

Brisbane City Council City Plan 2014

Amendment - Indooroopilly, Carindale and Nundah Major Centres

Guide to this document

- (a) In this document, proposed amendments to Brisbane City Plan 2014 are detailed as follows:
 - (i) in the Schedule of text amendments:
 - (A) text identified in strikethrough and red highlight (e.g. ~~example~~) represents text to be omitted
 - (B) text identified in underlining and green highlight (e.g. example) represents text to be inserted
- (b) Text that is preceded by the heading 'Reason for change' does not form part of the proposed amendment and is included as explanatory information about the reason for the proposed amendment only.

Part 7 Neighbourhood plans \ 7.2 Neighbourhood plan codes \ Carindale centre

7.2.3.4.1 Application

Reason for change: Provide additional guidance to achieve the neighbourhood plan provisions

Note—Where this code includes performance outcomes or acceptable outcomes that relate to subtropical design of buildings or outdoor spaces, guidance is provided in the Subtropical building design planning scheme policy.

Reason for change: Provide additional guidance to achieve the neighbourhood plan provisions

Note—Where this code includes performance outcomes or acceptable outcomes that relate to provisions for structure planning, guidance is provided in the Structure planning planning scheme policy.

7.2.3.4.2 Purpose

Reason for change: Support increased building heights and housing supply while protecting the amenity of the surrounding residential and recreational areas

3. The overall outcomes for the neighbourhood plan area are:
 - a. Carindale is the Major Centre serving the eastern sector of Brisbane.
 - b. The centre contains a range of functions that complement one another and combine to create an integrated mixed use centre, with strong retail, office, residential, community and entertainment uses, and high-quality public transport services.
 - c. Community and after hours uses ensure the centre is active in the evenings and on weekends. These activities are focused on the plaza.
 - d. The centre is the focus for high-quality public transport services in the eastern part of the city, including a future major public transport interchange.
 - e. Development provides a high level of pedestrian permeability, connectivity, and comfort to encourage walking and cycling in and around the centre and mixed use zones, and to existing and future public transport nodes, parkland and nearby residential and employment areas.
 - f. Development incorporates high quality architecture with design elements that respond to Brisbane's subtropical climate and the local character of the area.
 - g. Where adjoining or adjacent park or publicly accessible space, development provides generous landscaping, casual surveillance, and equitable and legible access.
 - h. Development concentrates taller buildings within the centre core and reduces building height in proximity to boundaries that adjoin Creek Road, Winstanley Street, Banchory Court and the Bulimba Creek recreation corridor to:
 - i. maintain visual amenity along precinct boundaries;
 - ii. minimise overshadowing and protect the amenity of adjacent lower density residential areas and the recreation corridor.
 - i. Development is of a height, scale and form which is consistent with the amenity, character, and infrastructure assumptions intended for the relevant precinct, sub-precinct or site and is only developed at a greater height, scale and form where there is both a community need and an economic need for the development.

Reason for change: Support increased building heights and housing supply while protecting the mixed use intent of the precinct, and the amenity of the surrounding residential and recreational areas

4. Centre core precinct (Carindale centre neighbourhood plan/NPP-001) overall outcomes are:
- a. The precinct supports a full range of centre activities and is integrated with the shopping centre.
 - b. Residential development is included in mixed use buildings and is located above podium level commercial, retail and employment activities.
 - c. Development provides publicly accessible private open spaces including arcades, plazas and recessed podiums that extend and enhance the public realm network.
 - d. The public realm exhibits high-quality, creative landscape design incorporating artwork and creative lighting as an integral part of the design.
 - e. Development provides public pedestrian connections through the site to facilitate movement between streets and link the existing and future major public transport interchanges with surrounding commercial and residential areas.
 - f. Development improves public amenity and walkability around the site by providing fine-grain tenancies of active uses addressing the street and minimising the visual and physical impact of vehicles and servicing on the pedestrian environment.
 - g. Development manages impacts on adjacent residential areas through appropriate building siting and design and landscape treatments.
 - h. The plaza at the northern end of the precinct:
 - i. is surrounded by uses with active building frontages;
 - ii. is the focus for community and after-hours activities, including food and drink outlets with outdoor dining;
 - iii. has uses fronting the plaza which are capable of operating independently of the main shopping complex.

Reason for change: Support increased building heights and housing supply while protecting the mixed use intent of the precinct, and the amenity of the surrounding residential and recreational areas

5. Centre fringe (Carindale centre neighbourhood plan/NPP-002) overall outcomes are:
- a. The precinct contains residential, commercial, retail, service and community activities that expand on the range of services and employment activities found within the centre core.
 - b. The north west portion of the precinct is nominated as a future major public transport interchange. Structure planning is required to ensure that development in the Centre core precinct and Centre fringe precinct is integrated with the future major public transport interchange and facilitates safe and convenient connections between the future major public transport interchange, surrounding residential areas and the Bulimba Creek recreational corridor
 - c. Residential development is included in mixed use buildings and is located above podium level commercial, retail and other employment activities.
 - d. Development improves pedestrian connections across the precinct and to the Bulimba Creek recreation corridor by providing fine-grain tenancies of active uses addressing Banchory Court, Millenium Boulevard and Carindale Street, and minimising the visual and physical impact of vehicles and servicing on the pedestrian environment.
 - e. Development provides publicly accessible private open spaces including arcades, plazas and recessed podiums that extend and enhance the public realm network.
 - f. The public realm exhibits high-quality, creative landscape design incorporating artwork and creative lighting as an integral part of the design.
 - g. Development manages impacts on the adjoining parkland and medium density

residential area through appropriate building siting and design and landscape treatments.

- h. Buildings are well articulated, are buffered by quality landscaping, add visual interest to and enhance the appearance of the centre, and are of compatible design so to appear as part of an integrated mixed use centre.

Table 7.2.3.4.3.A—Performance outcomes and acceptable outcomes

Reason for change: Support increased building heights and housing supply while protecting the amenity of the surrounding residential and recreational areas

<p>PO1 Development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is:</p> <ul style="list-style-type: none"> a. consistent with the anticipated density and assumed infrastructure demand; b. c. proportionate to and commensurate with the utility of the site area and frontage width; d. <u>oriented and designed not to create an overbearing appearance or cause undue adverse amenity impact to adjoining development, adjacent parklands and lower density residential areas;</u> e. sited to enable existing and future buildings to be well separated from each other and to not prejudice the development of an adjoining site. <p><small>Note—Development that exceeds the intended number of storeys or building height can place disproportionate pressure on the transport network, public space or community facilities in particular. Note—Development that is over-scaled for its site can result in an undesirable dominance of vehicle access, parking and manoeuvring areas that significantly reduce streetscape character and amenity.</small></p>	<p>AO1.1 Development complies with the number of storeys in Table 7.2.3.4.3.B. <small>Note—Neighbourhood plans will mostly specify maximum number of storeys where zone outcomes have been varied in relation to building height. Some neighbourhood plans may also specify height in metres. Development must comply with both parameters where maximum number of storeys and height in metres are specified.</small></p>
	<p>AO1.2 <u>Development adopts a podium and tower built form.</u></p>
	<p>AO1.3 <u>Development has a maximum podium height of:</u></p> <ul style="list-style-type: none"> a. <u>4 storeys in the Major centre zone or Mixed use zone;</u> b. <u>3 storeys in the Medium density residential zone.</u>
	<p>AO1.4 <u>Development has a maximum horizontal dimension of 20m for any tower.</u></p>
	<p>AO1.5 <u>Development is designed so that there is a minimum separation of 20m between towers within a site.</u></p>
	<p>AO1.6 <u>Development has a maximum tower site cover of 50%.</u></p>

Reason for change: Clarify and provide additional guidance to achieve the intended outcomes

<p>PO2 Development provides safe, convenient and fully accessible pedestrian <u>and cycling</u> links:</p> <ul style="list-style-type: none"> a. throughout the neighbourhood plan area, particularly between the plaza, <u>shopping centre, residential areas,</u> 	<p>AO2 Development provides walking and cycling links that are available at all times and do not rely on access to the shopping centre.</p>
---	--

<p><u>park</u> and public transport interchanges including the future busway station;</p> <p>b. with <u>surrounding residential areas, including the establishment of links to residential development immediately north of the centre.</u></p> <p>Note—Preparation of a sustainable travel plan can be used to demonstrate compliance with this performance outcome. Further information regarding how to prepare a sustainable travel plan is available in the Transport, access, parking and servicing planning scheme policy.</p>	
---	--

Reason for change: Clarify intended outcomes for future major public transport interchange

<p>PO3 <u>Development that adjoins the future major public transport interchange:</u></p> <ul style="list-style-type: none"> a. <u>activates and integrates the edges of the major public transport interchange and the immediate environs and creates vibrant and attractive street environments;</u> b. <u>enables casual surveillance of streets, public spaces, and platforms;</u> c. <u>facilitates safe, logical and direct pedestrian and cyclist access to entry points;</u> d. <u>maintains views of the passenger areas, including platforms and entry points, from streets and public spaces;</u> e. <u>screens servicing and utility areas from view of the passenger areas;</u> f. <u>designs and sites buildings to mitigate interface issues.</u> 	<p>AO3 <u>No acceptable outcome is prescribed.</u></p>
---	---

Reason for change: Strengthen intended outcomes for streetscape and public realm improvements to support proposed increased development opportunity

<p>PO4 <u>Development is designed to provide opportunities for casual surveillance of surrounding streets and public realm, and contributes to the creation of a safe, interesting and attractive streetscapes.</u></p>	<p>AO4 <u>Development is designed to ensure that:</u></p> <ul style="list-style-type: none"> a. <u>building elevations display a high level of articulation where facing the street or public realm;</u> b. <u>solid fences and blank walls are avoided along site boundaries;</u> c. <u>windows and openings are oriented toward the street and the public realm;</u> d. <u>servicing and utility areas are screened from views of the street and public realm.</u>
--	---

Reason for change: Support increased building heights and housing supply while protecting the economic intent of the precinct, and the amenity of the surrounding residential and recreational areas

<p>PO5 Development:</p> <ul style="list-style-type: none"> a. enhances the intended role and function of the centre by supporting a full range of centre and high density residential uses; b. has a land use mix and configuration that supports economic and community activity through street level activation; c. allows for sufficient areas of deep planting and landscaping for amenity and recreation and to contribute to an attractive subtropical public realm; d. provides useable open space that promotes casual surveillance and active public realm interface; e. provides for convenient and safe vehicle, pedestrian and cyclist access through and around the centre; f. is integrated with the future major public transport interchange, and facilitates connections between the future major public transport interchange, development in the Centre fringe precinct, surrounding residential areas and the Bulimba Creek recreational corridor. <p>Note—A structure plan informed by the provisions of this code and prepared in accordance with the Structure planning planning scheme policy can assist in demonstrating achievement of this outcome.</p>	<p>AO5.1 Development for a residential use is not located on the ground, second or third floors.</p> <p>AO5.2 Development on the lower floors of a building supports a full range of non-residential Centre activities that facilitate a high level of economic and community activity and encourage street level activation.</p> <p>AO5.3 Development is supported by a structure plan prepared in accordance with the Structure planning planning scheme policy.</p>
---	---

Reason for change: Strengthen intended outcomes for streetscape and public realm improvements to support proposed increased development opportunity.

<p>PO6 Development enhances integration of the centre, reinforces its identity and desired character, assists with visitor orientation and direction, and provides quality landscaping and public spaces that incorporate subtropical design principles.</p>	<p>AO6.1 Development provides extensive landscaping and detailed architectural treatments that soften the multistorey car park and blank facades that dominate the built form of the precinct.</p> <p>AO6.2 Development adjacent to the centre’s major intersections and community spaces includes gateway features such as entry statements or site markers. Refer to Figure a.</p> <p>AO6.3</p>
---	--

	<p>Development at the intersection of Creek Road and Winstanley Street, identified as a gateway in Figure a, provides:</p> <ol style="list-style-type: none"> safe at-grade connections between public and private space; at-grade building entrances from both street frontages; subtropical landscaping, including landscaping on the podium, that minimises the visual impact of the grade change between the site and Creek Road.
	<p>AO6.4 Development for the plaza and other public spaces incorporates areas of deep planting, subtropical landscaping and public art.</p>
	<p>AO6.5 Development adjoining Winstanley Street provides a 6m setback that:</p> <ol style="list-style-type: none"> incorporates existing significant vegetation; is landscaped, including areas of deep planting. <p>Note - Refer to the Vegetation planning scheme policy for guidance on the identification and protection of significant vegetation.</p>

Reason for change: Numbering change only

<p>PO7 Development ensures car parking areas do not undermine the character and visual attraction of the centre and do not dominate the streetscape or diminish the quality of spaces between buildings.</p>	<p>AO7 Development conceals car parking within basements or the building structure.</p>
---	--

Reason for change: Support increased building heights and housing supply while protecting the mixed use intent of the precinct, and the amenity of the surrounding residential and recreational areas

<p>PO8 Development creates an integrated mixed use centre that:</p> <ol style="list-style-type: none"> enhances the intended role and function of the major centre; has a land use mix and configuration which supports economic and community activity through street level 	<p>AO8.1 Development for a residential use is not located on the ground, second or third floors.</p> <p>AO8.2 Development on the lower floors of a building supports commercial, retail, service and community activities that facilitate a high level of economic and community activity and</p>
---	---

<p><u>activation:</u></p> <ul style="list-style-type: none"> c. <u>does not prevent commercial or employment growth within the precinct;</u> d. <u>allows for sufficient areas of deep planting and landscaping for amenity and recreation and to contribute to an attractive subtropical public realm;</u> e. <u>provides useable open space that promotes casual surveillance and active public realm interface;</u> f. <u>provides for convenient and safe vehicle, pedestrian and cyclist access through and around the centre;</u> g. <u>is integrated with the future major public transport interchange, and facilitates connections between the future major public transport interchange, development in the Centre core precinct, surrounding residential areas and the Bulimba Creek recreational corridor.</u> <p><u>Note—A structure plan informed by the provisions of this code and prepared in accordance with the Structure planning scheme policy can assist in demonstrating achievement of this outcome.</u></p>	<p><u>encourage street level activation.</u></p> <p>AO8.3 <u>Development is supported by a structure plan prepared in accordance with the Structure planning scheme policy, and demonstrates how the proposed development will integrate with the major public transport interchange and connect with the surrounding residential areas and Bulimba Creek recreational corridor.</u></p>
---	--

Reason for change: Strengthen intended outcomes for streetscape and public realm improvements to support proposed increased development opportunity

<p>PO9 Development enhances integration of the centre, reinforces its identity and desired character, and facilitates quality landscaping and public spaces that incorporate subtropical design principles.</p>	<p>AO9.1 Development has a minimum building setback from the property alignment of 6m, <u>except where active frontage along Millenium Boulevard and Banchory Court as indicated in Figure a.</u></p>
	<p>AO9.2 Development adjacent to the centre’s major intersections and community spaces includes gateway features such as entry statements or site markers as indicated in Figure a.</p>
	<p>AO9.3 Development incorporates building forecourts that are publicly accessible and that feature quality landscaping.</p>

Reason for change: Strengthen intended outcomes for streetscape and public realm improvements to support proposed increased development opportunity

<p>PO10 Development <u>adjoining Millennium Boulevard and Banchory Court contributes to the</u></p>	<p>AO10 Development <u>on a site identified as an active frontage in Figure a:</u></p>
---	--

<p>creation of a safe, interesting and attractive streetscape that facilitates a strong pedestrian connection across the precincts by providing:</p> <ul style="list-style-type: none"> a. activation at the ground floor with uses that encourage a high degree of pedestrian activity and casual interaction; b. articulated facades with a high proportion of transparent openings and windows to enable casual surveillance of the street; c. ground treatments encouraging an indoor/outdoor relationship. 	<ul style="list-style-type: none"> a. is designed for and fully occupied by non-residential centre activities generating a high level of pedestrian activity at ground level; b. provides subtropical landscaping including ground plane landscaping, green facades or green walls; c. provides safe and convenient at-grade connections between public and private areas. <p><small>Note—In all other respects the requirements of the Centre or mixed use code apply to active frontage – primary.</small></p>
--	---

Reason for change: Strengthen intended outcomes for pedestrians and future major public transport interchange

<p>PO11 Development provides pedestrian areas that are designed to reinforce the character of the centre, promote pedestrian priority and cycle use and facilitate safe pedestrian movement between the Centre fringe precinct and the plaza, the existing and future major public transport interchanges and the Bulimba Creek recreation corridor.</p>	<p>AO11 Development allows for pedestrian crossings on Millennium Boulevard and Carindale Street.</p>
---	--

Reason for change: Minimise impact to the major road network.

<p>PO12 Development does not impact on the operation of the major road network.</p>	<p>AO12 Development is accessed by vehicles via the existing internal road network. No new direct vehicle access is provided from Creek Road or Old Cleveland Road.</p>
--	--

Reason for change: Numbering change only

<p>PO13 Development ensures that car parking areas do not undermine the character and visual attraction of the centre and do not dominate the streetscape or diminish the quality of spaces between buildings.</p>	<p>AO13 Development conceals car parking within basements or the building structure.</p>
---	---

Table 7.2.3.4.3.B—Maximum building height

Reason for change: Removal of redundant content

Development	Circumstance	Building		
-------------	--------------	----------	--	--

		height (number of storeys)		
--	--	---	--	--

Reason for change: Support increased building heights and housing supply while protecting the amenity of the surrounding residential and recreational areas

<u>Development where less than 20m from the property boundary to Winstanley Street</u>	<u>4</u>		
<u>Development where within 20m to 60m of the property boundary to Winstanley Street</u>	<u>8</u>		
<u>Development where less than 30m from the property boundary to Creek Road</u>	<u>8</u>		
<u>Development in all other areas of this precinct</u>	<u>30</u>		

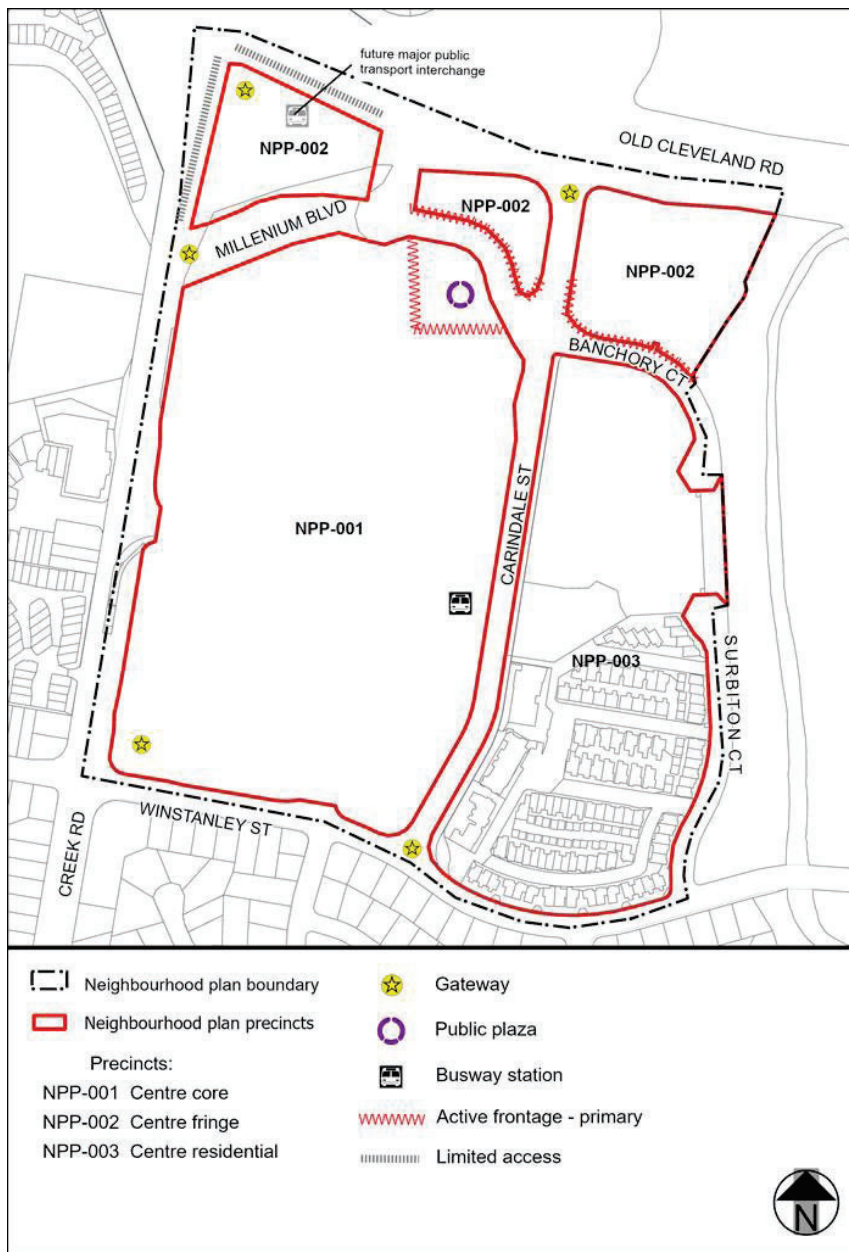
Reason for change: Support increased building heights and housing supply while protecting the amenity of the surrounding residential and recreational areas

<u>Development where less than 30m from the property boundary to the Bulimba Creek recreation corridor</u>	<u>10</u>		
<u>Development where less than 60m from the property boundary to Banchory Court</u>	<u>20</u>		
<u>Development in all other areas of this precinct</u>	<u>30</u>		

Reason for change: Support increased building heights and housing supply while protecting the amenity of the surrounding residential and recreational areas

Any development in this precinct	<u>10</u>		
----------------------------------	-----------	--	--

Reason for change: Update figure to clarify locations of active frontage and future major public transport interchange



Reason for change: Update figure to clarify locations of active frontage and future major public transport interchange

View the high resolution of [Figure a—Design](#) guidelines

Part 7 Neighbourhood plans \ 7.2 Neighbourhood plan codes \ Indooroopilly centre

7.2.9.1.2 Purpose

Reason for change: To provide additional guidance to achieve the neighbourhood plan provisions

3. The overall outcomes for the Indooroopilly centre neighbourhood plan area are:
 - a. Indooroopilly centre develops as a centre and will build on the strength of its existing retail, commercial and community sectors to become the principal location for these

- activities in western Brisbane.
- b. Development creates a diverse, integrated, mixed use centre hosting retail and commercial office uses, higher density dwellings and a range of community and recreational facilities that are concentrated around existing and future public transport nodes to encourage greater use of public transport services and attract further investment in new public transport facilities in and serving Indooroopilly centre.

Note—Preparation of a sustainable travel plan can be used to demonstrate compliance with this overall outcome. Further information regarding how to prepare a sustainable travel plan is available in the Transport, access, parking and servicing planning scheme policy.
 - c. Development is of a height, scale and design that is consistent with the intended height, bulk and character of the relevant precinct and does not result in a density that would place disproportionate pressure on transport infrastructure, public space or community facilities.
 - d. Open space, including Keating Park and the former Witton Barracks, is an integral part of the local active transport network and offers a variety of accessible and comfortable community meeting places and recreational spaces.
 - e. New houses and other development in areas with strong traditional architectural character of buildings built in 1946 or before, complement traditional streetscape characteristics and in specified residential areas along highly trafficked roads, the introduction of appropriate new uses is encouraged, where this leads to the preservation of heritage or character buildings.
 - f. A range of community facilities and services is supported within the neighbourhood plan area that caters for residents, employees and visitors. New development assists in the provision of community spaces to meet the needs of the growing local community. Community facilities are encouraged to co-locate with public and private open space.
 - g. Higher density development requires larger sites that will be achieved through lot amalgamation.
 - h. Multiple dwellings are not accommodated in the Low density residential zone.
 - i. Development is of a height, scale and form, including expansive podium and tower element, which does not adversely compromise air quality and is consistent with the amenity, character, community expectations and infrastructure assumptions intended for the precinct.

Table 7.2.9.1.3.A—Performance outcomes and acceptable outcomes

Reason for change: Allow for more design flexibility to mixed use developments to encourage delivery of housing supply and strengthen intended outcomes for the streetscape and public realm

<p>PO1 Development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is:</p> <ul style="list-style-type: none"> a. consistent with the anticipated density and assumed infrastructure demand b. ; 	<p>A01 Development complies with:</p> <ul style="list-style-type: none"> a. the number of storeys and building height in Table 7.2.9.1.3.B; b. the c. boundary setbacks in Table 7.2.9.1.3.C. <p><small>Note—Neighbourhood plans will mostly specify a maximum number of storeys where zone outcomes have been varied in relation to building height. Some neighbourhood plans may also specify height in metres. Development must comply with both parameters where maximum number of storeys and height in metres are specified.</small></p> <p><small>Note—Where development is located in a street that is subject to a road widening requirement, the new property alignment, after the proposed widening, is regarded as the street front property boundary.</small></p>
--	--

- c. proportionate to and commensurate with the utility of the site area and frontage width;
- d. designed to avoid a significant and undue adverse amenity impact to adjoining development;
- e. sited to enable existing and future buildings to be well separated from each other and to avoid affecting the potential development of an adjoining site;
- f. designed to accommodate sufficient areas of deep planting, landscaping and open space for amenity and recreation and to contribute to an attractive subtropical public realm.

Note—Development that exceeds the intended number of storeys or building height can place disproportionate pressure on the transport network, public space or community facilities in particular.

Note—Development that is over-scaled for its site can result in an undesirable dominance of vehicle access, parking and manoeuvring areas that significantly reduce streetscape character and amenity.

Reason for change: Protect the mixed use intent of the precinct and maintain activation on the lower levels of the buildings

<p>PO7 Development includes a mix of commercial and residential uses that provide the level of activity needed to support the role and function of each sub-precinct and street in the centre.</p>	<p>A07 Development on land fronting the following streets achieves the specified land use mixes:</p> <ul style="list-style-type: none"> a. Moggill Road and Coonan Street – non-residential (shop and office) activities <u>on the ground storey and podium levels and residential above podium level</u>; b. Station Road and Lambert Road – non-residential (shop, food and drink outlet being a cafe or a restaurant, office) on the ground storey and podium levels and residential above podium level; c. all other streets – residential activities.
---	--

Table 7.2.9.1.3.B—Maximum building height

Reason for change: Support the increase of building heights and encourage delivery of housing supply

Development of a site 2,500m ² or greater	<u>25</u>	Not specified
--	-----------	---------------

Reason for change: Support the increase of building heights and encourage delivery of housing supply

Development of a site 1,200m ² or greater but less than <u>2,000m²</u>	12	Not specified
--	----	---------------

Reason for change: Support the increase of building heights and encourage delivery of housing supply

Development of a site <u>2,000m²</u> or greater	<u>25</u>	Not specified
--	-----------	---------------

Reason for change: Support the increase of building heights and encourage delivery of housing supply

--	--	--

Reason for change: Support the increase of building heights and encourage delivery of housing supply

Development of a site 1,200m ² or greater but less than <u>2,000m²</u> ;	8	Not specified
--	---	---------------

Reason for change: Support the increase of building heights and encourage delivery of housing supply

Development of a site <u>2,000m²</u> or greater	<u>15</u>	Not specified
--	-----------	---------------

Reason for change: Support the increase of building heights and encourage delivery of housing supply

--	--	--

--	--	--

Reason for change: Support the increase of building heights and encourage delivery of housing supply

Development of a site less than 2,000m ²	5	Not specified
---	---	---------------

Reason for change: Support the increase of building heights and encourage delivery of housing supply

Development of a site 2,000m ² or greater	Not specified	Not specified
--	---------------	---------------

Reason for change: Support the increase of building heights and encourage delivery of housing supply

Table 7.2.9.1.3.C— Maximum gross floor area

Reason for change: Reduce built form impediments to encourage delivery of housing supply

--	--

Reason for change: Reduce built form impediments to encourage delivery of housing supply

--	--

Reason for change: Reduce built form impediments to encourage delivery of housing supply

--	--

Reason for change: Reduce built form impediments to encourage delivery of housing supply

--	--

Reason for change: Reduce built form impediments to encourage delivery of housing supply

--	--

Reason for change: Reduce built form impediments to encourage delivery of housing supply

--	--

Reason for change: Reduce built form impediments to encourage delivery of housing supply

--	--

Reason for change: Reduce built form impediments to encourage delivery of housing supply

--	--

Reason for change: Reduce built form impediments to encourage delivery of housing supply

--	--

Reason for change: Reduce built form impediments to encourage delivery of housing supply

--	--

Reason for change: Reduce built form impediments to encourage delivery of housing supply

--	--

Reason for change: Reduce built form impediments to encourage delivery of housing supply

--	--

Reason for change: Reduce built form impediments to encourage delivery of housing supply

--	--

Reason for change: Reduce built form impediments to encourage delivery of housing supply

--	--

Reason for change: Reduce built form impediments to encourage delivery of housing supply

	
--	--

Reason for change: Reduce built form impediments to encourage delivery of housing supply

	
--	--

Reason for change: Reduce built form impediments to encourage delivery of housing supply


--


Reason for change: Reduce built form impediments to encourage delivery of housing supply

	
--	--

Reason for change: Reduce built form impediments to encourage delivery of housing supply

	
--	--

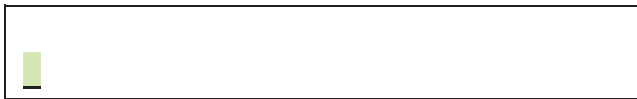
Reason for change: Reduce built form impediments to encourage delivery of housing supply

	
---	--

Reason for change: Reduce built form impediments to encourage delivery of housing supply

	
--	--

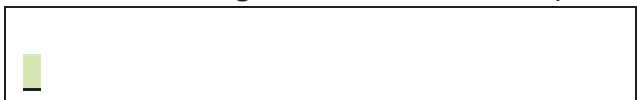
Reason for change: Reduce built form impediments to encourage delivery of housing supply


--


Reason for change: Reduce built form impediments to encourage delivery of housing supply

--	--

Reason for change: Reduce built form impediments to encourage delivery of housing supply


--

Reason for change: Reduce built form impediments to encourage delivery of housing supply

	
--	--

Reason for change: Reduce built form impediments to encourage delivery of housing supply

Reason for change: Reduce built form impediments to encourage delivery of housing supply

Reason for change: Renumbering due to deletion of the above table
Table 7.2.9.1.3.C—Minimum building setbacks

Part 7 Neighbourhood plans \ 7.2 Neighbourhood plan codes \ Toombul—Nundah

7.2.20.2.2 Purpose

Reason for change: Provide additional guidance to encourage sustainable travel planning

4. Nundah village precinct (Toombul—Nundah neighbourhood plan/NPP-001) overall outcomes are:

- a. This precinct provides the everyday shopping, convenience and lifestyle needs to service the local district and community, and offers a range of dwelling types, community facilities and employment opportunities.
- b. Development on Sandgate Road respects the traditional village character of the main street environment while providing modern premises in which retail and business activity can thrive.
- c. Development west of Sandgate Road will be of a lower scale to provide integration with the established character.
- d. Development adjoining Station Street is of a human scale at street level, with taller buildings set back from the street to provide access to light and breezes at the street level.
- e. Development surrounding Nundah Station is a focus for development that maximises accessibility to transport, shops and services.
- f. Development contributes to improved connectivity and facilities for both pedestrians and cyclists.

Note—Preparation of a sustainable travel plan can be used to demonstrate compliance with this overall outcome. Further information regarding how to prepare a sustainable travel plan is available in the Transport, access, parking and servicing planning scheme policy.

- g. Nundah Memorial Park is a key area of open space within this precinct, and will be enhanced over time to an urban common standard to support the growth of the centre.

Table 7.2.20.2.3.A—Performance outcomes and acceptable outcomes

Reason for change: Support increased residential development while protecting the economic intent and maintaining ground level activation of the precinct

<p>PO5 Development provides a mix of residential and non-residential land uses to maximise transit oriented development outcomes and provide for a level of economic activity commensurate with the Major centre zone.</p>	<p>AO5.1 Development: a. <u>where in the Nundah village b sub-precinct, for a residential use is not located on the ground floor;</u> b. <u>in all other centre zones,</u> incorporates a minimum mix of 30% non-residential uses.</p>
	<p>AO5.2 Development of foyer space occupies a maximum of 40% of the ground storey</p>

	frontage.
	AO5.3 Development provides <u>for non-residential uses and</u> active frontages in accordance with Figure a.

Table 7.2.20.2.3.B—Maximum building height**Reason for change:** Support increased building heights and encourage delivery of housing supply

Development of a site 1,200m ² or greater	<u>10</u>	25m
--	-----------	-----

Reason for change: Support increased building heights and encourage delivery of housing supply

Development of a site 1,200m ² or greater in the Nundah village a sub-precinct (Toombul—Nundah neighbourhood plan/NPP-001a)	<u>15</u>	35m
--	-----------	-----

Reason for change: Support increased building heights and encourage delivery of housing supply

Development of a site 1,000m ² or greater in the Nundah north precinct (Toombul—Nundah neighbourhood plan /NPP-005) if in the Mixed use zone <u>and not fronting Ryans Road.</u>	5	20m
---	---	-----

Reason for change: Support increased building heights and encourage delivery of housing supply

<u>Development of a site 1,000m² or greater in the Nundah north precinct (Toombul—Nundah neighbourhood plan /NPP-005) if in the Mixed use zone and fronting Ryans Road.</u>	<u>10</u>	<u>20m</u>
--	-----------	------------

Appendix 2 Table of amendments

Table AP2.1—Table of amendments

Reason for change: Placeholder for amendments to Brisbane City Plan 2014 - Indooroopilly, Carindale and Nundah Major Centres

<p><u>XX XX 20XX</u> (adoption) and <u>XX</u> <u>XX 20XX (effective)</u></p>	<p><u>v35.00/2025</u></p>	<p><u>Tailored</u></p>	<p><u>Tailored amendment</u> <u>to planning scheme</u> <u>(Section 18(3) of the</u> <u>Planning Act 2016).</u> <u>Refer to Amendment</u> <u>vXX.00/20XX for</u> <u>further detail.</u></p>
--	---------------------------	------------------------	--