ◉ Development is flood free and results in no worsening of flood levels in other areas²⁶.

Sub-precinct preferred land uses

- ◉ Residential uses
- ◉ Commercial uses - Home based business, sales office and display home
- ◉ Retail uses - Small-scale local uses where located on a corner or adjacent to the local park, informal sports and community hub

²⁶ Development within this precinct is flood free in accordance with the ULDA guideline addressing the protection of development from flood and storm tide inundation and meets standards set out in the BCC Subdivision and Development Guidelines. Development also demonstrates no off site impacts in accordance with the Fitzgibbon UDA Flood and Stormwater Management Report and Carseldine Urban Village Flooding and Stormwater Management Plan.

Sub-precinct 1(e): Residential - Low to Medium Intensity

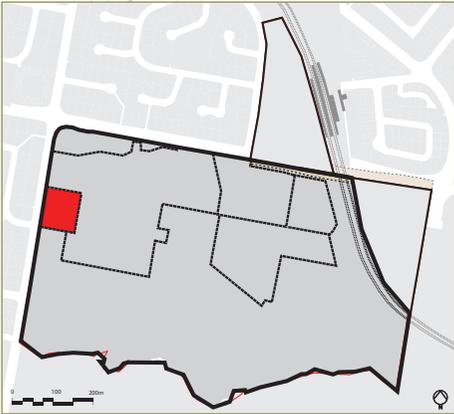


Figure 2f: Sub-precinct 1(e) locality plan

Sub-precinct intent

This sub-precinct provides an area of low to medium intensity residential on the Dorville Road frontage as an appropriate interface to existing residential areas to the west and transition to the Mixed Use sub-precinct.

Site planning and detail design will ensure existing vegetation is retained on the Dorville Road frontage, and in pockets, to achieve north-south connection of the tree canopy within new road reserves.

Sub-precinct outcomes

- ▶ Uses are residential, with a diversity of housing types, tenures and building forms.
- ▶ Building heights are limited to a maximum of 3 storeys.
- ▶ Development is in accordance with UDA and Precinct Maps and Table 2: Development parameters.
- ▶ Buildings are aligned parallel to streets and park frontages and incorporate balconies and windows that overlook these spaces.
- ▶ Buildings provide definition to corners and appropriate variation to distinguish entries.
- ▶ Development is set back 10 metres from Dorville Road to provide for retention and rehabilitation of significant vegetation and additional planting with appropriate species to create a vegetated landscape buffer.
- ▶ Mature trees are retained within road reserves and between buildings.
- ▶ Development involving vegetation clearing is required to address the Fitzgibbon Bushland Management Plan and contribute to replacement and rehabilitation strategies.
- ▶ 20% of lot areas are developed for communal open space with deep planting with mature tree stock and/or tree retention.

- ▶ Where private ground floor open space is provided for individual dwellings within a development, communal open space requirements may be varied.

Sub-precinct preferred land uses

- ▶ Residential uses
- ▶ Commercial uses - Home based business, sales office and display home

Precinct 1: Level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development		
		Column 3A Permissible development	Column 3B Prohibited development	
<p>All development specified in Schedule 1.</p> <p>In all zones except for the bushland and open space zone, material change of use for:</p> <ul style="list-style-type: none"> park. <p>In the mixed use centre zone material change of use for:</p> <ul style="list-style-type: none"> sales office and display home home based business. <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>Material change of use for an environmentally relevant activity for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 2008</i>.</p>	<p>All other development not specified in Column 1, Column 2 or Column 3B.</p>	<p>In the mixed use centre and mixed use zone material change of use for:</p> <ul style="list-style-type: none"> industrial uses (except for service industry and research and technology facility) retail uses (except for food premises, garden centre, hardware and trade supplies, market, shop, shopping centre and showroom) rural uses service, community and other uses (except for car park, child care centre, community facility, educational establishment, emergency services, place of assembly, environmentally relevant activities and utility installation). <p>In the residential zone, material change of use for:</p> <ul style="list-style-type: none"> commercial uses (except for home based business and sales office and display home) industrial uses retail uses (except for food premises and shop) rural uses service, community and other uses (except for child care centre, community facility and environmentally relevant activities) sport, recreation and entertainment uses (except for park) tourism uses. 	<p>In the special purpose (research and educational purposes) zone material change of use for:</p> <ul style="list-style-type: none"> commercial uses (except office) industrial uses (except research and technology facility) residential uses retail uses rural uses service, community and other uses (except for educational establishment, environmentally relevant activities and utility installation). sport, recreation and entertainment uses (except for indoor sport and recreation, outdoor sport and recreation and park). tourism uses.

Precinct 1: Level of assessment table (continued)

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 the bushland and open space zone, material change of use for:</p> <ul style="list-style-type: none"> ◦ commercial uses ◦ industrial uses ◦ residential uses ◦ retail uses ◦ rural uses ◦ service, community and other uses (except for car park, environmentally relevant activities and utility installation) ◦ sport, recreation and entertainment uses (except for park) ◦ tourism uses. <p>In the civic and open space zone, material change of use for:</p> <ul style="list-style-type: none"> ◦ commercial uses ◦ residential uses ◦ industrial uses ◦ retail uses ◦ rural uses ◦ service, community and other uses (except for car park, community facility, environmentally relevant activities and utility installation) ◦ tourism uses.
			<p>In the special purpose (community facilities) zone material change of use for:</p> <ul style="list-style-type: none"> ◦ commercial uses (except for office) ◦ industrial uses ◦ retail uses (except for food premises, market and shop) ◦ rural uses ◦ service, community and other uses (except for car park, child care centre, community facility, educational establishment, emergency services, place of assembly, environmentally relevant activities and utility installation). ◦ tourism uses. <p>In the special purpose (transport corridor) and special purpose (transport related facilities) zone, material change of use for:</p> <ul style="list-style-type: none"> ◦ commercial uses ◦ industrial uses ◦ residential uses ◦ retail uses ◦ rural uses ◦ service, community and other uses (except for car park, environmentally relevant activities and utility installation) ◦ sport, recreation and entertainment uses (except for park) ◦ tourism uses.