

## Draft Acacia Ridge/Archerfield Neighbourhood Plan

### 1 Introduction

This Neighbourhood Plan contains specific additional local planning requirements. Where it conflicts with the requirements of the City Plan, this Neighbourhood Plan prevails.

In using this Neighbourhood Plan, reference should also be made to Section 1.1 – Using a Neighbourhood Plan at the front of this chapter.

The Acacia Ridge / Archerfield Neighbourhood Plan is comprised of a number of distinctive established areas of industrial uses and residential communities. The industrial uses include a variety of manufacturing, transport, light aircraft and commercial airport operations and technical and trades training employment opportunities of regional significance. Established residential areas consist of households with a strong emphasis on affordable homes, accessible parks and a strong community character.

The intent of the Neighbourhood Plans is to provide planning provisions that:

- support the continuing significance of this employment and transport hub within the region and
- improve housing choice and diversity in well located and serviced locations.

This Neighbourhood Plan reflects community values identified in the neighbourhood planning engagement program for the Acacia Ridge / Archerfield Neighbourhood Plan area. The associated Enhancement Program (see Appendix 4), is a non-statutory supporting document, that outlines Council actions to support the intent of this plan.

### 2 Elements

Refer to Section 4.2 – Elements, at the front of the Local Plans for Outer Suburbs section of this Chapter, for general guidance on the intent for the different elements of the Neighbourhood Plan as indicated on *Map A—Precinct Plan, Map B—Development Intent Concept Plan and Map C Access and Specific Intent*. The following text provides locally relevant information that is to be considered in addition to the general requirements for Local Plans for Outer Suburbs.

### 3 Development Principles

#### 3.1 Industry

The area supports a major industrial and freight transport node of city-wide and regional significance that provides a broad range of industrial and transport employment.

Business and services that support industry are located as either ancillary office uses in established industry areas or in identified Centre precincts. The location of business and support services for industrial and transport activities within dedicated Residential Areas will not be supported.

#### 3.2 Airport

Archerfield Airport provides a focus for light aircraft and commercial aircraft activities, (including but not limited to private and commercial flights, pilot training and aircraft servicing).

#### 3.3 Queensland Government Strategic Sites

There are significant parcels of land, (identified on Maps A & B) that are owned by the Queensland Government. Development of these strategic sites has potential to affect the function, connectivity and amenity of adjoining industrial, residential, educational and commercial land uses.

When implementing any expansion or changes to development on these strategic sites, the Queensland Government is encouraged to:

- ensure that the activities and site design integrate with surrounding development, particularly with existing centres and public transport nodes
- avoid adverse impacts on adjoining land uses and the environment

#### 3.4 Centres

Centres are located throughout the area providing a range of retail, business services, community facilities and services, and access to public transport, depending on their location and purpose within the city-wide Centres strategy. The Neighbourhood Plan articulates the desired outcomes for specific Centres.

#### 3.5 Residential

The Neighbourhood Plan area includes residential precincts that provide a range of accommodation types. Development in residential areas shall support housing choice and accessible accommodation options.

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There are a number of residential areas in proximity to established industry. This plan supports the continuing operation of industrial uses in established industrial areas. Any proposal to increase residential density (e.g. multi-unit dwellings or small lot subdivision) close to existing industrial areas will incorporate measures to protect future residents from the impacts of the industry. Specific guidance for residential precincts in Archerfield are provided in 4.2 and 4.3.

### 3.6 Industry Areas Close to Sensitive Receiving Environments

Industry and residential areas are closely associated in several areas. Residential areas in particular are sensitive to impacts from a range of industrial processes and activities. Industries in close proximity to sensitive receiving environments, such as residential land (refer Map C), must mitigate their impacts upon residents in terms of air quality, noise, traffic, car parking, hours of external site operations and visual intrusion.

### 3.7 Access and Mobility Choice

A network of pedestrian and cycle routes (refer Map C) are indicated as the principal routes to facilitate connectivity across the district providing opportunity for residents and employees to access retail and commercial services, public transport, education and recreation facilities.

The network of roads identified in the City Plan Strategic road network is identified in this plan (refer Map C) to facilitate freight and residential movement within the district and adjoining areas.

If passenger rail routes are developed in conjunction with the existing freight rail corridor the Queensland Government is encouraged to consider a new public transport link in proximity to Wellington and Rooke Streets as indicated on Map C. The indicative public transport link location would provide access to the suburban centre and the technical and trades training facility.

### 3.8 Heritage Places,

Heritage Place, as listed in Appendix 2, contribute to the cultural heritage and character of the Acacia Ridge area and will be protected.

Council encourages the protection of historically significant buildings in Precinct 4.1 – Archerfield Airport Precinct.

### 3.9 Waterway Corridors

Waterway corridors (refer Map C) include a variety of natural creeks and man-made drains that feed into the major creek systems, including:

- Oxley Creek that adjoins the Acacia Ridge/Archerfield Neighbourhood Plan to the west;
- Archerfield Drain and Stable Swamp Creek; and
- Shelley's Creek.

Waterway corridors are important for water flow management as well as maintaining riparian and wetland vegetation and are therefore considered not suitable for development. Waterway corridors include privately and publicly owned land.

Riparian vegetation in the waterway corridors must be protected and, where possible, enhanced to improve the quality of water entering creeks, to maintain habitat refuge and fauna movement and to enhance the landscape values of the creeks.

Proposals in proximity to wetlands outside the waterway corridors must have regard to the effects that stormwater run-off can have on the water quality and hydraulic regime (particularly seasonal characteristics) of the wetland. Development must ensure that the wetlands are linked to other habitat areas to ensure that the wetland does not become isolated from adjoining native vegetation or habitat areas.

### 3.10 Sports Parks and Community Facilities

Mortimer Road Park and C.A. O'Sullivan Park will be developed as the principal recreation and community nodes within the Neighbourhood Plan area.

Mortimer Road Park will be developed as a district park catering for active and informal sports and recreation purposes. Development of C.A. O'Sullivan Park will capitalise on the co-location of community facilities and proximity to the Elizabeth Street centre. Development of these parks will be connected to surrounding residential areas by pedestrian and cycle networks.

A network of existing local parks supports informal and active recreation at a variety of locations identified on Map B and C.

## **4 Precinct Intents**

*Map A—Precincts* indicates the location of precincts that are outlined in this section. The precincts identify preferred land uses and detail possible constraints or opportunities.

### **4.1 Archerfield Airport Precinct**

## Draft Statutory Plan – Acacia Ridge / Archerfield 2009 – Response to Submissions

This precinct acknowledges the operation of the Archerfield Airport, and related aviation activities and services. The airport is within an industrial and transport services corridor of regional significance. Future industrial development that has a nexus with and supports the function of the airport and surrounding industrial / transport services corridor is supported.

The Airport is privately operated under an agreement with the Commonwealth Government and the site is regulated by federal legislation. The Archerfield Airport Corporation is encouraged to achieve the following principles in any redevelopment of the precinct:

- appropriate road layout, vehicular access and manoeuvring,
- adequate car parking,
- appropriate building heights and setbacks,
- landscape and acoustic buffering to residential land south of Mortimer Road,
- protection of habitat areas, wetlands and ecological and waterway corridors of the Oxley Creek catchment,
- access to public transport.

The Archerfield Airport Corporation is encouraged to protect buildings of heritage significance, including God's Acre Cemetery, Archerfield Airport Administration Building and noted Hangers.

### Special Intent Precincts

#### 4.2 - Archerfield North Precinct (Granard Road)

This precinct incorporates existing residential uses to the south of Granard Road that contributes to affordable housing in the district. The established residential area is presently embedded within an industrial area that has developed over the past 20 years, resulting in adverse amenity impacts on residential land. During the life of this plan, increases in the value of industrial land compared to residential may result in pressure for industrial uses attempting to locate in residential areas. In this case, the adjacent industrial land uses creates a continuing implied demand on this residential precinct.

Detached House (residential uses) south of Granard Road shall remain the sole supported form of development. However, the application of the Integrated Planning Act 1997 allows development proposals for non-residential development to be made to Council, which must be assessed on their merits. In order to deliver on Council's commitment to retaining residential uses in this precinct a plan must establish the reasons for

preferring one land use and respond to how alternative land uses will be considered.

In response, Council states that residential uses shall be the sole preferred land use. Industrial uses are not supported until a defined amalgamation of land within the precinct can be achieved. The purpose of stating a defined amalgamation is to ensure that the residential uses remain the primary outcome for the life of the plan. Any alternative patterns of amalgamated sites smaller than those described in Map D are likely to lead to unacceptable amenity outcomes and are therefore not supported.

The defined amalgamation states how progressive infill by industrial development south of Granard Road must occur: on amalgamated sites A, B or C in Map D, in accordance with a Council approved structure plan that is sequenced, coordinated, and in accordance with Map D. Development must not result in isolated groups of residential lots. Any transition from residential to industry is in an orderly manner and does not compromise residential amenity. Appropriate infrastructure and services must be provided.

Industrial activities adjoining the low-density residential area must minimise their impacts on existing residential properties in terms of air quality, noise, traffic, car parking, hours of external site operations and visual intrusion.

Multi-unit dwellings, child care facilities, educational and health activities are not appropriate for this precinct.

#### 4.3 - Archerfield East Precinct (Desgrand Street)

This precinct incorporates existing industrial activities and residential uses in and adjoining Desgrand Street that contribute to affordable housing in the district. The established residential area is presently embedded within an industrial area that has developed over the past 20 years, resulting in adverse amenity impacts on residential land. During the life of this plan, increases in the value of industrial land compared to residential may result in pressure for industrial uses attempting to locate in residential land.

(a) Detached House (residential uses) in Desgrand Street shall remain the sole supported form of development. However, the application of the Integrated Planning Act 1997 allows development proposals for non-residential development to be made to Council, which must be assessed on their merits. In order to deliver on Council's commitment to retaining residential uses in this precinct a plan must establish the reasons for

preferring one land use and respond to how alternative land uses will be considered.

In this case, the adjacent industrial land uses creates a continuing implied demand on this residential precinct. In response, Council states that only residential uses shall be the sole preferred land use. Industrial uses are not supported until a defined amalgamation of land within the precinct can be achieved. The purpose of stating a defined amalgamation is to ensure that the residential uses remain the primary outcome for the life of the plan. Any alternative patterns of amalgamated sites smaller than those described in Map E are likely to lead to unacceptable amenity outcomes and are therefore not supported.

The defined amalgamation states how progressive infill by industrial development in Desgrand Street must occur: on amalgamated sites A or B in Map E, in accordance with a Council approved structure plan that is sequenced, coordinated, and in accordance with Map E. Development must not result in isolated groups of residential lots. Development must provide a high quality industrial urban environment and maintain public vehicular north-south connection between Kerry and Boundary Roads. Any transition from residential to industry is in an orderly manner and does not compromise residential amenity. Appropriate infrastructure and services must be provided.

Multi-unit dwellings, child care facilities, educational and health purposes are not appropriate in this precinct.

(b) Industrial activities adjoining the Desgrand Street sub-precinct must continue to minimise their impacts on existing residential properties in terms of air quality, noise, traffic, car parking, hours of external site operations and visual intrusion.

#### **4.4 - Kerry Road Industrial Heritage Precinct (World War II Igloos)**

This precinct is included in the General Industry Area classification. The World War II Igloo buildings are important historical features that provide an insight into the type and scale of the World War II operations in the area. They are identified as Heritage Places and listed in Appendix 2. Development within this precinct will retain these Heritage Places, and must ensure the identified heritage values are maintained and respected in new building work.

### **Park and Environmental Values Precincts**

#### **4.5- Dyson Road Precinct**

This precinct is dominated by parkland (including Gaddes Park and Jock Hing Park) following the waterways of Stable Swamp Creek.

Development of Gaddes Park will be consistent with an approved parks master plan and include

- Improved pedestrian and cycle connectivity to facilitate safe access from the Banoon Railway Station to the SkillsTech Campus in Bradman Street, and
- Protection and enhancement of the waterway corridor and habitat values of Stable Swamp Creek.

This precinct may be suitable as a location for community facilities servicing the surrounding residential areas.

#### **4.6- Mortimer Road Park Precinct**

Mortimer Road Park will continue to develop as a district recreational facility. Landscaping and or other appropriate buffering is required to be developed along the eastern boundary that adjoins residential properties. These buffers will assist in reducing light impacts from adjacent outdoor recreational facilities' activities on nearby residences. The preferred vehicular access to Mortimer Road Park will be from Mortimer Road, and vehicle access from Caladenia Street will not be supported. Views from the residential area south of Mortimer Road to the World War II Igloos (on Kerry Road) are to be retained.

#### **4.7 – C.A. O'Sullivan Park**

This precinct is a focal point for recreation space and community services, focused around the park and pathway linking to the Elizabeth Street centre.

#### **4.8 - Jackson Road Precinct**

This precinct supports an endangered Regional Ecosystem, (*Melaleuca quinquenervia* open forest vegetation community), located on State owned land. The State Government is encouraged to retain the vegetation which provides a vegetation and fauna link between the two parkland areas located in the precinct.

In the event that the State Government develops the site for Education or other public benefit purposes the following principles apply:

- building footprints are encouraged to be minimised to retain the endangered vegetation
- a vegetated link between the two parkland areas should be retained, and
- a substantial vegetated buffer for the established residential area on Jackson Road to the adjoining industrial sites to the west should be retained.



#### 4.9- Learoyd Road Precinct

Habitat and biodiversity values are located within this precinct and are identified on *Map J*. The northern portion of this precinct supports regionally significant stands of *Corymbia henryi* and remnant vegetation communities. A tributary of Oxley Creek traverses east-west through the precinct. The areas of remnant vegetation and the waterway corridor allow for fauna refuge and movement to the habitat areas and adjoining waterway based ecological corridors along Oxley Creek. The vegetation is an essential component in maintaining the health of the waterway corridor.

Any development or reconfiguration must provide a structure plan and demonstrate:

- no development in the waterway corridor,
- no development in areas of regionally significant stands of *Corymbia henryi*, or in the area of remnant vegetation
- protection and enhancement of the wildlife values and integrity of the waterway corridors
- suitable residential lot sizes and Building Location Envelopes to demonstrate protection of ecological values and provide building pads that achieve habitable floor levels and flood free access.

#### Residential Precincts

##### 4.10- Elizabeth Street Residential Precinct

This precinct provides for a variety of housing types, including small lot housing and multi-unit dwellings. The precinct has good access to public transport, parks, shops and other community facilities. Expansion of the adjoining suburban centre activities into this precinct will not be supported. Community facilities or Child Care centres located in Mitchell Streets Between Elizabeth and Amherst Streets facing the MP3 Suburban Centre area and adjoining the centre will be supported where impacts on residents can be managed.

##### 4.11 - Acacia Ridge North Residential Precinct

This precinct provides for a variety of housing types, including small lot housing and multi-unit dwellings. The precinct has good access to public transport, parks, shops and other community facilities. Expansion of the adjoining industrial or centre activities into this precinct will not be supported.

##### 4.12 – Mortimer Road Residential Precinct

This Emerging Community area is encouraged to develop for a variety of housing types, including, small lot housing and multi-unit dwellings. The precinct has good access to public transport, parks, shops and other community facilities. Expansion of the adjoining industrial or centre activities into this precinct will not be supported.

##### 4.13 – Sunnybank Hills Residential Precinct

This precinct abuts established industrial areas to the west and south. Encroachment of industry into this residential area is not supported.

##### 4.14 – Hellowell Road Residential Precinct

This precinct includes the Hellowell Road Convenience and an Emerging Community area. Development of the remaining Emerging Community land will be for low density residential uses in accordance with *Map F*. The development of this precinct will address the following principles:

- Safe pedestrian and cycle access to the Convenience Centre, and
- No direct access from new lots onto either Jackson or Hellowell Roads, and
- Permeable and integrated road network providing connectivity for vehicles, pedestrians and cyclists from Jayef Street to Kingman Crescent and Haseler Crescent.

##### 4.15 – Cooper Plains Residential Precinct

This precinct consists of public and private land that has been developed for low density housing and is well serviced by public transport. Development of this precinct for low-medium and medium density residential is encouraged, in accordance with *Map G*. The development of multi-unit dwellings is supported to achieve housing choice, diversity of households and provide housing at different levels of affordability. Affordable housing that is consistent with the Low-Medium and Medium Density Residential Codes may achieve variation to allowable Gross Floor Area and car parking ratios. A local park is provided to support residential amenity and local recreation. The existing area of local shops on Troughton Road is not encouraged to expand.

The access and connectivity plan guiding local road network development, active transport connections to public transport and local services in this precinct is stated in *Map H*. The access plan sets out the preferred road hierarchy, priority intersections, specialised road treatments and pedestrian connections.

- Centre activities abutting the pedestrian link to ensure surveillance
- Vehicle access from Beaudesert Road and Mitchell Street will not be supported.

#### Suburban Centres Precincts

There is an established network of centres within the Neighbourhood Plan area. Future development will reinforce this network.

#### 4.16 – Beaudesert Road Centre

The Suburban Centre (MP3), located South and North of Beaudesert Road and is the primary services and retail facilities hub for local residents and surrounding businesses west of the Beaudesert rail corridor.

Development in the centre must provide footpath improvements to achieve safe well connected pedestrian and cycle access, with established shadeways, in the centre and to adjoining areas.

#### 4.16a – Beaudesert Road Centre South - Elizabeth Street sub-precinct

Redevelopment of the Elizabeth Street centre is encouraged, particularly to achieve an active frontage along Mitchell Street to improve the centre's interface and access to surrounding residential areas. In particular:

- Development shall result in a safe pedestrian environment that provides good access to public transport, and community facilities in C.A. O'Sullivan Park
- Development shall provide quality landscaping (including deep planting beds) and amenity improvements
- Residential development within the centre will be supported provided that noise impacts from Beaudesert Road and the railway corridor are adequately mitigated and that quality building design and open space outcomes are maintained
- Development along the southern boundary of the site shall complement the scale of neighbouring residential development, and
- Development should support a mix of retail, commercial, and professional services and support an active streetscape

Development of centre activities on Mitchell Street between Elizabeth St and Chardean St is supported to assist in integrating the centres located on the east and west sides of Beaudesert Road. Any redevelopment of this sub-precinct must provide:

- A pedestrian link along Mitchell Street between the Elizabeth Street and Chardean Street

#### 4.16b – Beaudesert Road Centre North - O'Connell Street sub-precinct

This sub-precinct accommodates a mix of uses including warehouse, hotel and offices. Development of shops and short-term accommodation to cater for the local business, industry and the technical and trades training precinct is encouraged.

Development of a pedestrian and bikeway connection (as shown on Map C) is supported to connect the technical and trades training facility to the centre and community facilities on the western side of Beaudesert Road.

Future duplication of the railway infrastructure for a passenger rail service on the Beaudesert Rail corridor is supported. While the final decision to provide a passenger rail service has not been determined, the State is encouraged to retain space for a passenger station in proximity to the O'Connell Street sub-precinct (refer to Map C).

#### 4.17 – Postle Street Precinct

This precinct includes a range of uses including a Convenience Centre (MP4), industry and low-density residential. Future development should consolidate the sub-precincts to minimise conflicts between uses.

#### 4.17a Postle Street – Mixed Light Industry & Centre activities - Kerry Road

The development of this sub-precinct supports the mixed development of light industry, and office uses that support local industry and business. Development must be in accordance with Map I that demonstrates internal circulation and shared access via Postle Street only. Development will present an attractive building and landscape appearance to Beaudesert Road and Postle Street. Direct access to Beaudesert Road from the Kerry Road sub-precinct is not supported.

#### 4.17b Postle Street - Convenience Centre

This sub-precinct is a Convenience Centre that currently includes shops and services for workers and surrounding residential communities.

The redevelopment of the centre shall achieve the following principles:

- Pedestrian and cycle access through the centre connecting Beaudesert Road to Postle Street

- Active uses abutting the pedestrian and cycle link to maximise surveillance of the path
- Safe on-site traffic and pedestrian movement system, (including catering for mobility impaired customers)
- Safe access and linkages to public transport stops
- Building form/s that have active frontages to both Beaudesert Road and Postle Street
- Subtropical design and landscaping, (including shadeaways and deep planting beds), and
- Buffering to adjoining low density residential uses.

Residential uses in the centre are not supported due to the proximity of established industrial uses.

#### 4.17c Postle Street - Residential uses

This sub-precinct supports the development of multi-unit dwellings, (short term accommodation) to increase accommodation choice for transport related business and students who attend the nearby SkillsTech Australia campus.

Development in this precinct shall:

- Minimise vehicular access to Beaudesert Road
- Be designed and constructed to manage air quality to internal spaces and reduce noise amenity impacts from Beaudesert Road, and
- Present an attractive building and landscape appearance to Beaudesert Road and the rail corridor.

#### 4.18 - Coopers Plains Centre / Office and Industry Precinct

This centre includes examples of local historic commercial development. Development will provide a range of services to local businesses and employees. The surrounding precinct of Future Industry will develop as a mixed office and industry precinct capitalising on its location near the railway station.

#### 4.18a Cooper Plains Centre – Station sub-precinct

The heritage listed Interwar Shop at 28 Henley Street, Coopers Plains shall be retained, and any future development in this precinct shall respect its architectural style and character.

The design of future road/rail infrastructure works (which may include grade separation) must maintain accessibility to this centre from Boundary Road.

Due to the centre's location within an industrial area, residential uses are not supported.

#### 4.18b and 4.18c Coopers Plains Centre - Office and Industry sub-precincts

This sub-precinct is intended to develop a mix of industrial and office uses on amalgamated future industry sites, in particular office use adjacent to 4.18(a).

(4.18b) North of Rookwood Avenue – Light industrial activities are appropriate in this area due to their proximity to existing industrial uses.

(4.18c) South of Rookwood Avenue – Light industrial uses and office uses for business activities (excluding retail) are appropriate in this area due to its proximity to the railway station and existing convenience centre. Centre activities other than office are not supported in this sub-precinct.

Development will mitigate impacts on the amenity of remaining residential properties including noise emissions, vehicle parking and manoeuvring, limited hours of evening and weekend activity, and external operations until these residential uses cease.

#### 4.19 Queensland Government Strategic Sites (QGSS)

There are three significant Queensland Government project areas within this plan area with the potential to act as major attractors of employment, business and technical trades training. These sites include the Intermodal Freight Terminal, Postle Street Logistics and the Technical and Trades Training (SkillsTech) Campus as identified on *Maps A & B*.

Due to their location, the coordination of design and integration of these facilities with other major projects will be required to ensure that the function, efficiency and connectivity of these projects is achieved and the amenity of adjoining residential areas is preserved.

#### 4.19a QGSS - Intermodal Freight Terminal

The existing intermodal freight facility (Kerry Road) is a State significant freight transfer operation between local and interstate rail services and heavy transport vehicles. This facility is expected to upgrade its operating capacity as an important component of South East Queensland's freight movement network.

The expansion of the function and operational capability of this terminal will generate increased demands on road and rail freight movements and utilisation of the existing land classified as Community Use (7) - Rail Activity Area.

Future development of this precinct is encouraged to address impacts on industrial and residential areas, including:

- Vehicle access impacts on Beaudesert Road and local road network
- Future expansion of the passenger rail network
- Pedestrian access from the SkillsTech campus to transport, retail and service facilities in the Beaudesert Road Centre
- Noise and air quality impacts
- Stormwater quality and quantity management
- Flammable/Hazardous goods management

#### 4.19b QGSS - Postle Street Logistics

This precinct will develop as an extension to the Queensland Rail freight facility as an industry/warehousing precinct.

Development must not adversely affect amenity or increase the level of hazards to the established community, especially residential properties along Scouse Street and the Postle Street Convenience Centre.

The State Government is encouraged to provide a high quality landscape and acoustic buffer along the southern boundary of the site to mitigate impacts on existing residential properties in Scouse Street, (refer figure E & F, Industrial Design Code Detailed Drawings).

A sensitive receiving environment overlay planning guide is designated adjoining this precinct, comprising the Scouse Street residential area and opposite the Postle Street Convenience Centre.

Car parking generated from uses within this precinct will be accommodated on site and not intrude into neighbouring residential and industrial areas.

Freight traffic generated from uses within this precinct shall only access the site from Kerry Road and no provision of freight access movements will be accepted from either Postle Street or Scouse Street.

Development will present an active frontage to Postle Street, and enhance the amenity and safety of the street. Anti-graffiti measures will be incorporated into any development.

Pedestrian access along both sides of Postle Street will be maintained.

#### 4.19c QGSS - Technical and Trades Training (Skillstech Campus) Precinct

The technical and trades training campus, (SkillsTech) in Bradman Street is an education facility of regional significance.

Development of this precinct will provide a safe and high quality environment which is well integrated with the surrounding area.

In the development of this precinct, the Queensland Government is encouraged to:

- include a safe and identifiable public pedestrian and cycle thoroughfare from the Elizabeth Street Centre through to Bradman Street
- Support safe pedestrian and cycle routes to Banoon Station
- Support efficient public transport routes to railway stations and the existing Centres
- Accommodate private transport parking on site and not result in on-street parking in industrial and residential streets, and
- Mitigate environmental impacts (including noise impacts and air emissions) from industrial training activities and processes on site

Activities and operations of the campus which are ancillary to and support the needs of students and staff, such as office, shops and restaurants, are supported. Short term accommodation, on site residential accommodation and child care facilities are not supported in this precinct due to the proximity of established industrial uses.

#### 4.20 Gateway Industry/Business Precincts

Development of a combined industrial-business service precinct for Acacia Ridge/Archerfield and surrounding industrial areas is supported in accordance with *Map K*. This precinct supports the development of industry, warehousing and office activities that support local industry and employee needs. Office functions that support the development and diversity of industry within Acacia Ridge / Archerfield are supported within this precinct. The provision of office uses need not be ancillary to industrial uses within this precinct.

The precinct is not intended to service the needs of residents in surrounding localities. Residential and centre activities that are deemed to be primarily supporting residential uses will not be supported in this precinct. Vehicular access to this precinct from Beaudesert Road is not supported.



## 5 Level of assessment

The following tables contain exceptions to the level of assessment, overriding the levels of assessment in Chapter 3.

A preliminary approval may change the level of assessment identified in these tables.

The trigger for assessment in the level of assessment table is material change of use and/or building work (associated with a use or structure specified in the level of assessment table) unless otherwise specified.

### 5.1 4.2 - Archerfield North Precinct (Granard Road)

<b>Generally inappropriate – where in the Low Density Residential Area</b>	
<b>Child Care Facility</b> <b>Health Care Purposes</b> <b>Educational Purposes</b> <b>Short Term Accommodation</b> <b>Multi-unit Dwellings</b>	

### 5.2 4.3 - Archerfield East Precinct (Desgrand Street)

<b>Generally inappropriate – where in the Low Density Residential Area</b>	
<b>Child Care Facility</b> <b>Health Care Purposes</b> <b>Educational Purposes</b> <b>Short Term Accommodation</b> <b>Multi-unit Dwellings</b>	

### 5.3 4.10 - Elizabeth Street Residential Precinct

<b>Generally appropriate – Mitchell Street facing Elizabeth Street Centre MP3</b>	
	Acacia Ridge / Archerfield Neighbourhood Plan Code
<b>Community Use</b>	Community Use Code
<b>Child Care Centre</b>	Child Care Facility Code

### 5.4 4.17(a) Postle Street - Kerry Road Sub-Precinct

<b>Reconfiguring a lot, where located in the Future Industry Area and where it complies with an adopted Structure Plan prepared in accordance with the Structure Planning Code</b>	Acacia Ridge / Archerfield Neighbourhood Plan Code Structure Planning Code, and Subdivision Code
<b>Generally appropriate</b>	
<b>Industry where located in the Future Industry Area and where not identified in Schedule 1 or 2 in Chapter 3, and it complies with an adopted Structure Plan prepared in accordance with the Structure Planning Code</b>	Acacia Ridge / Archerfield Neighbourhood Plan Code Industrial Design Code Industrial Amenity and Performance Code Structure Planning Code
<b>Office – where GFA not exceeding 0.75 of site area, and building height of 2 storeys and 8.5m</b>	Acacia Ridge / Archerfield Neighbourhood Plan Code Centre Design Code

Draft Statutory Plan – Acacia Ridge / Archerfield 2009 – Response to Submissions

**5.5 4.17(b) Postle Street - Convenience Centre Sub-Precinct**

<b>Generally appropriate</b>	
Centre Activity (not including child care facility, multiunit dwelling and/or short term accommodation)– where: <ul style="list-style-type: none"> <li>GFA does not exceed 1.25 of site area, and</li> <li>Height does not exceed 3 storeys and 15m</li> </ul>	Acacia Ridge / Archerfield Neighbourhood Plan Code Centre Design Code Centre Amenity and Performance Code
<b>Generally Inappropriate</b>	
Multi-Unit Dwelling Short Term Accommodation Child Care Facility	

**5.6 4.17(c) Postle Street - Residential Sub-Precinct**

<b>Generally appropriate</b>	
Short-Term Accommodation – whether or not fronting an arterial route	Acacia Ridge / Archerfield Neighbourhood Plan Code and Short Term Accommodation Code

**5.7 4.18(a) Coopers Plains Centre – Station Sub-Precinct**

Restaurant, where (not requiring the licence for the sale and consumption of liquor on site), and where not involving building work and complying with the Acceptable Solutions in the Centre Amenity and Performance Code	Acacia Ridge / Archerfield Neighbourhood Plan Code Centre Amenity and Performance Code
Restaurant where involving building work	Acacia Ridge / Archerfield Neighbourhood Plan Code Centre Amenity and Performance Code Centre Design Code
Restaurant where not involving building work and not complying with the Acceptable Solutions in the Centre Amenity and Performance Code	Acacia Ridge / Archerfield Neighbourhood Plan Code Centre Amenity and Performance Code
<b>Generally appropriate</b>	
Centre Activity (not including child care facility, multiunit dwelling and/or short term accommodation)– where: <ul style="list-style-type: none"> <li>GFA does not exceed 1.25 of site area, and</li> <li>Height does not exceed 3 storeys and 15m</li> </ul>	Acacia Ridge / Archerfield Neighbourhood Plan Code Centre Design Code
<b>Generally Inappropriate</b>	
Multi-Unit Dwelling Short Term Accommodation	

**5.8 4.18(c) - Coopers Plains – Industry / Commercial Sub-Precinct**

<b>Generally appropriate</b>	
Office – where located south of Rookwood Avenue and on a site exceeding 2,900m <sup>2</sup>	Acacia Ridge / Archerfield Neighbourhood Plan Code Centre Design Code Centre Amenity and Performance Code Structure Planning Code (where located in Future Industry Area)

**5.9 Business Gateway Support Precinct – 4.20**

<b>Generally appropriate - Where development does not exceed the maximum gross floor area (GFA) as expressed in Precinct Map K</b>	
<p><b>Industry, Warehouse and/or Office</b> – where:</p> <ul style="list-style-type: none"> <li>• Development does not exceed the maximum gross floor area (GFA) as expressed in Precinct Map K, and</li> <li>• Not identified in Schedule 1 or 2 in Chapter 3, and</li> <li>• The total site cover does not exceed 0.75 of the site, and</li> <li>• Office (not ancillary office) does not exceed the 45% of the maximum GFA, and</li> <li>• Industry / Warehouse (including ancillary Office) development is at least 50% of the total site cover</li> </ul>	<p>Acacia Ridge / Archerfield Neighbourhood Plan Code                  Centre Design Code                  Industrial Design Code                  Industrial Amenity and Performance Code</p>
<p><b>Restaurant and/or Shop</b> – where located in Site A or B, and the total gross floor area (GFA) for restaurant and/or shop does not exceed 250m<sup>2</sup></p>	<p>Acacia Ridge / Archerfield Neighbourhood Plan Code                  Centre Design Code</p>

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## 6 Acacia Ridge / Archerfield Neighbourhood Plan Code

This Code provides additional and/or alternative Performance Criteria and Acceptable Solutions to the generic Codes in Chapter 5. Where directly varying with a Code in Chapter 5, the Performance Criteria and Acceptable Solutions in this Neighbourhood Plan Code take precedence. All remaining Performance Criteria and Acceptable Solutions of the Codes in Chapter 5 will continue to apply.

The purpose of this Code is to ensure that development in the Neighbourhood Plan area is consistent with the intent for the Elements of this Neighbourhood Plan.

### 6.1 General

Performance Criteria	Acceptable Solutions
<b>General within the Neighbourhood Plan Area</b>	
<p><b>P1</b> Development (except a House, Display Dwelling, Estate Sales Office, Home Business, Satellite Dish, Telecommunications Tower) must incorporate Integrated Water Cycle Management strategies, including Water Sensitive Urban Design, to:</p> <ul style="list-style-type: none"> <li>• Ensure positive benefits across the entire water cycle</li> <li>• minimise water demand</li> <li>• maximise use of alternative water sources</li> <li>• maximise surface water infiltration and minimise stormwater runoff</li> <li>• minimise water use in landscaping</li> <li>• protect and enhance waterway corridor values</li> <li>• protect waterway health by improving stormwater quality by reducing and slowing site run-off</li> <li>• incorporate water reuse &amp; recycling opportunities where appropriate</li> </ul>	<p><b>A1</b> No acceptable solution provided.</p> <p><i>Note: Compliance may be demonstrated by an Integrated Water Management Plan (IWMP) which identifies the range of strategies and actions proposed to integrate water supply, wastewater and stormwater and thus ensure protection of affected waterways and catchment areas. An IWMP also identifies those Water Sensitive Urban Design measures proposed to be incorporated in a development to ensure protection of the water cycle to neutralise or reduce the negative impacts on the criteria</i></p>
<p><b>P2</b></p> <p>Car parking bays provided on-site is sufficient to ensure there is no detrimental impact from non-residential development on the amenity of surrounding residential streets. In determining the number of parking bays provided on-site, the following must be taken into account:</p> <ul style="list-style-type: none"> <li>- the maximum number of people working on the site at any one time;</li> <li>- the accessibility of public transport to workers; and</li> <li>- the existing parking supply and demand in the vicinity of the proposed development.</li> </ul>	<p><b>A2</b> Non residential development provides parking in accordance with the requirements of the <b>Transport, Access, Parking and Servicing Planning Scheme Policy</b></p>
<p><b>P3</b> Development must demonstrate compliance with the requirements of the Airport Planning Scheme Policy</p>	<p>No acceptable solution</p>



Draft Statutory Plan – Acacia Ridge / Archerfield 2009 – Response to Submissions

Performance Criteria	Acceptable Solutions
<b>Industry, Warehouse where within 150 metres of a sensitive receiving environment</b>	
<b>P1</b> The use must be of a scale and intensity that has minimal impacts on the surrounding area	<p><b>Where within 150 metres of a sensitive receiving environment:</b></p> <p><b>A1.1</b> Outdoor activities are restricted to between 7am to 7pm Monday to Saturday</p> <p><b>A1.2</b> Indoor activities occurring between 7pm and 7am or on Sundays are limited to office and administrative tasks or are not audible or visible from outside the building</p>
<b>P2</b> Traffic generated by the use must not result in environmental nuisance or adversely impact on the safety of road users and residents	<p><b>Where within 150 metres of a sensitive receiving environment:</b></p> <p><b>A2.1</b> Heavy vehicle movements are restricted to between 7am to 7pm Monday to Saturday</p> <p><b>A2.2</b> All haul routes and on-site manoeuvring areas are sealed</p>

**6.2 – 4.8 Jackson Road Precinct**

Performance Criteria	Acceptable Solutions
<b>P1</b> Development for community activity purposes must be designed to protect and enhance the significant vegetation values of the precinct, and maintain a visual and acoustic buffer to the adjoining industrial uses	<p><b>A1.1</b> Development is concentrated outside the areas identified as Endangered Regional Ecosystem</p> <p><b>A1.2</b> An acoustic buffer is provided along the boundary with industrial land in accordance with the <i>Noise Impact Assessment Planning Scheme Policy</i></p>

**6.3 - 4.19 Learoyd Road Precinct**

Performance Criteria	Acceptable Solutions
<b>P1</b> Residential development must be designed to protect and enhance the ecological functions and natural values of the precinct	<p><b>A1.1</b> Residential development is located outside of the:</p> <ul style="list-style-type: none"> <li>• waterway corridors, and</li> <li>• areas of regionally significant stands of <i>Corymbia henryi</i>, and</li> <li>• areas of remnant regionally endangered vegetation as shown on <i>Map J</i></li> </ul>

**6.4 – 4.14 Hellowell Road Precinct**

Performance Criteria	Acceptable Solutions
<p><b>P1</b> Residential development must integrate with the adjoining road network and provide:</p> <ul style="list-style-type: none"> <li>• Safe pedestrian and cycle access from the residential uses to the Convenience Centre and bus stops</li> <li>• A permeable vehicular and pedestrian network connecting Jayef Street to Kingman Crescent and Hasler Crescent</li> <li>• Safe vehicular lot access</li> <li>• Minimise impacts by limiting direct vehicular access from lots to Jackson Road and/or Hellowell Road</li> </ul> <p>Significant native vegetation is retained and protected</p>	<p><b>A1</b> Development is consistent with:</p> <p>(a) <i>Map F – Hellowell Road Residential Precinct</i></p>

Draft Statutory Plan – Acacia Ridge / Archerfield 2009 – Response to Submissions

**6.5 4.16(a) Beaudesert Road Centre South –Elizabeth Street sub-Precinct**

Performance Criteria	Acceptable Solutions
<p><b>P1</b> Building design, continuity and connectivity of streetscape, pedestrian paths street frontages must promote integration with the surrounding area and the rest of the Centre</p> <p>Development must establish a safe high-quality pedestrian environment along Mitchell Street, Beaudesert Road, Elizabeth Street and Chardean Street</p>	<p><b>A1.1</b> A pedestrian and cycle path is provided linking Elizabeth Street to Chardean Street</p> <p><b>A1.2</b> Development provides an active building frontage along Mitchell Street, Elizabeth Street, Chardean Street and to the pedestrian and cycle path <u>resulting from A1.1</u></p> <p><b>A1.3</b> Vehicular access to the site is limited to either Chardean Street, Mitchell Street or Elizabeth Street</p>
<p><b>P2</b> Building scale and bulk of the buildings must be consistent with buildings in the locality</p>	<p><b>A2.1</b> Development (including non-residential only, residential only and mixed residential/non-residential) is a maximum of 3 storeys and 10.5m in height</p> <p><b>A2.2</b> Development (including non-residential only, residential only and mixed residential/non-residential) has a maximum plot ratio of 1.25 x the site area</p>

**6.6 4.16(b) Beaudesert Road Centre North – O’Conner Street sub-Precinct**

Performance Criteria	Acceptable Solutions
<p><b>P1</b> Establish a safe high-quality pedestrian path on Beaudesert Road</p>	<p><b>A1</b> Development results in an active building frontage along Beaudesert Road.</p> <p><i>Note: If public access is established to the Technical and Trades Training Precinct via the railway corridor and local roads safe, high-quality pedestrian links will be required</i></p>

**6.7 4.17(a) Postle Street – Kerry Road sub-precinct**

Performance Criteria	Acceptable Solutions
<p><b>P1</b> Industrial development must minimise impact on:</p> <ul style="list-style-type: none"> <li>• The operation and flow heavy vehicular traffic along Beaudesert Road and Kerry Road, and</li> <li>• The amenity of the existing Postle Street residential area.</li> </ul>	<p><b>A1.1</b> Heavy vehicle transport routes to the precinct are limited to Beaudesert Road or Kerry Road</p> <p><b>A1.2</b> Vehicle access to the development is limited to Postle Street in accordance with the desired access and internal road layout on <i>Map 1</i></p>

**6.8 4.17(b) Postle Street – Convenience Centre sub-precinct**

<p><b>P1</b> Development provides a transition in built form to complement the scale of nearby residential areas</p>	<p><b>A1</b> Building height is limited to a maximum of 2 storeys and 8.5m in height where located within 10m of the boundary adjoining the residential sub-precinct 4.17(c)</p>
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**6.9 4.18(a) Coopers Plains Centre/Office and Industry – Coopers Plains Station Centre sub-precinct**

<p><b>P1</b> Development of the shopping centre at the corner of Henley Street and Boundary Road, or the sites adjacent to the identified heritage place, must complement the architectural style and character in terms of building form, scale, materials (‘timber and tin’) and signage</p>	<p><b>A1.1</b> Buildings along Henley Street are built to the front boundary</p> <p><b>A1.2</b> Buildings incorporate:</p> <ul style="list-style-type: none"> <li>• parapets above footpath awnings,</li> <li>• awnings over the footpath along the length of the frontage,</li> </ul>
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	<p>and</p> <ul style="list-style-type: none"> <li>glazing design to include a 600-800mm painted wall panel at the lowest part of the ground level streetscape elevation</li> </ul> <p><b>A1.3 External building materials include:</b></p> <ul style="list-style-type: none"> <li>painted masonry or timber materials to all wall surfaces, and</li> <li>custom-orb profile metal sheeting for the roof</li> </ul> <p><b>A1.4 Car parking</b> is provided at the rear of the site, to minimise visual impact from the driveway entries, car parking and servicing areas</p> <p><b>A1.5 Future road infrastructure works must maintain accessibility</b> to this centre from Boundary Road</p>
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**6.10 - 4.2 Archerfield North Precinct – (Granard Road sub-precinct)**

<p><b>P1</b> Industrial development is not appropriate within a residential area nor when it results in the fragmentation and isolation of residential areas. Industrial development must be large in size and consolidated in area to ensure that industrial development can protect residential amenity.</p> <p>Industrial development must not result in areas of isolated residential use within the precinct, as residential amenity is likely to be compromised.</p>	<p><b>A1.1</b> Industrial development can only occur as a result of whole amalgamated site areas being developed in their entirety as shown on Map D</p> <p><b>A1.2</b> Site area B can be developed for industrial development once site areas A or C are developed</p> <p><b>A1.3</b> Where a site area, developed for industrial uses, adjoins residential uses – a buffer must be provided including 5m of landscaping fronting the separating road between the two sites and an acoustic fence behind the landscaping</p> <p><i>Note: Once the adjoining site is developed for industrial uses (i.e. no longer residential) the buffer can be removed and used for industrial purposes.</i></p>
<p><b>P2</b> In the development of sites for industrial uses, a Masterplan must be prepared over the whole precinct (sites A, B and C) that demonstrates management of the following aspects:</p> <ul style="list-style-type: none"> <li>Significant visual and acoustic buffering to residential uses in the adjoining sites,</li> <li>On-site car parking,</li> <li>Vehicular access,</li> <li>Traffic management to minimise impacts of adjoining residential sites,</li> <li>On-site manoeuvring for heavy vehicles,</li> <li>Visual and physical connections to EC Blackwell Park,</li> <li>Appropriate building height and setbacks,</li> <li>No direct vehicular access to Granard Road,</li> <li>Pedestrian linkages to public transport,</li> <li>Landscaping,</li> <li>On-site recreation for workers,</li> <li>Hours of operation (where adjacent to a sensitive receiving environment),</li> <li>Management of environmental impacts, (air, noise and visual).</li> </ul>	<p><b>No acceptable solution provided</b></p>
<p><b>P3</b> Development must provide parkland that results in a safe and highly visible link from</p>	<p><b>A3</b> In site B, parkland is provided in accordance with Map D</p>

Draft Statutory Plan – Acacia Ridge / Archerfield 2009 – Response to Submissions

<p>Amaroo Street, through EC Blackwell Park to Beatty Road.</p> <p><i>Note: The parkland must meet the requirements of the Crime Prevention Through environmental Design Planning Scheme Policy.</i></p>	
<p><b>P4</b> Development that adjoins EC Blackwell Park, must provide:</p> <ul style="list-style-type: none"> <li>• A building design that provides for activity at the adjoining boundary with the park</li> <li>• A building, site layout and fence design that facilitates surveillance of the park</li> <li>• Direct access to the park for employees</li> </ul>	<p><b>A4</b> No acceptable solution</p>

**6.11 - 4.3 - Archerfield East Precinct (4.3(a) - Desgrand Street sub-precinct)**

<p><b>P1</b> Industrial development is not appropriate within a residential area nor when it results in the fragmentation and isolation of residential areas. Industrial development must be large in size and consolidated in area to ensure that industrial development can protect residential amenity.</p> <p>Industrial development must not result in areas of isolated residential use within the precinct, as residential amenity is likely to be compromised.</p>	<p><b>A1.1</b> Industrial development can only occur as a result of whole amalgamated site areas being developed in their entirety as shown on Map E</p> <p><b>A1.2</b> Where a site area, developed for industrial uses, adjoins residential uses – a buffer must be provided including 5m of landscaping fronting the separating road between the two sites and an acoustic fence behind the landscaping</p> <p><i>Note: Once the adjoining site is developed for industrial uses (i.e. no longer residential) the buffer can be removed and used for industrial purposes.</i></p>
<p><b>P2</b> In the development of sites for industrial uses, a Masterplan must be prepared over the whole precinct (sites A and B) that demonstrates management of the following aspects:</p> <ul style="list-style-type: none"> <li>• Significant visual and acoustic buffering to residential uses in the adjoining sites,</li> <li>• On-site car parking,</li> <li>• Vehicular access,</li> <li>• Traffic management to minimise impacts of adjoining residential sites,</li> <li>• On-site manoeuvring for heavy vehicles,</li> <li>• Visual and physical connections to Archerfield Park,</li> <li>• Appropriate building height and setbacks,</li> <li>• Preserve vehicular access to Kerry and Boundary Roads,</li> <li>• Pedestrian linkages to public transport,</li> <li>• Landscaping,</li> <li>• On-site recreation for workers,</li> <li>• Hours of operation (where adjacent to a sensitive receiving environment),</li> <li>• Management of environmental impacts, (air, noise and visual).</li> </ul>	<p><b>No acceptable solution provided</b></p>
<p><b>P3</b> Development that adjoins Archerfield Park, must provide:</p> <ul style="list-style-type: none"> <li>• A building design, site layout and fencing design that provides activity at the boundary</li> </ul>	<p><b>No acceptable solution provided</b></p>



<p>with the park and facilitates surveillance,          • Direct access to the park for employees.</p>	
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**6.12 Coopers Plains Precinct – 4.15**

<b>Multi-Unit Dwelling on sites identified in the Coopers Plains Precinct Map G:</b>	
<p><b>P8</b> Development size and bulk must result in a low-medium to medium density building form that minimises impacts, including excess overshadowing and overlooking on adjoining low and low-medium density developments</p>	<p><b>A8.1</b> Building height is consistent with the outcomes stated in Map G</p> <p><b>A8.2a</b> Building height is limited to a maximum height of three storeys where located within 10m of the boundary of a site containing an existing house</p> <p><b>OR</b></p> <p><b>A8.2b</b> A landscape buffer of 2m incorporating dense screening species (established to 5.0 metres height) is provided to any boundary of a site containing an existing house</p>

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