

Albion Neighbourhood Plan

1 Introduction

The Albion Neighbourhood Plan is a Local Plan under the City Plan. This Plan contains specific additional local planning requirements. Where it conflicts with the requirements of the City Plan, the Albion Neighbourhood Plan prevails.

In using this Plan, refer to Section 1.1—Using a Local Plan at the front of this chapter.

2 Development principles

Albion will showcase the principles of high quality urban design, creating an urban community with easy access to opportunities for living, working and playing. Renewal of Albion will build on the current mix of land uses, character values and transit opportunities to provide a greater and more diverse range of employment, residential uses, entertainment, recreation opportunities and services. Albion will be a vibrant, inclusive and accessible community while retaining a strong sense of place.

Development will focus on the following principles:

2.1 Development will capitalise and build on the transport, service and employment opportunities presented by this inner-city location. Higher density development will include a mix of uses where appropriate, dwelling choices such as low cost housing and will present high quality design.

- 2.2 Integrated land use and transport planning close to the railway station and bus routes will increase use of public transport, reduce private vehicle use, improve access to the train station and bus stops, promote inter-modal connection, and be designed to mitigate impacts of the railway.
- 2.3 Albion Village will continue to be the core retail, restaurant and entertainment precinct. The mixed use redevelopment of the Station Precinct will extend and consolidate the suburban centre facilities that are provided in this locality.
- 2.4 Innovative integrated water management strategies will contribute to sustainable water use and minimise load on existing infrastructure.
- 2.5 Parks will service the existing and future sporting and informal recreation needs of the community. New development will be complemented by high quality, accessible, urban recreation areas which contribute to landscape amenity. Ways to achieve this will include ensuring public access to Breakfast Creek and Brisbane River is improved through redevelopment and improvements to Yowoggera and Cameron Rocks parks. Community access to the waterfront will also be sought through any change of use at Council owned land in Argyle Street after the depot ceases operation.
- 2.6 Important character values will be retained and enhanced through maintaining key views to the CBD, Brisbane River, Breakfast Creek and Mount Coot-tha and conserving views to local landmarks such as Bartley's Hill and Eildon Hill. Demolition control areas and vistas to heritage and character buildings will continue to be protected.
- 2.7 The movement system will be improved to facilitate pedestrian/cyclist movements to activity areas, public transport, parks, Breakfast Creek and Brisbane River. Road linkages in the south of the Plan area will be improved through redevelopment.



3 Precincts

Refer to *Map A—Albion Neighbourhood Plan Map*

3.1 Station Precinct

The Station Precinct will be revitalised to capitalise on its proximity to the railway station and Albion Village. A mix of development will be supported and will include higher density residential development, offices and may include a supermarket. This precinct will complement and consolidate the suburban functions provided in Albion Village. Affordable housing will be encouraged.

Development will support a high level of accessibility for pedestrians and cyclists, allowing better connections between the railway station, Albion Village and surrounding residential and employment areas. Albion Road will be designed to promote pedestrian movement while continuing to accommodate some limited vehicle movements.

Buildings are to be of a human scale along major pedestrian routes and will integrate with existing heritage buildings. Development is to have active frontages and is to front or overlook all pedestrian areas to encourage casual surveillance.

Development will include a minimum 2,000m² urban recreation area which will allow public access and usage.

The height of new development will be mixed and will ensure local amenity and public view corridors are retained to the CBD, Brisbane River, Breakfast Creek and Mount Coot-tha. Views will also be conserved to local landmarks such as Bartley's Hill and Eildon Hill. The station will be visually prominent with its own identity and visibility in the public realm. Visual links to the railway station and adjoining areas will be created.

Buildings adjacent to the station and rail corridor shall not compromise future development over the rail corridor (volumetric development). Building design will manage the adverse amenity impacts of the railway through design and placement of appropriate uses. Development shall not compromise future boulevards and access over the rail corridor and to adjacent precincts.

3.2 Albion Village Precinct

There are infill development opportunities within the Albion Village Precinct between character and heritage buildings. Design of new development adjacent to these buildings will complement their heritage values

and setting. Development fronting Sandgate Road will continue the pedestrian environment and the human scale of development along the street. Higher building forms will be set back from the street front and positioned behind lower building forms.

Development along the roads is to be in keeping with the character and theme of the street-front with active uses at ground floor along Sandgate Road and office and residential uses along Birkbeck and Anstey Streets.

3.3 North Precinct

The North Precinct is located within walking distance of Albion railway station, Albion Village and Crosby Park and therefore will support intensification of high quality, residential development. Construction of residential dwellings will occur after the concrete batching plant operation ceases to avoid adverse amenity impacts on new residential development.

Building heights will ensure that views are retained from Lapraik Street to Eildon Hill, Mount Coot-tha and the CBD.

Expansion of industry and warehouse activities is not appropriate. However, new, short-term, non-residential uses located in existing buildings and minor improvements may be supported. Such proposals shall demonstrate that the use will not detrimentally affect the amenity of existing or future surrounding residential uses.

An urban recreation area of approximately 4,000m² will also be provided in Burdett Street through the development of this precinct. This will be achieved by closure of part of Burdett Street and 10% land contribution from surrounding lots. Burdett Street will be designed as a boulevard between this recreation area and Crosby Park. In addition, steep land along the eastern boundary of this precinct will also be sought for dedication as park.

Development within this precinct will allow for improved pedestrian connections from Lapraik Street, along Lever Street to the railway station. Development must also be designed to sensitively integrate with existing adjoining dwellings.

3.4 Raceway Precinct

The redevelopment of the Raceway Precinct will provide for medium density development and increased business activity. A significant opportunity for redevelopment is the Albion Park raceway facility. The preferred option is for the relocation of the facility to allow redevelopment more appropriate to an inner city

location. In the interim, retention and reconfiguration of the Albion Park Raceway facility within the existing site may be supported. The redevelopment must mitigate adverse impacts on adjacent residential areas.

A minimum 5,000m² urban recreation area is to be transferred to Council if the Raceway is repositioned. This urban recreation area will be located at the northern end of Amy Street. However the recreation area may be located elsewhere within the development if a publicly accessible plaza in private ownership is proposed at the northern end of Amy Street. Regardless of location, the urban recreation area is to be designed with public road frontage. If the raceway is relocated and the site is redeveloped for residential uses, there will be a need for additional urban recreation area. This additional land should be consolidated with Crosby Park to the north.

Amy Street will be designed as a boulevard street, mostly residential in nature with some limited entertainment or convenience uses at ground floor. Redevelopment within the precinct should aim to improve vehicular and pedestrian/cyclist linkages into and through the precinct.

Development within this precinct will need to address flooding impacts with appropriate building design and infrastructure.

3.5 Commercial Precinct and Future Mixed-Use Sub-Precinct

It is intended that the Commercial Precinct contain uses that transition or provide a buffer between residential areas and light industrial uses. The precinct is intended to accommodate well designed offices and light industrial uses that do not have detrimental impacts on the nearby residential areas.

There may also be future opportunities for land in the sub-precinct to support mixed-use, high density residential development. This redevelopment may occur in the medium term when the flour mill redevelopment is substantially occupied.

Part of this precinct also borders Crosby Park. It is intended that this area includes office uses that support the sports focus of park (e.g. physiotherapy).

3.6 Industrial Precinct

The Industrial Precinct is located at a distance from existing residential areas and therefore medium impact industries may be supported as well as complementary, small-scale offices. Residential development is not appropriate in this precinct.

3.7 Hunt Street Precinct

The Hunt Street Precinct will accommodate primarily medium to high density residential development. Commercial development is only appropriate if fronting Kingsford Smith Drive.

New development will be of a height to minimise impacts on nearby residential areas and to maintain key view corridors.

Development within this precinct will need to address flooding impacts with appropriate building design and infrastructure.

3.8 Crosby Park Precinct

Crosby Park will continue to be a public park, servicing the sporting and informal recreation needs of the local and wider community.

Sporting uses contribute to the character and significance of the park, with Queensland Cricket providing facilities of a national significance and Brothers Rugby providing city-wide facilities. Further expansion of the Queensland Cricket facilities will be of State significance and supported by the State Government. Community benefit is also to be provided as part of any significant expansion of these facilities. Design of the park will be informed by a Council prepared park master plan. Opportunities to consolidate new uses with existing facilities should be explored.

4 Level of Assessment

The following tables contain exceptions to the level of assessment, overriding the levels of assessment in Chapter 3. A preliminary approval may change the level of assessment identified in these tables.

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

4.1 Station and Albion Village Precincts

Self Assessment	Applicable Codes
Self Assessment	
1. Centre Activities not involving building work where: <ul style="list-style-type: none"> • complying with Acceptable Solutions A13, A15.1 and A15.2 in the Albion Neighbourhood Plan Code • complying with the Acceptable Solutions in the Centre Amenity and Performance Code 	Albion Neighbourhood Plan Code, Centre Amenity and Performance Code
Code Assessment	Applicable Codes
1. Centre Activities other than described above	Albion Neighbourhood Plan Code, Centre Amenity and Performance Code, Centre Design Code

4.2 North Precinct

Code Assessment	Applicable Codes
1. Multi-unit dwelling where complying with Acceptable Solutions A4.1 and A4.3 in the Albion Neighbourhood Plan Code	Albion Neighbourhood Plan Code, Residential Design—Medium Density Code
Impact Assessment	Relevant Codes
Generally appropriate	
1. Industry where: <ul style="list-style-type: none"> • not involving building work • complying with all of the Acceptable Solutions in the Industrial Amenity and Performance Code • not identified in Schedule 1 or Schedule 2 of Chapter 3—Industrial Areas 	Albion Neighbourhood Plan Code, Industrial Amenity and Performance Code
2. Warehouse where: <ul style="list-style-type: none"> • not involving building work • complying with all of the Acceptable Solutions in the Industrial Amenity and Performance Code • not identified in Schedule 1 or Schedule 2 Industrial Areas 	Albion Neighbourhood Plan Code, Industrial Amenity and Performance Code

Note: Minor building work for Industrial Areas is exempt development in the North Precinct

4.3 Raceway Precinct

Self Assessment	Applicable Codes
1. Centre Activities (except Cinema, Display and sales activities, Garden centre, Night club, Service station, Shop greater than 250m ²) where: <ul style="list-style-type: none"> • complying with the Acceptable Solutions in the Centre Amenity and Performance Code and A24 of the Albion Neighbourhood Plan Code • not involving building work 	Albion Neighbourhood Plan Code, Centre Amenity and Performance Code
Impact Assessment	Relevant Codes
Generally appropriate	
Where in accordance with a structure plan that has been adopted in accordance with the Structure Planning Code: <ol style="list-style-type: none"> 1. Centre Activities (except Cinema, Display and sales activities, Garden centre, Night club, Service station, Shop greater than 250m²) and involving building work 	Albion Neighbourhood Plan Code, Centre Design Code, Residential Design—Medium Density Code, Structure Planning Code

4.4 Commercial Precinct

Code Assessment	Applicable Codes
1. Office where not involving building work	Albion Neighbourhood Plan Code, Centre Amenity and Performance Code
Impact Assessment	Relevant Codes
Generally appropriate	
1. Office where involving building work	Albion Neighbourhood Plan Code, Centre Amenity and Performance Code, Centre Design Code

4.5 Industrial Precinct

Impact Assessment	Relevant Codes
Generally appropriate	
1. Industry where identified in Schedule 1	Albion Neighbourhood Plan Code, Industrial Design Code
Generally inappropriate	
1. Office greater than 250m ²	

4.6 Hunt Street Precinct

Code Assessment	Applicable Codes
1. Office where fronting Kingsford Smith Drive and not involving building work	Albion Neighbourhood Plan Code, Centre Amenity and Performance Code
Impact Assessment	Relevant Codes
Generally appropriate	
1. Office where fronting Kingsford Smith Drive	Albion Neighbourhood Plan Code, Centre Amenity and Performance Code, Centre Design Code

5 Albion Neighbourhood Plan Code

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

The purpose of this Code is to ensure development in the Plan area is consistent with the Development Principles and the Precinct Intents of this Neighbourhood Plan.

Glossary

Site Cover: the proportion of the site covered by buildings (measured to the outermost projections but not including eaves or upper floor balconies). It includes tenant parking, but does not include visitor parking, communal, private open space or manoeuvring areas.

Urban Recreation Area: A multi-purpose square, common or park that services local need. These areas provide space for passive recreation and social activity (e.g. meeting, markets). They are well designed, integrate with and provide connections to adjacent residential and/or centre activities.

Performance Criteria	Acceptable Solutions
General within the Neighbourhood Plan Area	
<p>P1 Development (except a House) must minimise impacts on the water cycle by including water sensitive urban design measures to:</p> <ul style="list-style-type: none"> • minimise water demand • maximise water source substitution • minimise discharge and infiltration to public sewerage infrastructure • minimise infrastructure network leakage • maximise surface water infiltration • slow the movement of water through the landscape • protect waterway health by improving stormwater quality and reducing site run-off • incorporate stormwater reuse infrastructure to maximise recycling opportunities • minimise the extent of continuous impervious surfaces 	<p>A1 Proposals (except a House) are in accordance with a site based Integrated Water Management Plan (IWMP).</p> <p><i>Note: An Integrated Water Management Plan (IWMP) identifies the range of strategies and actions proposed to integrate water supply, wastewater and stormwater and thus ensure protection of affected waterways and catchment areas. An IWMP also identifies those Water Sensitive Urban Design measures proposed to be incorporated in a development to ensure protection of the water cycle</i></p> <p><i>The IWMP must provide sufficient information on how these matters are to be dealt with for the particular site and be commensurate with the size and nature of the proposal. Detailed design of the drainage network and Water sensitive urban design measures will usually be required as a subsequent application for operational works or as a condition of approval.</i></p> <p><i>Initiatives within an integrated water management plan could include, water pressure devices, water efficient appliances, landscaping and rain harvesting systems.</i></p>
<p>P2 Proposals must demonstrate that increased load or demand on infrastructure arising from the development can be accommodated by the existing network or the applicant has made arrangements for augmentation of the network</p> <p><i>Note: Council may require infrastructure upgrades that are not identified in current infrastructure plans but are necessary to ensure that adequate infrastructure network capacity is maintained. Where such upgrades are considered trunk or shared infrastructure, the value of the works will be off-settable against infrastructure charges in accordance with Council policy</i></p>	<p>A2 No Acceptable Solution is prescribed</p>

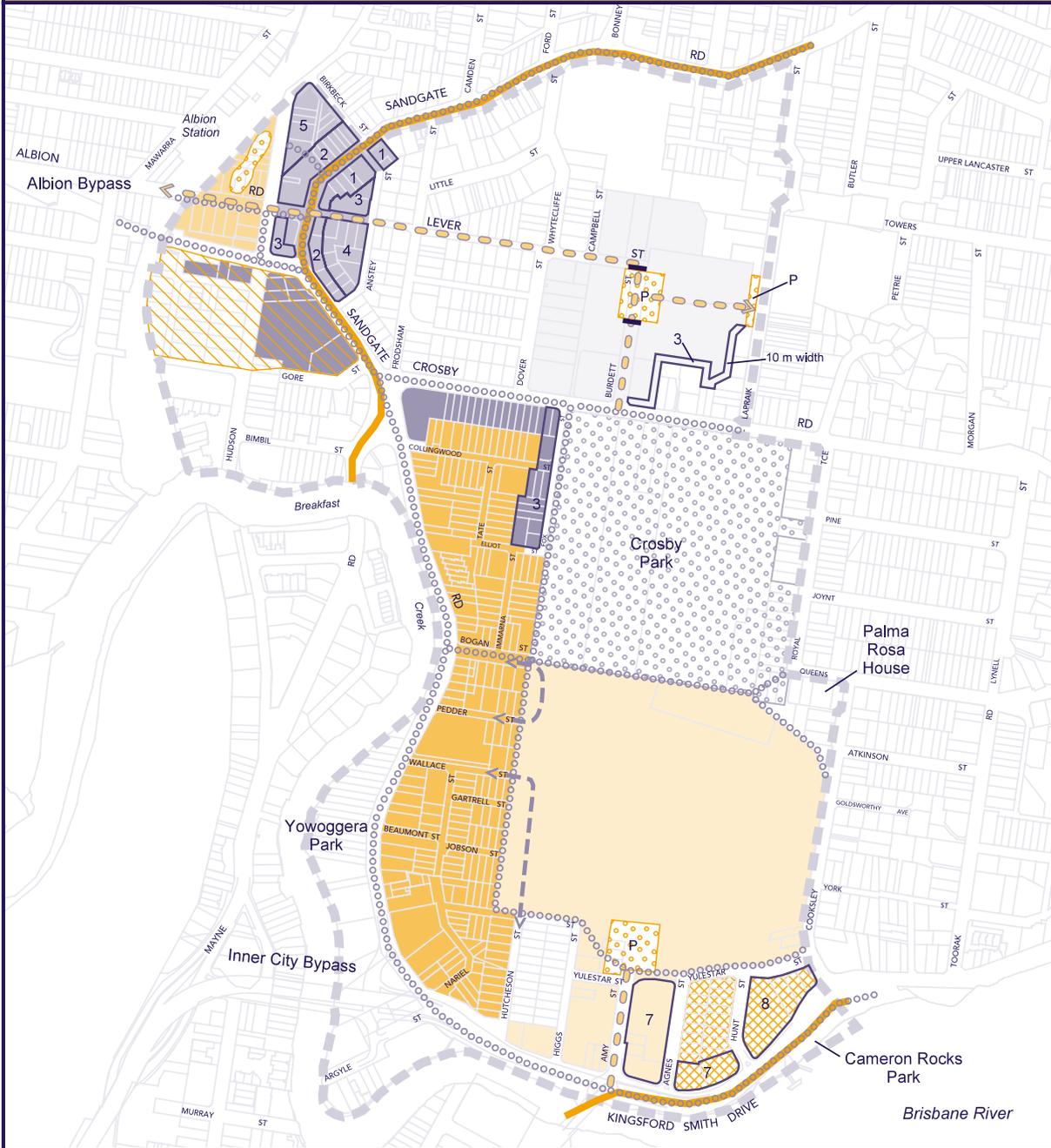
Performance Criteria	Acceptable Solutions
<p>P3 Proposals must demonstrate integration with adjacent land in terms of infrastructure, recreation space and movement (pedestrian, cyclist and vehicular)</p> <p><i>Note: This Performance Criteria could be demonstrated through incorporating the relevant principles of the Structure Plan Code</i></p>	<p>A3 No Acceptable Solution is prescribed</p>
<p>P4 Development scale, height and design must:</p> <ul style="list-style-type: none"> • not result in significant loss of key view corridors • reduce building bulk • be graduated to be in character with the potential height of adjoining buildings • be mixed to ensure visual variation • where for development except in the Station and Village Precincts, be in keeping with the medium or medium-high density nature of the Area or precinct • where for development in the Station Precinct, be in keeping with the precinct's role as a transit oriented development 	<p>A4.1 Building heights do not exceed the following:</p> <ul style="list-style-type: none"> • Albion Village Precinct – as indicated on Map A—Albion Neighbourhood Plan Map • North Precinct – maximum height is to RL 33.00AHD or 6 storeys, whichever is the lesser (unless otherwise indicated on Map A—Albion Neighbourhood Plan Map). • Raceway Precinct – maximum height is 5 storeys (unless otherwise indicated on Map A—Albion Neighbourhood Plan Map) • Commercial Precinct – maximum height is 5 storeys (unless otherwise indicated on Map A—Albion Neighbourhood Plan Map) • Hunt Street Precinct – maximum height is 5 storeys (unless otherwise indicated on Map A—Albion Neighbourhood Plan Map) • Station Precinct – no acceptable solution is prescribed <p><i>Note: Maximum height in metres is to be determined by assuming each residential storey is 3m in height</i></p> <p>A4.2 A view analysis demonstrates that building heights and design retains and respects key views affected by development in the following precincts:</p> <ul style="list-style-type: none"> • Station Precinct (maximum building height to be informed by view analysis) • North Precinct – views to/from Bartley's Hill, CBD, Eildon Hill, Mt Coot-tha and River • Raceway Precinct, Hunt Street Precinct – views to/from Newstead Park Rotunda and park, Palma Rosa House, CBD, Bartley's Hill and River <p>A4.3 At the interface between new and existing development, building heights step down to:</p> <ul style="list-style-type: none"> • 3 storeys where fronting Dover Street in the North Precinct • 2 storeys where fronting Birkbeck Street in the Albion Village Precinct and Cooksley Street in the Raceway Precinct

Performance Criteria	Acceptable Solutions
	<p>A4.4 Development contributes to a mix of building heights and massing within the precinct</p> <p>A4.5 No Acceptable Solution for gross floor area is prescribed within the Plan area. Building scale is managed through maximum heights and the design requirements in the applicable Codes that reduce bulk</p>
<p>P5 Increased residential densities are located in close proximity to Albion Station in the North and Station precincts</p>	<p>A5 Development density is a minimum of 120 dwellings per hectare in the Station Precinct and the North Precinct</p>
<p>P6 Residential development will</p> <ul style="list-style-type: none"> • make a positive contribution to the streetscape and the locality, and • meet a diverse range of community needs by providing housing choice 	<p>A6 Residential development is of a high quality and incorporates a mix of housing types, sizes, tenures, densities and affordable housing</p>
<p>P7 Development must have sufficient access or egress available to enable evacuation during a range of floods up to and including the defined flood event</p> <p><i>Note: Development may achieve minimum flood free access through measures such as amalgamation, securing easements, increasing the flood immunity of the access road or other evacuation measures</i></p>	<p>A7 New development in the Raceway Precinct and Hunt Street Precinct is designed to provide a minimum flood free access of:</p> <ul style="list-style-type: none"> • 20y ARI Brisbane River and Creek Flooding and • 50y ARI Local Overland Flow and Storm Surge
<p>P8 New development must not result in significant cumulative flooding impact (associated with local overland flow) on other properties</p>	<p>A8 No Acceptable Solution is prescribed</p>
<p>P9 Development (except a house) must contribute toward high quality streetscapes</p>	<p>A9.1 Development (except a house) provides:</p> <ul style="list-style-type: none"> • street furniture, lighting, footpath and kerb treatments to an approved Council standard • advanced street trees planted with a minimum 400 litre pot and height of 4m and provided with 12 months aftercare • landscape areas for the ongoing maturation of one tree per every 10m of site frontage
	<p>A9.2 Buildings are finished with materials selected for their durability and high quality</p>
<p>P10 Car parking is placed to be unobtrusive and minimise pedestrian conflict points</p>	<p>A10 Car parking areas are concealed within or behind buildings or underground and vehicle access points do not dominate the streetscape</p>
<p>P11 Proposals must provide adequately for secure bicycle parking and storage</p>	<p>A11.1 Where for a shop or office: lockable, covered, bicycle parking spaces are provided in accordance with the Transport, Access, Parking and Servicing Code regardless of the GFA of the proposal (excluding requirement for shower cubicle)</p>

Performance Criteria	Acceptable Solutions
	A11.21 Where for a multi-unit dwelling, one lockable, covered, bicycle parking space is provided for every 2 residential units
Where for development within the Station Precinct	
P12 The heritage values of the precinct are conserved	A12 Heritage/character structures are retained and incorporated into the design of any redevelopment scheme for the station
P13 New development must mitigate impacts of the railway	A13 Residential development does not front the railway
Where for development within the Albion Village Precinct	
P14 New development must complement and be generally aligned with existing heritage buildings	A14.1 The frontage of new development is aligned with the average setback of adjoining heritage buildings A14.2 Development sites not adjoining properties with residential uses at ground floor are built to the side boundaries at ground floor level
P15 Location of uses within the precinct must be in keeping with the separate themes of the adjoining streets	A15.1 Retail, restaurant and other uses that reinforce an active frontage are located along Sandgate Road A15.2 Office or residential uses are located along Anstey and Birkbeck Streets
Where for development within the North Precinct	
P16 The amenity of new residential development must not be affected by the operation of the existing concrete batching plant	A16 Construction for residential development does not occur within the precinct until the adjacent concrete batching operation ceases
P17 Building footprint and design reduces bulk and amenity impacts on adjoining residential development	A17.1 Site cover is a maximum of 60% A17.2 The setback to existing residential development is a minimum of 3.5m
P18 Non-residential proposals are short-term, minor in nature and demonstrate that the use will not detrimentally affect the amenity of existing or future surrounding residential areas.	A18 Non-residential uses: <ul style="list-style-type: none"> • are in operation for no longer than 5 years • are located within existing buildings • involve no (or minor) building work • are designed to internalise potential noise and pollutant sources in buildings and/or away from the site boundaries
Where for development within the Industrial Precinct	
P19 Industrial development identified in Schedule 1 in Industrial Areas Chapter 3 mitigates impacts on surrounding existing and potential incompatible uses	A19 Industrial uses, where identified in Schedule 1 in Industrial Areas Chapter 3, are not located within 20m of: <ul style="list-style-type: none"> • a sensitive receiving environment • an existing office (except where the office is ancillary to another use) • the Commercial Precinct

Performance Criteria	Acceptable Solutions
Where for development within the Crosby Park Precinct	
<p>P20 The total building footprint of Queensland Cricket, including any expansion, is up to 7,500m² and subject to a master planning process in order to balance the national significance of the facility with the local recreation needs of the community and the landscape amenity it provides</p>	<p>A20 No Acceptable Solution is prescribed</p>
<p>P21 Proposals for expansion of sporting uses greater than 500m² within the park provide community benefit and enhance public use of the park</p>	<p>A21 Development proposals greater than 500m² maximise community benefit through initiatives such as:</p> <ul style="list-style-type: none"> • removing existing buildings and consolidating the uses within new buildings • improving useability of the park by the general public • providing shared facilities for use by the general community and/or with other park uses • entering into agreements for shared use of facilities with other sporting clubs
Where for development within the Raceway Precinct	
<p>P22 Development must:</p> <ul style="list-style-type: none"> • minimise land use conflict • integrate with surrounding land uses through improved pedestrian and vehicular connections • minimise adverse impacts on the amenity of existing residential properties • mitigate the adverse impacts of flooding 	<p>A22 Development:</p> <ul style="list-style-type: none"> • provides for the long term integration of the precinct into the surrounding area • maintains a buffer between industrial and residential land uses • protects views and residential amenity for nearby residential areas • complements and allows access to Crosby Park • assists in the resolution of local flooding • includes a local road network, the design of which minimises the introduction of non residential traffic into residential areas • improves pedestrian and cycle accessibility throughout the local area and to the riverside
<p>P23 Car parking provision must meet the reasonable requirements of the development activity</p>	<p>A23 Car parking for Centre Activities (except a multi-unit dwelling) is a minimum of 3 spaces per 50m² GFA at ground floor level and 1 space per 30m² GFA above ground floor level</p>
<p>P24 Development must contribute to the pedestrian amenity along Amy Street</p>	<p>A24 Mature trees located along Amy Street are retained and incorporated into future development</p>

Map A: Albion Neighbourhood Plan Map



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|--|-------------------------------|--|--|--|--------------|
| | Neighbourhood Plan boundary | | Hunt Street Precinct | | Road closure |
| | Station Precinct | | Crosby Park Precinct | | |
| | Village Precinct | | Urban Recreation Area (P-to be dedicated to Council) | | |
| | North Precinct | | Maximum building height in storeys for the bounded area shown (subject to view analysis) | | |
| | Raceway Precinct | | Key Pedestrian/Cyclist link | | |
| | Commercial Precinct | | Improved streetscape and pedestrian connection | | |
| | Future Mixed-Use Sub-Precinct | | Improved bus link | | |
| | Industrial Precinct | | Proposed local road | | |

