The new neighbourhood plan covers all of Banyo and Northgate, plus parts of Nudgee, Nundah, Virginia and Hendra that sit within the natural boundaries of Nundah and Downfall Creeks, the Gateway Motorway and Sandgate Road.
BANYO-NORTHGATE
Neighbourhood plan draft strategy

Shaping the future

In partnership with the community, Brisbane City Council is creating a new neighbourhood plan for the Banyo-Northgate area (which includes parts of Nudgee, Nundah, Virginia and Hendra) to help shape its future over the next 10 years and beyond.

So far, community members have shared ideas through more than 1100 online survey responses, workshops and by talking with Council officers face-to-face, as well as through emails, letters and on the phone. This draft strategy combines initial community input with the results of expert planning studies. The draft strategy and community feedback will be used to prepare a draft neighbourhood plan for the area. The draft strategy will also guide projects to make the Banyo-Northgate area an even better place to live, work and relax.

Releasing the draft strategy for community review gives everyone a chance to have a say before the neighbourhood plan is prepared. You will also be able to comment on the draft plan.

The draft strategy is organised into three key sections:

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How are Neighbourhood Plans created?

Neighbourhood plans are created by Council, with input from residents and business owners. They are legal documents that guide development in an area and sit within Council’s planning scheme, Brisbane City Plan 2014. The following outlines how neighbourhood plans are formulated.

A draft strategy:
- is drafted so community members can consider the future of their neighbourhood
- introduces key themes for consideration in the future development of an area
- encourages community members to become involved in planning for the future
- provides a guideline for implementing key themes.

A draft neighbourhood plan:
- provides legal direction for the future of development in an area
- sets levels of assessment and overall, acceptable and prescribed outcomes for future development
- implements zone or overlay changes.

An adopted neighbourhood plan
Once approved by the Queensland Government and endorsed by Council, the final plan will be included in Council’s City Plan, which sets out how land can be used and developed across the city.

Have your say on the future of the Banyo-Northgate area
Join other locals and have a say about the future of your neighbourhood.

1. Head to brisbane.qld.gov.au to complete an online feedback form.
2. Talk one-on-one with a Council planner to find out what the draft strategy means for you and to share your thoughts.
   - Thursday 9 November – 4-6pm
     Corner of Ryans Road and Ridge Street, Northgate (next to Northgate Railway Station).
   - Saturday 11 November – 9-11am
     St Vincents Road next to Tuffnell Road, Banyo (outside Banyo Railway Station).
   - Wednesday 22 November – 4-6pm
     Railway Parade, Nudgee
     (outside Nudgee Railway Station).
   - Friday 24 November – 9-11am
     Northgate shops, corner of Northgate Road and Ridge Street, Northgate.
3. Email us at neighbourhood_planning@brisbane.qld.gov.au
4. Write to Neighbourhood Planning (Banyo-Northgate), Brisbane City Council, GPO Box 1434, Brisbane QLD 4001.

Feedback closes on Friday 8 December 2017.
Stay up to date on the project by visiting brisbane.qld.gov.au/neighbourhoodplanning to sign up for email updates.
ABOUT THE BANYO-NORTHGATE NEIGHBOURHOOD PLAN AREA

The Banyo-Northgate area has always been a great place to live, work and relax. Older, established neighbourhoods are embracing younger families once again as new generations discover the spacious, affordable homes, green leafy streets and strong sense of community that have drawn people to the area for decades.

Neighbourhoods in Northgate and northern Nundah are becoming sought-after inner-urban living precincts as Nundah blossoms into a major centre on the city’s north side with more than 62 cafes, restaurants and bars. Thriving industrial precincts anchored by the iconic Golden Circle cannery are attracting talent, interest and investment, strengthening the city’s economic prosperity and broadening local job options.

As the Banyo-Northgate area’s popularity grows, balancing the demand for land for new homes, businesses and industrial operations will become important. Planning today can help ensure the area keeps its much-loved character into the future.
Old neighbourhoods, timeless appeal

Local housing traces the evolution of Brisbane’s European settlement. Banyo’s eclectic mix of nineteenth century cottages, federation bungalows, modest post-war timber homes, two-story 70s houses and contemporary brick residences reveal its steady development over the decades. Intact streetscapes of lovingly restored character homes contribute to the area’s charm. Local housing has long enjoyed a reputation of affordability that has underpinned the area’s attraction over the decades. Here, working-class families could find homes on reasonably sized lots close to the city and housing prices remained affordable throughout the 20th Century. There are now challenges in maintaining housing affordability for people at different stages of life and in different types of employment.

HISTORICAL TIMELINE OF THE AREA

Significance for Indigenous people

- Traditional owner groups inhabited the area before settlement.
- Nudgee Waterhole is a site of cultural significance that contains a bora ring, and nearby camp sites were located at Toombul.

Early settlement

- Zion Hill, the first free settlement in Brisbane, established by German missionaries in 1838, is commemorated at German Station Park.
- Soon after the colony was opened for free settlement, farms were established in the Banyo area.
- Mail services reached the small community by the late 1850s.

Industry grows around railway connections

- In 1882, the Sandgate railway line was opened, which promoted the development of McKenzie and Holland workshop who made railway equipment (e.g. signalling) east of the railway station.
- Nudgee pineapple plantation bearing fruit in the area in late 1800s.
- When the North Coast line was opened, the station’s name was changed to Northgate Station (merging North Coast and Sandgate) and later shortened to Northgate.
- Banyo Railway Station started taking its first passengers from nearby suburbs in 1912.
New life through urban regeneration

The transformation of Nundah’s retail and commercial centre from a run-down suburban shopping strip into a bustling town centre sparked a housing boom in surrounding streets that has reached into Northgate. Over the past decade, modern duplexes, stylish units and townhouse complexes changed local streets into vibrant, urban addresses with a range of lifestyle offerings. More development interest in these southern parts of the neighbourhood plan area is predicted due to the CBD’s close proximity, easy access to the Sunshine and Gold coasts via the Gateway Motorway and excellent public transport. Renewed interest in Banyo is also enlivening local streets as people invest in renovations and extensions, drawn by the area’s village feel, surrounding network of green spaces and selection of local schools, technical colleges, and Australian Catholic University.

Jobs for locals

Residents have been commuting to the CBD by train since the 1920s but many people work locally in the industrial precincts of Banyo, Northgate, Nundah or around the Brisbane airport. The Banyo-Northgate area has long been a place to set up business, with the first industrial operations arriving with the railway. For example, in 1882, Melbourne firm McKenzie and Holland opened a railway equipment workshop near Northgate Railway Station, setting the foundation for the major industrial precinct that endures today.

The establishment of the significant Golden Circle cannery on part of a former US Army depot east of Banyo Railway Station saw local industry prosper from the 1950s. Business ranged from a tobacco growers’ warehouse, brass foundry and a sawmill to factories for macaroni, tiles, handles and plastic irrigation. While the cannery remains, most industrial operations are now focused on manufacturing, transport and wholesale trade. Given its central location, proximity to the airport and port and accessibility by public transport, the Banyo-Northgate area will remain an important location for industry and business into the future.

Local communities emerge

- In 1890, land subdivisions were put up for sale close to Northgate Railway Station.
- The first Worker’s Dwelling Scheme house at 35 Surrey Street, Nundah was built in 1910.
- By the 1920s, about 400 people lived in the suburb of Banyo.

War opens the door for industry

- During the Second World War, Naval and Army Stores were established by the United States military along Toombul and Earnshaw roads.
- In 1947, part of the former US Army depot was acquired to become the Northgate Cannery, which became one of Queensland’s most important industries. Today it is the Golden Circle Cannery.
- In the post-war era other industries developed around Northgate Railway Station.
- Additional industry developed in the 1950s-60s included Nanda Macaroni, Wunderlich tile and window works, a plastic irrigation factory and a tobacco grower’s warehouse.

Contemporary development

- Banyo library was constructed in 1981.
- Suburban Centre Improvement Project (SCIP) with landscape and streetscape works for Banyo centre delivered by Council in 2012.
- Additional retail opportunities provided in Banyo by the recently developed Woolworths.
Planning the future

Brisbane is a great place to live. Suburbs across the city will continue to grow as more people relocate to Brisbane for work and to enjoy our enviable lifestyle, buy or rent their first homes, and local residents seek out different homes to suit their changing housing needs.

Together, the plans of the Queensland Government and Brisbane City Council determine where new homes and other development can be located in Brisbane (figure 1 shows how these plans work together). Everyone has a chance to comment on regional and citywide plans as they are drafted and, once finalised, they guide the way the city grows and changes. Neighbourhood plans must reflect the directions set by these plans.

City Plan does not expect significant growth in the quiet residential areas in Nudgee, Banyo and northern parts of Northgate and Virginia over the next decade but more units, townhouses and new homes are likely in Northgate (south of Old Toombul Road) and northern areas of Nundah. These areas are already zoned for two and three-storey units as they are close to Nundah centre. City Plan anticipates ongoing development around this major centre and around Northgate Railway Station, which is classified as a future growth ‘node’.

City Plan and ShapingSEQ, the Queensland Government’s plan for the South East Queensland Region, both aim to preserve the area’s major enterprise and industrial precinct due to its importance to Brisbane’s economy and regional prosperity.

ShapingSEQ

ShapingSEQ: South East Queensland Regional Plan 2017 (ShapingSEQ) broadly sets out where new development can and cannot go in the region through an ‘urban footprint’. It indicates that most of the new dwellings in Brisbane will be located within existing suburbs.

City Plan

Council’s Brisbane City Plan 2014 (City Plan) is the main plan that guides development within Brisbane. It focuses new development into the inner city and around major shopping centres, along railway lines and busways and into the city’s few remaining undeveloped areas.

Neighbourhood plans

Neighbourhood plans refine citywide planning regulations in City Plan to better suit local areas by outlining the scale, location and type of future development allowed.

South East Queensland’s future housing needs

SHAPING SEQ! FORECASTS AN EXTRA 188,200 HOMES NEEDED FOR BRISBANE FROM 2016-2041

* ShapingSEQ: South East Queensland Regional Plan 2017
Value of industrial land

Industry underpins Brisbane’s economic prosperity but with a shortage of industrial land looming, preserving existing industrial precincts is becoming critical. Industry not only provides about 15% of Brisbane’s jobs but also keeps other employment sectors afloat. Retail outlets, for example, rely on warehousing and logistics support. Many industrial operations also export, which is driving broader economic growth.

The draft Brisbane Industrial Strategy outlines how Council plans to protect industrial land and help precincts attract investment and evolve to meet industry’s changing needs. Global trends such as the move towards automation are reshaping the face of industrial precincts. Industries are becoming ‘cleaner’, with more mixed business and industry areas to support the rise of low-impact enterprises such as biotechnology, advanced manufacturing, research laboratories and creative industries. These innovative industries are broadening Brisbane’s economic base and diversifying local jobs. High-tech manufacturing, knowledge-based and artisan industries are already beginning to establish in the Banyo-Northgate area.

The Banyo-Northgate area has a variety of industry types, including:

- Business and low impact industry
- General industry
- Service industry
- Higher impact industry
“The Banyo-Northgate area forms part of Brisbane’s important northern industrial area, with excellent proximity and access to the Australia Trade Coast and other major industry areas.”
Setting local directions

Preparing a new neighbourhood plan gives Council the chance to partner with residents, business owners and industrial landholders to work through local challenges and plan the future.

Council has set five strategic aims to guide planning activities, drawing on technical research, the broad directions set by overarching plans and community input.

Strategic directions for planning activities in Banyo - Northgate

1. Preserve and enhance the character and lifestyle of the area.
2. Plan the evolution of growing areas such as around Northgate Railway Station.
3. Ensure business and industry can continue to operate and thrive.
4. Balance the growth of residential, business and industrial areas, and manage interfaces.
5. Identify ways to improve public transport and road, walking and cycling networks.
What you’ve told us so far

We’ve had lots of locals share thoughts and ideas about the Banyo-Northgate area to help us form a draft strategy and we’d love to hear what you think.

So far, we’ve had community and stakeholder input from:
From this information and our technical data, we’ve developed these strategies and want to hear your thoughts.

**Industry and employment**
- Preserve land for business and industry employment and transition some land around stations for business and industry.
- Expansion of Banyo district centre.

**Character and housing**
- Maintain protections over character housing.
- Encourage better housing choices close to railway stations.
- Guide good design of future development sites.

**Centres and community hubs**
- Maintain and enhance the village feel as the Banyo centre expands.
- Support small community precincts around Northgate and Nudgee railway stations.
- Support creative industries and community uses at Northgate and Bindha.
- Plan for footpath and street tree improvements in neighbourhood hubs.

**Access and travel**
- Improve pedestrian accessibility around railway stations.
- Identify key neighbourhood connections for walking and cycling opportunities.
- Continue to review road networks to support growth.

**Green space**
- Identify better ways to access and use open space and sporting facilities.
- Plan for additional facilities or upgrades to current open space and recreation facilities.

You told us you value:
- better public transport, including railway station and bus access
- refreshing older industry areas around railway stations
- keeping places of employment in the area
- quality paths, shade, safe crossings and bike lanes for active travel
- retaining current character housing and commercial buildings
- a broader mix of housing types to support residents at all stages of life
- retaining and improving green spaces
- improved lifestyle opportunities in community hubs.
OUR VISION

With the help of the community, we’ve drafted a vision to imagine what the Banyo-Northgate area could be like in 10 years. This vision will guide future planning and development as a key element of the neighbourhood plan.

Banyo-Northgate is a well-connected community, with frequent public transport services, easy road access to Brisbane’s CBD and the rest of southeast Queensland, and comprehensive walking and cycling networks. Local centres offer residents plenty of housing, commercial and recreational opportunities and the much-loved character and heritage of neighbourhoods is celebrated and protected. Lively commercial, industrial and education precincts are hubs for innovation and research that support business and industry. The area’s many green spaces, community facilities, schools and community hubs give locals plenty of opportunities to meet and connect.
HOW WE’LL GET THERE

We’ve had lots of locals share thoughts and ideas about the Banyo-Northgate area to help us form a draft strategy and we’d love to hear what you think.

- **Theme one:** Industry and employment
- **Theme two:** Centres and community hubs
- **Theme three:** Character and housing
- **Theme four:** Access and travel
- **Theme five:** Green spaces
PLANNING FOR THE FUTURE OF BANYO-NORTHGATE

BANYO-NORTHGATE Neighbourhood plan draft strategy

Industry and employment
- Preserve existing industry
- New industry and business opportunities
- Low-impact industry and business opportunities with potential residential

Centres and community hubs
- Existing hubs
- Banyo centre expansion opportunity

Character and housing
- Preserve intact pre-1946 character housing
- New housing opportunities
- Green spaces
- Railway station nodes
  - Railway line
  - Indicative railway station walking catchment
  - Main road

**Nudgee**
**Northgate**
**Banyo**
**Bindha**

**Industry and employment**
- Low-impact industry and business opportunities
- New industry and business opportunities

**Centres and community hubs**
- Existing hubs
- Banyo centre expansion opportunity

**Character and housing**
- Preserve intact pre-1946 character housing
- New housing opportunities
- Green spaces
- Railway station nodes
Land for employment

The draft strategy supports Banyo-Northgate’s role as a major employment area by preserving industrial land and helping business and industry to thrive. The area contains one of Brisbane’s few remaining inner-urban industrial precincts, stretching from the northern end of Toombul Road at Virginia to the Gateway Motorway at Nudgee. Significant in its own right, this area is also a vital link in broader supply chains as part of Brisbane’s Northern Industrial Area (NIA). It is located on one of the city’s busiest freight routes connecting directly to the Australia TradeCoast, which is the city’s largest trade and logistics area and the region’s second-largest employment area. Almost half of Brisbane’s new jobs to 2041 outside the inner city will be found in the NIA and the Australia TradeCoast.

Living with industry

Residents have told Council they are generally happy living near industrial areas, but some people are concerned about noise, truck traffic and being close to unattractive buildings. City Plan already includes provisions to reduce impacts from industrial precincts over time by encouraging heavy industry to relocate away from areas near homes and replacing them with cleaner industry or office-based businesses. The draft strategy strengthens this approach by supporting the evolution of older industry areas around railway stations to mixed business and industry precincts. This will further encourage low-impact industries and businesses on the fringes of industrial areas that adjoin residential areas.

What you told us

“There is an opportunity to re-zone the area along Melton and Toombul Roads to promote small business (restaurant/cafe/markets/brass plate), ideally located adjacent to Northgate Train Station.”

“Encourage retail and commercial and residential use consistent with its middle ring suburb status.”

“Forward planning to ease areas historically used for industrial purposes into lighter commercial or residential use as these areas become increasingly surrounded by residential properties.”
Trends and transformations

Advanced technologies are changing the way local industries operate. Trends towards greater automation mean some businesses are seeking larger workshops to house machinery and longer hours to maximise investments. Combined business and industry areas are growing in popularity as chemical, software and industrial engineers and other professionals increasingly work onsite alongside traditional skilled workers. These precincts are also becoming the location of choice for smaller scale, niche industries, creative enterprises and makers of handcrafted goods. Council will seek to support these emerging trends to continue to deliver local jobs.

Strategies and actions

Strategy 1.1 Ensure sufficient land to meet future employment needs.

1.1.1 Preserve existing productive industrial land.

Industrial land within the NIA must be retained to ensure Brisbane’s economic vitality in accordance with City Plan and ShapingSEQ.

1.1.2 Expand employment areas by rezoning underutilised land for industry and business.

Areas near Northgate and Bindha railway stations will be encouraged to become renewed mixed-use precincts with a focus on new industry and businesses. Banyo centre will also be allowed to expand to support further business expansion (see Map 3: Thematic Map, pages 14-15).

Strategy 1.2 Make it easier to do business in industrial areas.

1.2.1 Consider reducing the number of car parking spaces required for industrial development.

Redevelopment of key industrial sites near railway stations could be encouraged by reducing costs associated with parking and allowing more space for core industrial activities.

1.2.2 Extend hours of operation, potentially to allow 24/7 operations, where impacts on adjoining sites can be managed.

Council will review current hours of operations and seek appropriate locations for extended hours to support the viability of businesses.

“Encourage development of derelict industrial sites which are just lying dormant and decaying.”

“Limit the types of operations that can function in this area, such as no scrap metal recycling.”

“Serious consideration should be given to the type of industry conducted in Banyo. Should be more future focused in terms of catering to the next wave of economic prosperity (e.g. science/medical hubs that will be developing in inner-city Brisbane) [by developing] smaller-scale, quality boutique businesses.”
1.2.3 Review planning provisions for industrial uses such as building heights.
Allowing taller warehouses to accommodate machinery in suitable locations would enable a broader range of industrial operations to establish or expand locally.

Strategy 1.3 Support the development of new industries and businesses.

1.3.1 Facilitate the development of emerging business and industry clusters by creating mixed-use precincts near some railway stations.
Mixed-use areas are best located near railway stations so workers have good access to public transport. Suitable for creative, artisan industries, these attractive, ‘clean’ industry precincts also help buffer homes from general industrial activities.

1.3.2 Prepare master plans to guide the evolution of mixed-use railway station precincts.
Consider ways to make precincts attractive for workers and businesses and enhance:
- connectivity – particularly for pedestrians and cyclists
- placemaking – to create an appealing ‘vibe’ in these locations
- interfaces – to reduce impacts on nearby residential areas.

1.3.3 Investigate opportunities to support emerging business and industry clusters.
Council will investigate ways to support precincts through marketing campaigns and strategic business advice.

Strategy 1.4 Continue to reduce impacts of industrial activities on residents.

1.4.1 Continue to facilitate the relocation of heavy industries to appropriately zoned sites and encourage light industries where next to residential areas.
Both zoning that restricts industries with impacts on surrounding residences and appropriate planning to support redevelopment for cleaner industries and business will improve the interface between industry and residential areas.

1.4.2 Encourage well-designed, attractive industrial precincts that integrate with surrounding communities.
New precincts will encourage attractive new businesses that better interact with streets. New street connections will provide public access and support redevelopment.

Tell us what you think
Complete the online feedback form at brisbane.qld.gov.au/neighbourhoodplanning to have your say on the draft strategy including Theme one: industry and employment
Theme two: Centres and community hubs

Open for business
With a Woolworths supermarket, bakery, chemist and other essential shops, plus a wide selection of specialty shops and personal services, the Banyo centre is the area’s main shopping precinct. It’s the place to do the weekly grocery shop, catch up with friends over coffee or pick up takeaway. Economic data shows the area needs more space for shops and local businesses as it grows. Many locals leave the area to shop at Centro Toombul and Nundah’s shopping precinct. The draft strategy proposes allowing Banyo centre to expand along Tufnell and St Vincents Road to increase its appeal and intensify around the railway station, with more shops, space for medical centres and health professionals, above-shop apartments and a greener, shadier environment for shoppers.

Hubs for community life
Community members told Council that Northgate Railway Station needs a small convenience precinct for commuters, workers and residents. As the area’s busiest railway station and a precinct marked for residential and employment growth, Northgate Railway Station has potential to become a hub for village life.

Nudgee also needs a corner store where locals can grab a coffee before work or buy the basics without driving to Banyo centre. Even more people will be seeking these kind of shops as new homes go up west and north of Nudgee Railway Station.

What you told us

“It would be preferable for development to remain up to 3 storeys, and to plan for more dense buildings and mixed uses around the train stations, particularly around Northgate Station where land is extremely under-utilised at the moment.”

“The Banyo town centre also needs more park space, not much, but the park next to the library is not enough.”

“We enjoy the small businesses such as cafes and shops, so we would like the council to support the growth of little independent businesses.”
Celebrating heritage
Many local businesses operate out of older commercial buildings, which residents want protected from redevelopment. Commercial ‘character’ shops are unique, with a size and layout ideal for small businesses. Blending old and new offers an appealing mix that adds character to district centres. Nundah shows how older buildings can help maintain a village feel as centres grow.

Strategies and actions

Strategy 2.1 Allow Banyo Centre to expand while maintaining its ‘village’ feel.

2.1.1 Allow new shops and businesses to establish along Tuffnell and St Vincents roads next to the existing centre.

Allowing more shops to develop adjacent to the centre would allow Banyo centre to increase its range of products and services and therefore broaden its appeal.

2.1.2 Protect additional older commercial buildings in the Banyo centre from being demolished or substantially altered.

Council will extend the commercial character overlay protections to select business premises in Banyo centre on the northern side of the railway line, situated on Royal Parade, Tufnell Road and St Vincents Road.

2.1.3 Promote housing above shops in the Banyo centre to increase centre activity.

While apartments above shops are already allowed in Banyo centre, increasing the centre’s size – and the area suitable for over-shop homes – would make this form of development more feasible.

“The need for a community centre, especially in the Banyo/Nudgee area is absolutely necessary. For many years previously and also currently, the young people of Banyo and Nudgee have been limited to the access of recreational activities and/or community programs.”

“I live in Northgate and love the amenity that Nundah offers. While it is a comfortable walking distance, it would be nice to have some more things closer to home.”

“Tufnell road should become a more significant entrance to the Banyo district centre – i.e. tree lined entrance with visual ques signifying entry to the Banyo community.”
2.2.4 Allow a small number of neighbourhood-scale shops around Nudgee Railway Station.

Nudgee residents currently have limited local shopping or recreation opportunities to support their growing community.

Strategy 2.3 Make it easier, safer and more enjoyable to walk and cycle to and around centres and hubs.

2.3.1 Investigate opportunities to improve pedestrian and cycle links to Banyo centre.

Encouraging more walking and cycling to, and within, the centre would help generate more street activity and add to the centre’s ‘village’ feel.

2.3.2 Identify opportunities to plant shady trees along medians, footpaths and streets leading to community hubs.

Street trees shade busy streets and make centres more attractive. Many community hubs in the plan area lack the large feature trees found in popular centres in places such as Racecourse Road, Hamilton and Nundah.

2.3.3 Identify locations for additional pedestrian crossings and traffic-calming devices along streets around community hubs.

Slowing speeds around centres and making it easier to walk or cycle there from nearby homes can encourage locals to visit the centres. Raised pedestrian crossings and pedestrian refuges are proven ways of creating a safer and more convenient environment for pedestrians.

Strategy 2.4 Integrate neighbourhood planning with Australian Catholic University (ACU)

2.4.1 Highlight the contribution of ACU, which provides education and employment opportunities and makes facilities available for community use.

Please note that ACU on the neighbourhood plan draft strategy map is a key community hub and service provider.

2.4.2 Seek to improve access to ACU and its facilities for students, staff and the public.

Plan for active and private vehicle transport to ACU with feedback from the community and the university.

Tell us what you think

Complete the online feedback form at brisbane.qld.gov.au/neighbourhoodplanning to have your say on the draft strategy including Theme two: centres and community hubs
“More shopping, cafes and restaurants developed in Banyo along the same lines as Nundah village. Banyo has the potential to be a vibrant precinct and community.”
Protecting our character
Residents value the area’s older housing character and want it to remain for future generations. Most homes in well-preserved streets of timber and tin character homes (built before 1946) are protected from being demolished or substantially altered through the ‘traditional building character overlay’. These protections are proposed to continue to maintain the character feel of the area. However, Council has reviewed where character housing streetscapes remain strongly intact and require continued or added protection, as well as where development, over time, has fragmented some streetscapes. From this review, it has been determined that some protections should be lifted in accordance with the character overlay intent. (Note that pre-1911 or heritage listed dwellings can be retained even when not in a character streetscape.) Council is now seeking community feedback on proposed changes shown on the zoning map.

Homes for all residents
While seeking to maintain neighbourhood character, the draft strategy proposes allowing townhouses, duplexes, terraces and units close to services and railway stations to provide choice for young adults, singles, families and older members of the community. Many older residents want to stay in their community as they age, close to family, friends and familiar surroundings. Low-maintenance, affordable homes are also appealing to young people, couples or students, especially when they are located close to good public transport and shops. While townhouses and small-lot homes are being developed in streets north of Nudgee Railway Station, more is needed in locations where services and transport are within easy walking distance.

What you told us

“I would not oppose more high-density living options to be constructed in that area (surrounding Northgate station) as long as it also incorporated shops/cafes at street level - in the same way as the apartment buildings of Nundah.”

“Northgate is an old suburb with many classic Queenslander style homes, and retention of these character homes is essential to maintain the charm of the area.”
Guiding new development

Council proposes using the new neighbourhood plan to provide stronger planning guidance for sites marked for redevelopment. Opportunities for new community facilities will also be examined. Future development must be carefully managed so it is well-designed, has good supporting infrastructure, fits in with nearby neighbourhoods and respects the value of green spaces and waterways. Large sites previously used for big operations, such as the old wool stores on St Vincent Road, have been analysed from a technical point of view to determine how they might best integrate into the community in the future as they redevelop.

Strategies and actions

**Strategy 3.1 Continue to protect the area’s heritage and character.**

3.1.1 Maintain appropriate protections over the area’s pre-1946 character homes.

Character residential (character) zoning will be retained in Northgate, Nundah, Virginia, Banyo and Nudgee. Traditional building character overlay protections will also be retained in other areas where streetscapes continue to reflect intact character.

3.1.2 Strengthen protections over intact streets of character homes in areas currently zoned for units in Northgate and Nundah, and extend protections to additional homes in intact character streets.

Change some areas zoned low-medium density residential, with traditional building character overlay, to character residential (infill housing). Extend the traditional building overlay where appropriate for land in the character residential (infill housing) zone (see map on page 26).

3.1.3 Ensure pre-1911 and heritage buildings in Banyo-Northgate are sufficiently protected from redevelopment.

An audit of buildings built pre-1911 or with unique heritage value is being undertaken to support the neighbourhood plan.

“We need far more diversity in housing and protection of our heritage and character homes.”

“Ensure mix of character, low and mid density housing is maintained.”

“There is a need to increase residential densities in proximity to the train station particularly in close walking distance.”
Northgate – residents value the pre-1946 character housing and leafy green streets that are a feature of Northgate. Character houses, including examples of pre-1911 houses are protected. South of Northgate Road, sites developed as post war houses or for non-residential uses have potential for unit development.
Nudgee – retains its pre-1946 houses and much of the low impact industry precinct while supporting the transition of some former industry sites close to the Nudgee train station and Nudgee Recreation Reserve to townhouse and unit development in a renewed station precinct.

Banyo – while opportunity exists for the centre to continue to develop its district importance, pockets of character houses are retained.

Bindha station – Virginia streetscapes of intact character housing remain and are protected. A new Bindha station precinct is an opportunity for employment renewal and innovation in housing located close to jobs in.
Strategy 3.2 Encourage better housing choice close to railway stations.

3.2.1 Allow new residential development of six to eight storeys in selected areas around Northgate Railway Station, which features the most regular rail services.

Rezoning some sites adjacent to the railway station or within a five-minute walk that also overlook the Northgate park reserve to medium density residential is proposed, which is an idea supported by CPT members.

3.2.2 Allow new residential development up to three storeys in selected areas around Nudgee, Banyo and Bindha railway stations.

Rezoning some sites within a five-minute walk of railway stations to low-medium density residential is proposed, which is an idea generally supported by CPT members.

Strategy 3.3 Guide new development so it integrates well with existing neighbourhoods.

3.3.1 Seek opportunities to locate low-medium and medium-density housing at the end of residential blocks to improve transitions to adjacent neighbourhoods.

The ends of residential blocks close to centres or railway stations are an opportunity for different housing with limited impact on streetscape character. Road spaces and large trees can also help manage these transitions (see the ‘End of block density’ figure on page 48).

3.3.2 Craft planning provisions to guide development of key ‘emerging community’ sites to maximise community benefits and integration with nearby neighbourhoods.

Plan for larger vacant sites, such as the former Energex depot site in Banyo, to ensure they integrate well and that there are adequate community services such as local road access and parks.

“It’s vital that the suburb’s development plan caters for a broad range of ages and abilities and not just favour a specific age and income group --- which seems to be the case at present.”

Tell us what you think

Complete the online feedback form at brisbane.qld.gov.au/neighbourhoodplanning to have your say on the draft strategy including Theme three: character and housing
Theme four: Access and travel

An easy commute

With five railway stations, and trains arriving every eight minutes in peak hour at some stations, locals enjoy some of the city’s best rail services. However, sometimes getting to the station can be difficult. As new development happens around railway stations, Council will look for opportunities to better connect these stations to surrounding streets and walking and cycling networks. Park ‘n’ ride improvements at each station will be considered and it may be possible to incorporate them as part of redevelopment opportunities around railway stations. TransLink operates bus services to Northgate and Banyo stations, but residents told Council that routes could be more direct.

Safe, connected networks

Banyo-Northgate has extensive walking and cycling paths and Council is progressively filling in missing links to create safe, direct and continuous networks. Routes to places people most want to visit, such as local centres, stations, schools and open spaces, are being prioritised. Jim Soorley Bikeway, a major bikeway connecting the Moreton Bay and Kedron Brook cycleways, passes close by the area, but access to it could be improved. Residents also want to be able to access the Moreton Bay Cycleway directly by crossing the Gateway Motorway. Community ideas to improve walking and cycling networks are being considered as Council updates its citywide Active Transport Network Plan.

What you told us

“I love the fact that there is so much development going on in the area. Having said that, however, I think Council need to think closely about the feeder roads into the development areas. Traffic is becoming more congested on the feeder roads.”

“In particular, stop rat running of heavy vehicles driving through Banyo village and past a school to get to the gateway motorway.”

“Traffic calming measures on all major roads.”
Moving around
Toombul Road, Sandgate Road and the Gateway Motorway onramps can become congested in peak periods as roads fill with industrial workers and CBD-bound commuters, shoppers, students and interstate visitors heading to local businesses. Council will investigate ways to improve local access onto these major arterials and improve traffic flow. Community members also suggested reviewing traffic management measures to reduce truck traffic and speeding in neighbourhood streets.

Strategies and actions

Strategy 4.1 Make it easier, safer and more enjoyable to walk, cycle or take the bus to stations.

**4.1.1 Identify ‘desire’ lines (preferred routes of travel) for walkers and cyclists to inform and integrate redevelopment around Northgate and Bindha stations.**

As development occurs around these railway stations, Council will seek improved pedestrian and cycle access to the stations and generally around railway precincts.

4.1.2 **Explore opportunities to improve access through industrial sites to all railway stations.**

Council will investigate establishing easements through private properties for pedestrian and cycle connections around all railway stations. This will better integrate industrial precincts into the neighbourhood fabric and encourage more walking and cycling.

4.1.3 **Work with TransLink to improve bus services to railway stations based on survey feedback.**

Making existing bus services more direct may increase patronage.

“Reduce heavy vehicle traffic (vehicles over 5-10 tonnes) on local roads unsuitable for such traffic e.g. Northgate Road between Sandgate and Toombul Roads.”

“Better footpaths, there are lots of streets without footpaths.”

“Street trees and wider footpaths along key pedestrian routes such as Melton Road would be excellent.”

“More direct designated bike paths to connect Nudgee to the city.”
Strategy 4.2 Improve walking and cycling connections to places people want to visit.

4.2.1 Investigate priority locations for improvements in walk and cycle connections to open spaces such as the Nudgee Waterhole Reserve, Redway Street Park and the Banyo Memorial Park.

Easier access to open spaces will increase their use and popularity within the local community.

4.2.2 Investigate opportunities to improve pedestrian and cycle connections to the Moreton Bay Cycleway.

Planning is underway to connect walking and cycling networks to the new Gateway Motorway Bikeway from Queens Road.

4.2.3 Review planning to fill in missing links in key north-south and east-west walking and cycling routes to local education, retail and transport hubs.

The main north-south and east-west oriented neighbourhood streets appear to have the most potential to improve walking and cycling connectivity in the area (see maps 5 and 6).

What you said about pedestrian access:

- “Wider, more extensive footpath networks”
- “Better footpath lighting”
- “Improved access to Northgate station”
- “More footpaths in busy streets”
- “New and widened footpaths in Banyo along Tufnell Road and St Vincents Road”
- “More footpaths to Nudgee train station”
Strategy 4.3 Investigate ways to improve traffic management and road safety.

4.3.1 Investigate opportunities to improve traffic movement along the Toombul Road corridor and, in particular, the intersection of Sandgate and Toombul roads.

Toombul Road, the only Council-controlled arterial road in the plan area, links traffic between Sandgate Road and the Southern Cross Motorway. Traffic modelling has identified the intersection of Toombul Road and Sandgate Road is a main cause for traffic issues along Toombul Road.

4.3.2 Investigate opportunities to improve access onto Sandgate Road.

Gympie Street is the only ‘all-movement’ signalised intersection onto Sandgate Road, a major access road to the motorway network and CBD. Council will seek to work with the Queensland Government, which manages Sandgate Road, to improve access.

4.3.3 Investigate ways to better manage on-street parking close to the university, schools, centres and public transport stations, particularly in relation to safety.

Council’s traffic operations team will continue to monitor and take feedback from the community regarding potential parking safety concerns.

4.3.4 Work with Queensland Government to improve parking around stations.

Improved car parking close to railway stations may be delivered through new street connections (with on-street parking) or public parking facilities delivered close to railway stations.

What you said about bicycle access:

“Connect Northside bike paths to city to allow people to commute”

“Cycle lanes along key routes such as Melton Rd, Toombul Rd and Nudgee Rd”

“More dedicated bike lanes”

“Bike way along Cannery Creek that connects to Jim Soorley bike way”

“More off road dedicated cycle paths”

“We need better integration to the other main cycle networks”.

Tell us what you think

Complete the online feedback form at brisbane.qld.gov.au/neighbourhoodplanning to have your say on the draft strategy including Theme four: access and travel
Theme five: Green spaces

Urban parks and spaces
Large open spaces fringe the Banyo-Northgate area, from golf courses to wetlands, park reserves and creek corridors, giving the area a green, leafy feel. Parks already host dog off-leash areas, playgrounds and community events, and are widely used for sporting activities. Residents nominated Albert Bishop Park, Plaisted Park, Progress Park, Banyo Memorial Park and Nudgee Recreation Reserve as places where upgrades should be focused.

Growing up around green
Allowing new units and apartments around larger parks can activate them by attracting more users. Housing that faces and overlooks a park can make it feel much safer to visit. Sites have been selected for new development around Nudgee Recreation Reserve, Banyo Memorial Park and the park reserve behind Northgate State School. Council will also encourage new landscaped urban plazas around railway stations as they grow and investigate park upgrades. New parks in other locations could add to the area’s green network as redevelopment occurs.

What you told us

“Would like to see more council activities in the park, possibly a local annual festival with food stalls from local businesses, activities etc.”

“Include more adult exercise opportunities in local parks, including chin up bars.”

“Trees around Banyo village. Even though new shops are moving in parts of the village look very old and tired.”

“With this area now becoming more affordable for younger families with the development of new housing estates around Nudgee and Banyo, I would like to see more dedicated park areas.”
Residents from across the district make use of the incredible range of sporting facilities found locally, which include hard and grass courts, bowls and croquet, fields, ball and skate parks, BMX, equestrian, golf, cycling and motorsports. Demand for these facilities will remain high as surrounding suburbs continue to grow. Council is looking for ways to make better use of existing facilities, for example, by negotiating community access to sporting fields owned by education institutions out of hours. Nudgee Recreation Reserve could also be upgraded so it can host formal sports.

Active and healthy in the suburbs

Residents from across the district make use of the incredible range of sporting facilities found locally, which include hard and grass courts, bowls and croquet, fields, ball and skate parks, BMX, equestrian, golf, cycling and motorsports. Demand for these facilities will remain high as surrounding suburbs continue to grow. Council is looking for ways to make better use of existing facilities, for example, by negotiating community access to sporting fields owned by education institutions out of hours. Nudgee Recreation Reserve could also be upgraded so it can host formal sports.

Strategies and actions

**Strategy 5.1 Activate and improve access to open spaces and sporting facilities.**

**5.1.1 Focus new units around parks to help activate them** (see ‘Open space frontages’ figure on page 49).

Sites suitable for units have been identified adjoining Nudgee Recreation Reserve (at the end of Elliott Road) and overlooking the park reserve at Northgate.

**5.1.2 Ensure future redevelopment of industrial land near St Vincents Road connects to Harold Street Park.**

Improving connectivity to and surveillance of Harold Street Park, through footpaths and from nearby buildings overlooking it, can occur as part of redevelopment of any future redevelopment of industrial land between St Vincents Road and Bindha Railway Station.

**5.1.3 Offer recreational activities in Banyo Memorial Park and Plaisted Park through Council’s active and healthy programs.**

Council provides free or low-cost activities in parks for people of all ages and abilities from tai chi to boxing classes and fitness bootcamps.

**5.1.4 Explore ways to enable cultural heritage tours to continue at Nudgee Waterhole Reserve.**

Cultural heritage tours have previously been held at the reserve and could support the activation and local identity of this environmental area.

“Local parks could be improved with more walking trails, lighting and infrastructure to make them more appealing. Nudgee Waterhole and Nudgee Beach has a lot of potential for Council to make these areas more appealing.”

“Maintain the parklands. The proximity to parks and off leash dog areas are fantastic.”

“Local parks could be improved with more walking trails, lighting and infrastructure to make them more appealing. Nudgee Waterhole and Nudgee Beach has a lot of potential for Council to make these areas more appealing.”

“Maintain the parklands. The proximity to parks and off leash dog areas are fantastic.”
Strategy 5.2 Plan for additional open space and sporting facilities.

5.2.1 Investigate upgrading the Nudgee Recreation Reserve into a district-level sports facility.

Remediation and works to the site would help support its use for in-demand sporting activities and casual recreation opportunities.

5.2.2 Investigate expanding existing parks or incorporating new parks in Banyo where appropriate.

Technical studies support the need for more parkland in Banyo.

5.2.3 Explore opportunities to incorporate parkland or urban plazas within future redevelopment sites or community projects.

As larger sites redevelop, or projects contribute to reshaping station precincts and centres, there may be opportunities to include valuable public spaces (parkland or urban plazas) that the community can enjoy.

Strategy 5.3 Protect and plan for valuable neighbourhood vegetation

5.3.1 Plan for and deliver additional tree and shrub planting in public spaces.

Tree planting delivered through standards for new development, such as new development in centres. Planting also delivered through capital works programs such Council’s ‘shadeways’ program.

5.3.2 Protect significant landscape trees on private property that contribute to neighbourhood character and amenity.

Significant landscape trees to be identified through neighbourhood plan for inclusion in the significant landscape tree overlay within Brisbane City Plan 2014.

Tell us what you think

Complete the online feedback form at brisbane.qld.gov.au/neighbourhoodplanning to have your say on the draft strategy including Theme five: green spaces
“New and strengthening of green and recreational spaces, including passively safe spaces for night time use [are needed]. Link our open and green spaces into a continuous permeable network including traffic calming across roads. Combine more dedicated bicycle routes that link existing communities (alongside railway line) and join the existing cycle routes that skirt our communities.”
A 14-minute train ride to the CBD and just two minutes from the Gateway, this industrial and living precinct is ideally situated to evolve into a lively hub for makers, manufacturers and creatives centred around a small cafe and dining precinct. Here, lines between working and living could blur, with homes spilling into the commercial and industrial precinct and businesses setting up in homes.

**Features**
- Better access to the station from surrounding streets.
- Supporting creative arts, low impact industry and business.
- Community hub near Holland Street and Melton Road with cafes, restaurants and community spaces.
- Six to eight-storey mixed-use redevelopment opportunity for larger sites on Holland Street.
- Live-work street along Allworth Road.
- Three to five-storey units adjacent to, or within a five-minute walk of, the railway station with many overlooking parkland.
1. Provide improved public connection through redevelopment.
2. Area to transition to mixed industry and business area with potential residential above.
3. Medium density residential overlooking green space.
4. Key new street link between Hamilton and Holland streets.

Holland Street links directly to the Northgate Railway Station entry and the arrangement of vegetation would support a community hub near the station.

There are a number of older large shed sites around Northgate Railway Station that suit redevelopment.

*Note: some properties may be subject to changes to character protections proposed in the draft strategy – refer map on page 26.
With the Golden Circle cannery on one side, large industrial sites on the other and just one access road, the Bindha Railway Station precinct is ripe for renewal. It’s a great spot for a hub of innovative, low-impact and high-tech businesses, with attractive workshops and offices clustered around a small collection of cafes, convenience stores and housing for local workers.

Features
- Potential new local road access to the station.
- A mixed-use precinct with low impact industry, business and some residential development north of the railway station.
- Potential new townhouses, duplexes, terraces and low-rise units near the new mixed-use employment hub, ideal for workers.
- Better walking and cycling paths and access to the station.
- Potential urban plazas or green spaces.
1. Area to transition to a mixed use precinct with a low impact industry and business focus and some residential uses.

2. Golden Circle Cannery site.

*Subject to further investigation.

THE BINDHA STATION PRECINCT COMPRISSES MOSTLY LARGE OLDER SHEDS.

ACCESS TO BINDHA RAILWAY STATION COULD BE IMPROVED THROUGH REDEVELOPMENT.
Locals love Banyo centre’s ‘village’ feel. More shops, cafes, restaurants, small businesses and apartments above shops along the two main streets leading to the railway station, combined with large shady trees, street furniture and artwork, would extend the centre’s charm and broaden the range of local products and services available.

**Features**
- Tufnell and St Vincents roads as subtropical boulevards, with landscaped verges and shady street trees.
- Better walking and cycling paths through the centre and to the railway station from surrounding streets.
- More shops, local businesses and above shop housing.
- Opportunities for new or improved urban plazas and public spaces to gather and relax as a community.

SOME NEW OPPORTUNITIES FOR TOWNHOUSES, DUPLEXES, TERRACES AND LOW-RISE UNITS CLUSTERED AROUND THE CENTRE.
1. Green street/shadeway priority.
2. Investigate improved public connection between Railway Parade, Banyo Railway Station and St Vincents Road.*
3. Larger retail opportunities south of existing centre.
4. Potential park upgrade.
5. Potential mixed industry and business area through extension to Guardhouse Road.

- Neighbourhood streets
- Low medium density residential
- Mixed use – low impact industry and business focus
- Community facilities
- Banyo Memorial Park
- District centre
- Support additional local retail and business opportunities adjoining existing centre
- Industry
- Low-impact industry
- People street/main street
- Active building frontage (zero setback) to facilitate people-friendly centre

Railway station
- Investigate improved connection (e.g., shared path/shared-zone laneway)*
- Pedestrian link
- Pedestrian desire lines and potential crossing points
- Green street links (plus opportunity for tree planting in street medians or intersection build-outs)
- Banyo library

*Subject to further investigation.

PLAN FOR AND DELIVER ADDITIONAL TREE AND SHRUB PUBLIC SPACES.
A small row of low-rise units or townhouses along Railway Street and a corner store, combined with new housing around the reserve, could inject new life and energy into this somewhat isolated station precinct, making it feel safe, both day and night.

**Features**

- New housing up to three storeys immediately opposite the railway station, with a corner store.
- Mixed business and industrial hub on Elliott Road that builds on existing industrial activity.
- New housing opportunities facing Nudgee Recreation Reserve and along Railway Parade, helping to create desirable activity around key public spaces.
1. Potential convenience shops along Railway Street.
2. Activation of park through mixed-use development.
3. Existing medium density zoned site to transition down in form to surrounding detached housing.
4. Extend/re-establish Railway Parade.
5. Consolidate open space adjoining medium density site.

*Subject to further investigation.
Key design considerations

The following pages illustrate some key considerations for designing new residential development in the Banyo-Northgate area.

End of block density

Locate new development (such as row terrace houses) at the end of residential blocks, and use trees to blend better with existing development.
Open space frontages
Build new units next to parks, and other open space areas, to improve access and safety through increased view of the space.

Small Office Home Office (SOHO) streets
Create or adapt residential buildings for living and working by providing ground floor space for home-based businesses (also known as over-shop housing).

Mixing uses
Minimise conflict between residential and industrial uses on the same street by providing landscaping at the front and restricting parking and vehicle movements to the rear of industrial buildings.
Achieving the vision
Delivering the vision for Banyo Northgate requires the combined efforts of government, businesses and the community. Some things are within Council’s control, such as zoning changes and footpath improvements, while others are not, such as market demand for new housing, private sector interest in redeveloping centres and the provision of public transport. Some strategies presented in this document can be achieved using the neighbourhood plan, which is a legal document, or through government and community initiatives and programs.

Updating the neighbourhood plan
Neighbourhood plans work with the other parts of City Plan to guide new development in local areas. Strategies presented in this document will guide revisions to existing planning regulations contained in the Banyo-Nudgee and Nundah District neighbourhood plans. Once final, the new neighbourhood plan will become part of City Plan and may require amendments to zoning, overlays and codes. It will also replace sections of other existing neighbourhood plans for the Australia TradeCoast, Sandgate Road Industrial Area, Nudgee Beach and Toombul Nundah.

Improvement initiatives
A range of new and existing programs and projects will be used to help achieve the vision for Banyo-Northgate. These initiatives may be delivered by Council, the Queensland Government, the community or private industry.

Council will draw on ideas and directions outlined in the final strategy to inform local improvement projects and to act as a community advocate with other levels of government. The draft strategy will be used as the basis for infrastructure planning and may lead to changes in Council’s Local Government Infrastructure Plan (LGIP) if new larger, shared infrastructure is identified as necessary for development.
Supporting change with infrastructure

Council delivers infrastructure for Brisbane through many different ways including capital works programs, infrastructure contributions and through new development. Infrastructure that Council is responsible for includes local roads, public transport (except those under Queensland Government control) and active transport, stormwater, parks and community facilities. Drinking water and sewer infrastructure is the responsibility of Queensland Urban Utilities.

Local Government Infrastructure Plan

Council is preparing a draft Local Government Infrastructure Plan (LGIP) to include as part of City Plan. This will ensure that as our city grows we maintain our high standard of infrastructure, delivered where and when it is needed for the best value for money.

Once finalised, LGIP will outline infrastructure across the city that is planned to be delivered through infrastructure contributions and new development and will list the expected infrastructure needs of the city based on the estimated growth for dwellings and population.

The draft LGIP identified several potential upgrades for the Banyo-Northgate area (see figure 3). Now that the draft LGIP consultation is complete, these upgrades will be assessed for inclusion in the LGIP, dependent on community feedback, the future development needs of Banyo-Northgate and priority relative to other similar city wide projects. The future LGIP will also be periodically reviewed and updated as needs change over time. Council also plans for Brisbane’s future infrastructure beyond 2026, outlined in the long term infrastructure plan. For more information about planning for infrastructure, please visit Council’s infrastructure planning page.

<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
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</thead>
<tbody>
<tr>
<td>Stormwater improvements</td>
<td>Between New Ivo Street and Nellie Street, Nundah</td>
</tr>
<tr>
<td>Road upgrades</td>
<td>Childs Road, Nudgee</td>
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<tr>
<td></td>
<td>Melton Road, Nundah</td>
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<td></td>
<td>Nudgee Road, Banyo</td>
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<tr>
<td>Intersection upgrades</td>
<td>St Vincents Road/Childs Road, Nundah</td>
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<td></td>
<td>Melton Road/Buckland Road, Nundah</td>
</tr>
<tr>
<td></td>
<td>Nudgee Road/Tufnell Street, Banyo</td>
</tr>
<tr>
<td>Pedestrian and cycling improvements</td>
<td>Between Northgate and Eagle Farm from Shultz Canal Bikeway to Nudgee Road</td>
</tr>
<tr>
<td>Park upgrades</td>
<td>Nudgee Recreation Reserve, Nudgee</td>
</tr>
</tbody>
</table>

**FIGURE 3: POTENTIAL UPGRADES FOR BANYO-NORTHGATE AREA (LGIP)**

Other infrastructure plans

The LGIP is not Council’s only infrastructure plan for Brisbane. Council’s future infrastructure plans are also outlined in other plans and strategies including:

- Transport Plan for Brisbane
- local stormwater management plans
- park master plans
- City Plan’s strategic framework and neighbourhood plans
- Long Term Asset Management Plan 2012-2022 and asset management plans
- Council’s Long Term Financial Forecast and annual budget.
### Implementation summary table

<table>
<thead>
<tr>
<th>Action</th>
<th>Description</th>
<th>Responsibility</th>
<th>Neighbourhood planning</th>
<th>Other planning</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Theme 1: Industry and Employment</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>1.1.1</td>
<td>Preserve existing productive industrial land.</td>
<td>Council</td>
<td>●</td>
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<tr>
<td>1.1.2</td>
<td>Expand employment areas by rezoning under-used land for industry and business.</td>
<td>Council</td>
<td>●</td>
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<tr>
<td>1.2.1</td>
<td>Consider reducing some car parking requirements.</td>
<td>Council</td>
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<tr>
<td>1.2.2</td>
<td>Extend hours of operation where impacts can be managed.</td>
<td>Council</td>
<td>●</td>
<td></td>
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<tr>
<td>1.2.3</td>
<td>Review planning provisions for industrial uses.</td>
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<tr>
<td>1.3.1</td>
<td>Facilitate the development of emerging business and industry clusters.</td>
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<tr>
<td>1.3.2</td>
<td>Prepare master plans to guide the evolution of mixed-use railway station precincts.</td>
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<tr>
<td>1.3.3</td>
<td>Investigate opportunities to support emerging business and industry clusters.</td>
<td>Council/private</td>
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<tr>
<td>1.4.1</td>
<td>Continue to facilitate the relocation of heavy industries to appropriately zoned sites.</td>
<td>Council/private</td>
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<td>●</td>
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<tr>
<td>1.4.2</td>
<td>Encourage well-designed, attractive industrial precincts that integrate with surrounding communities.</td>
<td>Council/private</td>
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<tr>
<td><strong>Theme 2: Centres and community hubs</strong></td>
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<tr>
<td>2.1.1</td>
<td>Allow new shops and businesses to establish along Tufnell and St Vincents roads.</td>
<td>Council</td>
<td>●</td>
<td></td>
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<tr>
<td>2.1.2</td>
<td>Protect additional older commercial buildings in the Banyo centre.</td>
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<tr>
<td>2.1.3</td>
<td>Promote housing above shops in the Banyo centre.</td>
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</tr>
<tr>
<td>2.2.1</td>
<td>Allow a small retail precinct to establish around Northgate Railway Station.</td>
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<tr>
<td>2.2.2</td>
<td>Support creative industries around Northgate and Bindha railway stations.</td>
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<td>●</td>
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<tr>
<td>2.2.3</td>
<td>Investigate opportunities for new community facilities around Northgate and Bindha railway stations.</td>
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<tr>
<td>2.2.4</td>
<td>Allow neighbourhood scale shops around Nudgee Railway Station.</td>
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<tr>
<td>2.3.1</td>
<td>Investigate opportunities to improve pedestrian and cycle links to Banyo centre.</td>
<td>Council</td>
<td>●</td>
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<tr>
<td>Action</td>
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<tr>
<td>2.3.2</td>
<td>Identify locations for shady trees in Northgate, Bindha and Nudgee.</td>
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<tr>
<td>2.3.3</td>
<td>Identify locations for additional pedestrian crossings and traffic-calming devices.</td>
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<tr>
<td>2.4.1</td>
<td>Highlight the success and contribution of ACU.</td>
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<tr>
<td>2.4.2</td>
<td>Facilitate access to the university and its facilities.</td>
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</tbody>
</table>

**Theme 3: Character and housing**

<table>
<thead>
<tr>
<th>Action</th>
<th>Description</th>
<th>Responsibility</th>
<th>Neighbourhood planning</th>
<th>Other planning</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.1.1</td>
<td>Maintain existing protections over the area’s pre-1946 character homes.</td>
<td>Council</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.1.2</td>
<td>Strengthen protections over intact streets of character homes in areas currently zoned for units.</td>
<td>Council</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.1.3</td>
<td>Ensure pre-1911 and heritage buildings are sufficiently protected.</td>
<td>Council</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.2.1</td>
<td>Allow residential development of six to eight storeys in selected locations around Northgate Railway Station.</td>
<td>Council</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.2.2</td>
<td>Allow residential development up to three storeys in selected locations around Nudgee, Banyo and Bindha railway stations.</td>
<td>Council</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.3.1</td>
<td>Improve transitions by locating low-medium and medium density housing at the end of residential blocks.</td>
<td>Council</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.3.2</td>
<td>Guide development of key sites to maximise community benefits and integration.</td>
<td>Council</td>
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</tr>
</tbody>
</table>

**Theme 4: Access and travel**

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>4.1.1</td>
<td>Identify preferred routes for walkers and cyclists around Northgate and Bindha railway stations.</td>
<td>Council</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.1.2</td>
<td>Explore opportunities to improve access through industrial sites to all railway stations.</td>
<td>Council</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.1.3</td>
<td>Work with TransLink to improve bus services to railway stations.</td>
<td>Council/State</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.2.1</td>
<td>Investigate priority locations for improvements in cycle connections to open spaces.</td>
<td>Council</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.2.2</td>
<td>Investigate opportunities to improve pedestrian connections to the Moreton Bay Cycleway.</td>
<td>Council</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Action</td>
<td>Description</td>
<td>Responsibility</td>
<td>Neighbourhood planning</td>
<td>Other planning</td>
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<tr>
<td>4.2.3</td>
<td>Review planning to fill in missing links in walking and cycling routes.</td>
<td>Council</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.3.1</td>
<td>Investigate opportunities to improve traffic movement along Toombul Road.</td>
<td>Council</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.3.2</td>
<td>Investigate opportunities to improve access onto Sandgate Road.</td>
<td>Council</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.3.3</td>
<td>Investigate ways to better manage on-street parking.</td>
<td>Council</td>
<td></td>
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<tr>
<td>4.3.4</td>
<td>Advocate for improved parking around railway stations.</td>
<td>Council/State</td>
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</tr>
</tbody>
</table>

**Theme 5: Green spaces**

<table>
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<tr>
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<th>Other planning</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.1.1</td>
<td>Focus new units and townhouses around parks.</td>
<td>Council</td>
<td></td>
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</tr>
<tr>
<td>5.1.2</td>
<td>Ensure future redevelopment of industrial land connects to Harold Street Park.</td>
<td>Council</td>
<td></td>
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</tr>
<tr>
<td>5.1.3</td>
<td>Offer recreational activities in Banyo Memorial Park and Plaisted Park.</td>
<td>Council</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.1.4</td>
<td>Explore ways to continue cultural heritage tours at Nudgee Waterhole Reserve.</td>
<td>Council/ community</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.2.1</td>
<td>Investigate upgrading the Nudgee Recreation Reserve.</td>
<td>Council</td>
<td></td>
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</tr>
<tr>
<td>5.2.2</td>
<td>Investigate expanding new parks in Banyo.</td>
<td>Council</td>
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</tr>
<tr>
<td>5.2.3</td>
<td>Explore opportunities to provide open space in future major redevelopments.</td>
<td>Council</td>
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</tr>
<tr>
<td>5.3.1</td>
<td>Plan for and deliver additional tree and shrubs public spaces.</td>
<td>Council</td>
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</tr>
<tr>
<td>5.3.2</td>
<td>Protect significant landscape trees on private property.</td>
<td>Council</td>
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</tbody>
</table>
Next steps
Council will review and consider all submissions and feedback on the draft strategy before preparing the neighbourhood plan. You will have the opportunity to review and comment on the draft statutory neighbourhood plan before it is finalised.

Neighbourhood plan timeline

**BACKGROUND RESEARCH**
FROM EARLY 2016-2017

Research and community consultation was conducted to understand the key issues and opportunities affecting the Banyo-Northgate area’s future.

**DRAFT STRATEGY**
OCTOBER 2017

Council released the draft strategy, based on earlier community input, background research and technical studies, for further community feedback. This sets out some ideas for the draft neighbourhood plan.

**DRAFT NEIGHBOURHOOD PLAN**
EARLY-MID 2018

Following community feedback on the draft strategy, Council will prepare a draft statutory neighbourhood plan. This draft plan will also be advertised for public submissions following a review by the Queensland Government.

**ADOPTION AND PUBLICATION**
MID-2018

Once approved by the Queensland Government and endorsed by Council, the neighbourhood plan will form part of Brisbane City Plan 2014, which sets out how land can be used and developed across the city.

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**Are we on the right track?**

Have **yoursay**

1. Head to brisbane.qld.gov.au to complete an online feedback form.
2. Talk one-on-one with a Council planner to find out what the draft strategy means for you and to share your thoughts.
   - Thursday 9 November – 4-6pm
     Corner of Ryans Road and Ridge Street, Northgate (next to Northgate Railway Station).
   - Saturday 11 November – 9-11am
     St Vincents Road next to Tuffnell Road, Banyo (outside Banyo Railway Station).
   - Wednesday 22 November – 4-6pm
     Railway Parade, Nudgee (outside Nudgee Railway Station).
   - Friday 24 November – 9-11am
     Northgate shops, corner of Northgate Road and Ridge Street, Northgate.
3. Email us at neighbourhood_planning@brisbane.qld.gov.au
4. Write to Neighbourhood Planning (Banyo-Northgate), Brisbane City Council, GPO Box 1434, Brisbane QLD 4001.

**Feedback closes on Friday 8 December 2017.**

Stay up to date on the project by visiting brisbane.qld.gov.au/neighbourhoodplanning to sign up for email updates.