

Australia TradeCoast Local Plan

1 Introduction

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

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

Background

The Australia TradeCoast is a unique and valuable asset of great social, environmental and economic importance to the people of Brisbane and South East Queensland.

The area comprises approximately 8,000ha of land with over 2,000ha of land available for industrial development. The area contains the parts of Port of Brisbane and the Brisbane Airport, both major transport distribution centres and economic drivers and a major industrial area on the southern side of the Brisbane River.

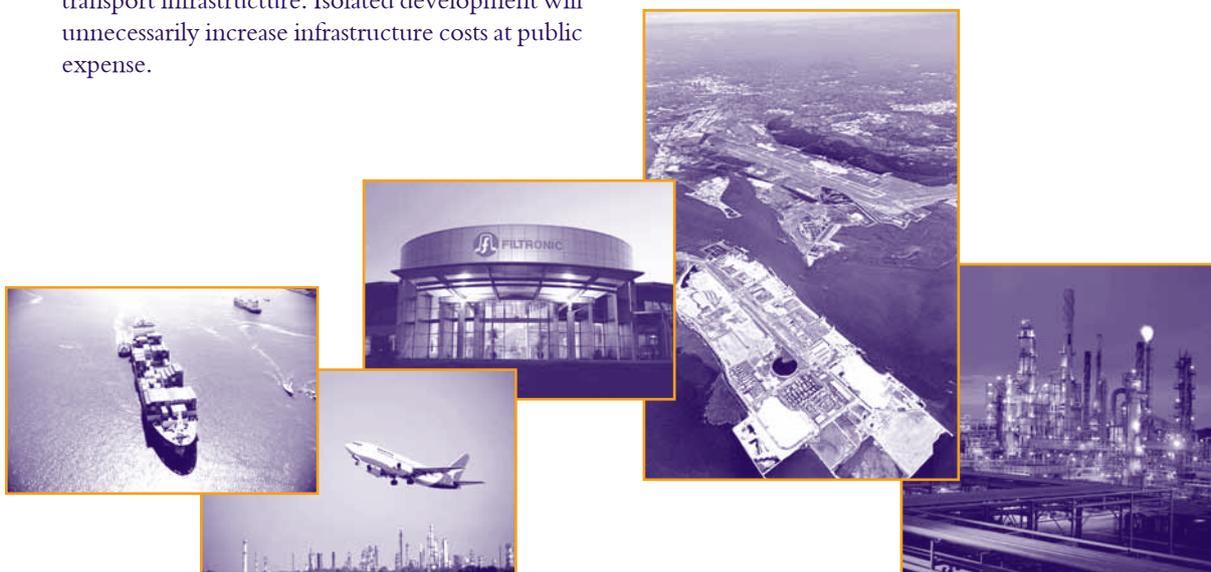
This area provides a focus for major industrial development in Brisbane and contains a range of sites which:

- have industrial standard infrastructure
- can accommodate a range of industries with impacts ranging from high to low
- offer a choice between freehold and leasehold tenure.

2 Development principles

2.1 Most importantly, development is to occur in accordance with the Staging Plan for the Australia TradeCoast. This will ensure the cost efficient provision of sewerage, water, stormwater and transport infrastructure. Isolated development will unnecessarily increase infrastructure costs at public expense.

- 2.2 Heavier industry is to be located in areas that have the greatest separation from Residential Areas. In the short term, heavy industry is to locate on Whyte Island.
- 2.3 In the southern Australia TradeCoast, activities producing high volumes of trade waste are to locate east of the Queensport Road Sewerage Pump Station.
- 2.4 Subdivision of land is to occur in conjunction with an approval for an activity appropriate to the area. Structure Plans are to be prepared in the earliest stage of the application process.
- 2.5 The impact of industrial activities on Residential Areas, giving consideration to human health, is to be minimised through strict environmental controls and the establishment and maintenance of landscaped safety buffers.
- 2.6 Industrial development is to preserve and rehabilitate areas of regional and local environmental significance identified as Green Space on *Map A—Precincts*.
- 2.7 Industrial development is not to impact on major infrastructure (services and product) corridors identified in the Australia TradeCoast. Refer *Map A—Precincts*.
- 2.8 Public access is to be provided to the riverfront where this does not conflict with waterfront activities or impact on public safety.
- 2.9 Industrial development requiring the use of over mass vehicles is to be located in the precincts adjacent to the Gateway Motorway and the Port of Brisbane Motorway subject to the activity being appropriate to that area.



3 Precinct intents

Map A—Precincts indicates the precincts of this Local Plan.

Land within each precinct is largely available for future industrial development.

Definitions

The term ‘heavy industry’ as used throughout this Plan means:

- Industry where identified in Schedule 1 or 2, Chapter 3—Industrial Areas.

The term ‘general industry’ as used throughout this Plan means:

- Industry that complies with the Desired Environmental Outcomes for the General Industry Area and where it is not identified in Schedule 2, Chapter 3—Industrial Areas.

The term ‘light industry’ as used throughout this Plan means:

- Industry that complies with the Desired Environmental Outcomes for the Light Industry Area in Chapter 3.

The term ‘storage yard’ as used in the Luggage Point, Myrtletown and Boggy Creek Precincts means:

- Any builder’s yard, construction contractor’s yard and landscape supply depot where goods are primarily stored in the open and total gross floor area of on-site buildings does not exceed 50m².

3.1 Pinkenba Precinct

This precinct wraps around the Pinkenba community and includes land under the control of the Brisbane Airport Corporation and private industrial land to the west of the Pinkenba Residential Area.

Land adjacent to the Entrance Creek wetland is suitable for light industry, however development must not compromise the environmental values of the wetland. General industry is suitable for the remainder of the precinct.

Any development must maintain or enhance the residential amenity of the Pinkenba community through appropriate land use, buffering and landscaping.

Any development in this precinct must be consistent with the Drainage Strategy for Pinkenba and Boggy Creek.

3.2 Airport Precinct

The land in this precinct is under the control of the Brisbane Airport Corporation.

Appropriate land use activities are identified in the Brisbane Airport Master Plan.

Commercial and retail development must have a nexus with Airport activities. General or low intensity retail activities will not be supported.

3.3 Old Airport Precinct

The Old Airport site is currently controlled by the Commonwealth Government.

The precinct is suitable for general industry, however uses must be well presented due to the area’s high visibility. A 30m landscaped buffer is required adjacent to the Gateway Motorway. Direct access to the Gateway Motorway will not be permitted.

General or low intensity retail development will not be supported.

Future development of the Old Airport site will not be supported until access, flooding, drainage and servicing constraints are resolved to the satisfaction of Council.

3.4 Eagle Farm West Precinct

The Department of State Development and Queensland Rail are the major land-holders in this precinct.

The land in this precinct is suitable for light industry in the short to medium term.

As waterfront industries west of the Gateway Bridge gradually relocate to the mouth of the River, redevelopment of this area is to facilitate a high quality design outcome compatible with adjacent non-industrial riverfront activities. Public access to the River is to be provided.

3.5 Fisherman Islands Precinct

Development on Fisherman Islands and Whyte Island is under the statutory control of the Port of Brisbane Corporation (PBC). Appropriate land use activities are identified in the PBC Land Use Strategy.

PBC is the assessment manager for all development in this precinct.

Whyte Island has been identified by the PBC and the Council as a location for industry requiring separation and is a strategic location for heavy industry in the short term.

3.6 Lytton Precinct

Part of the land in this precinct is owned by the State Government (Lytton Industrial Estate), with the balance (Clunies Flats) under the control of the Port of Brisbane Corporation.

The Lytton Industrial Estate is suitable for general industry.

Industrial activities on this estate are to be buffered from the nearby Residential Area by a corridor of green spaces that link the Bayside Regional Park with the Brisbane River.

The separation distances between Clunies Flats and Residential Areas make it appropriate for heavy industry. However, this type of development should be cognisant of the potential for visual impact on vistas from residential development at Wynnum.

3.7 Hemmant Precinct

This precinct is suitable for a mix of general and light industrial uses.

Those parts of the precinct closest to the Residential Areas of Hemmant and Lindum should be developed only for light industry and centre activities that serve an administrative function directly related to specific manufacturing or distribution activities on the same site, or that directly and predominantly service the needs of industries in the locality.

Any development in close proximity to the Hemmant community must maintain or enhance residential amenity through appropriate land use, buffering and landscaping.

General industry is suitable for the remainder of the precinct.

Any development in this precinct must be consistent with the Drainage Strategy for Hemmant.

3.8 Murarrie Precinct

This precinct is suitable for general industry. Any proposed development must be of a high quality and complement the development outcomes in the River Gateway Neighbourhood Plan.

The major focus for development in the Murarrie precinct in the short term is the land north of Lytton Road. This site is owned by the Department of State Development.

The balance of the precinct is impacted in the short term by the construction of the Port of Brisbane Motorway.

Future land uses on sites controlled by the Department of Main Roads will be determined upon completion of the Port of Brisbane Motorway.

This area is subject to environmental and drainage constraints. Additions to the Brisbane Green Space System will also be finalised once the Port of Brisbane Motorway is constructed.

3.9 Colmslie Precinct

This precinct comprises the vacant land adjacent to the Forgacs Dockyard. This site is under the statutory control of the PBC. The PBC is the assessment manager for development in this precinct.

Development should be light or general industry depending on the proximity to Residential Areas and the potential to impact on residential amenity. Development must also address the visual and noise impact of industrial development on the Residential Areas on Balmoral Hill and Bulimba. Consideration should also be given to the potential redevelopment of adjacent Department of Defence land for residential uses.

The environmental and hydraulic characteristics of Perrin Creek are to be protected and managed to ensure their long term viability. Any modifications to the wetland area are to be designed to complement upstream improvement works.

Industrial access to the precinct is to be via Lytton and Thynne Roads. Access via Taylor Street will not be supported. Traffic management measures are to be implemented to direct northbound heavy industrial traffic to the Gateway Motorway rather than the Story Bridge.

4 Luggage Point, Myrtletown and Boggy Creek Precincts where in the Future Industry Area

Code Assessment	Applicable Code
1. Storage yard	Industrial Amenity and Performance Code and Industrial Design Code

5 Australia TradeCoast Local Plan Code

This Code provides additional and/or alternative Performance Criteria and Acceptable Solutions to the Codes in Chapter 5 and takes precedence over the Codes in Chapter 5.

The purpose of this Code is to ensure that development in the Local Plan area is consistent with the Development principles and Precinct intents of this Local Plan.

Staging of development

The staging of future industrial development is identified on *Map B—Staging Plan*.

This staging will assist the orderly provision of infrastructure in the area.

It also provides the development community with a summary of infrastructure requirements/constraints.

The staging is based on infrastructure costs, demand and supply of land and establishes the most efficient basis for coordinated planning and the provision of public utilities such as sewerage, water supply, stormwater drainage and transport (including roads, public transport and pedestrian access).

Infrastructure costs are likely to be high in the area due to poor geo-technical conditions.

The Staging Plan reflects Council's infrastructure investment priorities. Development will be required to contribute towards full cost delivery of infrastructure.

The following table summarises the relative costs of providing infrastructure in each precinct.

Precinct	Access	Water	Sewer	Drainage
Boggy Creek	3	2	3	2
Pinkenba	2	1	2	3
Airport	2	1	2	1
Old Airport	3	2	2	2
Eagle Farm West	1	1	1	1
Fisherman Islands	1	2	2	1
Lytton	1	2	2	2
Hemmant	1	2	2	3
Murarrie	1	1	1	2
Colmslie	1	1	1	1

1= low cost; 2= moderate cost; 3= high cost

Infrastructure costs within each precinct are likely to vary based on individual site characteristics.

Current land development trends suggest there is sufficient supply of industrial land with low to moderate development costs in the Australia TradeCoast to meet demand until at least 2010. Land with high development costs will not be required for development prior to 2010.

All land included in a precinct has been identified in one of the following districts. The category in which land is included may change over time as infrastructure is provided to adjacent areas.

Staging district 1 (2000/2005)

This district comprises 'low cost' land that is serviced and ripe for development. These areas will be the focus for development in the short term.

Staging district 2 (2005/2010)

This district is 'moderate cost' land to develop and will be the focus for the next wave of development in the medium term.

Staging district 3 (2010 and later)

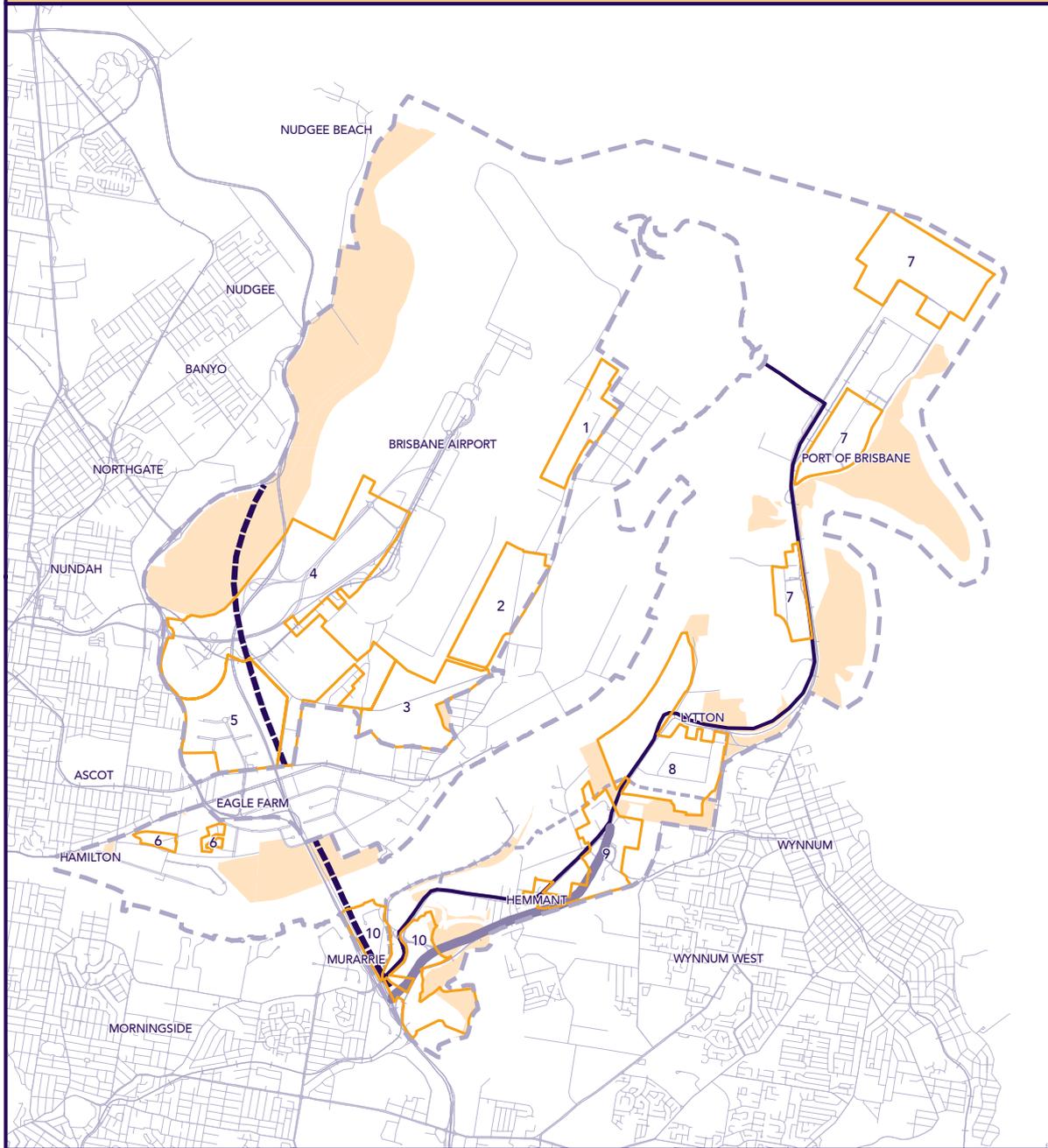
The land in this district is 'high cost' and requires considerable investment in infrastructure. It is not anticipated that land in district 3 will be required for development prior to 2010.

Performance Criteria and Acceptable Solutions

5.1 Staging of development

Performance Criteria	Acceptable Solutions
P1 Development must occur in a manner that ensures the efficient provision of sewerage, water, stormwater and transport infrastructure	A1.1 Industrial development proceeds in a manner consistent with the Australia TradeCoast Staging Plan A1.2 Development approval may be considered for proposals that do not accord with the Australia TradeCoast Staging Plan where it can be demonstrated that due to changed circumstances infrastructure can be efficiently provided and/or where the applicant is prepared to fully fund infrastructure subject to an agreement with Council

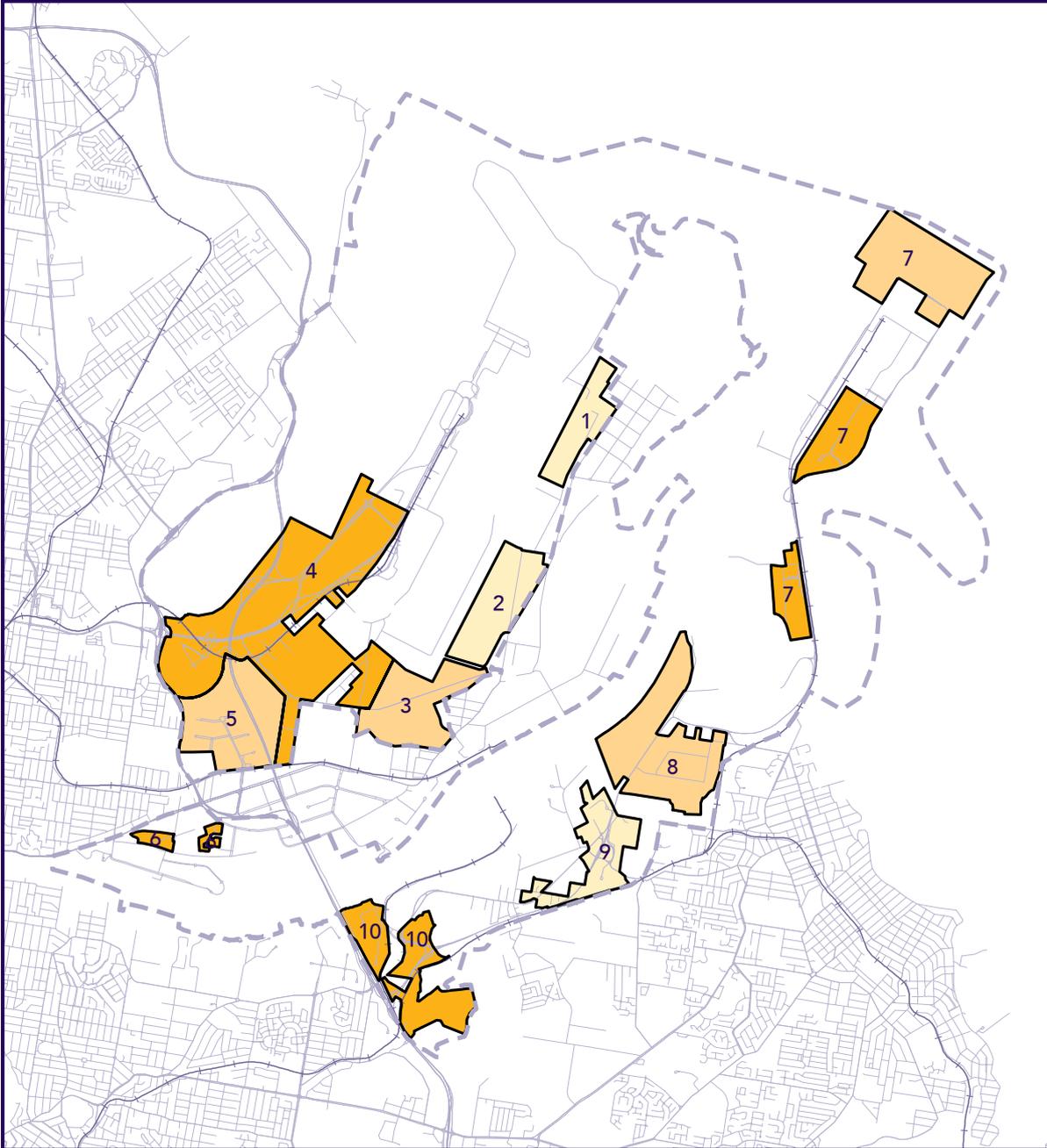
Map A: Precincts



- | | | |
|---|---------------|---------------------|
| Local Plan boundary | 1 Myrtletown | 6 Eagle Farm West |
| Precinct boundary | 2 Boggy Creek | 7 Fisherman Islands |
| Greenspace | 3 Pinkenba | 8 Lytton |
| Trunk infrastructure corridor | 4 Airport | 9 Hemmant |
| Secondary infrastructure corridor | 5 Old Airport | 10 Murarrie |
| Port of Brisbane Motorway | | |
| Proposed future state controlled transport corridor | | |



Map B: Staging Plan

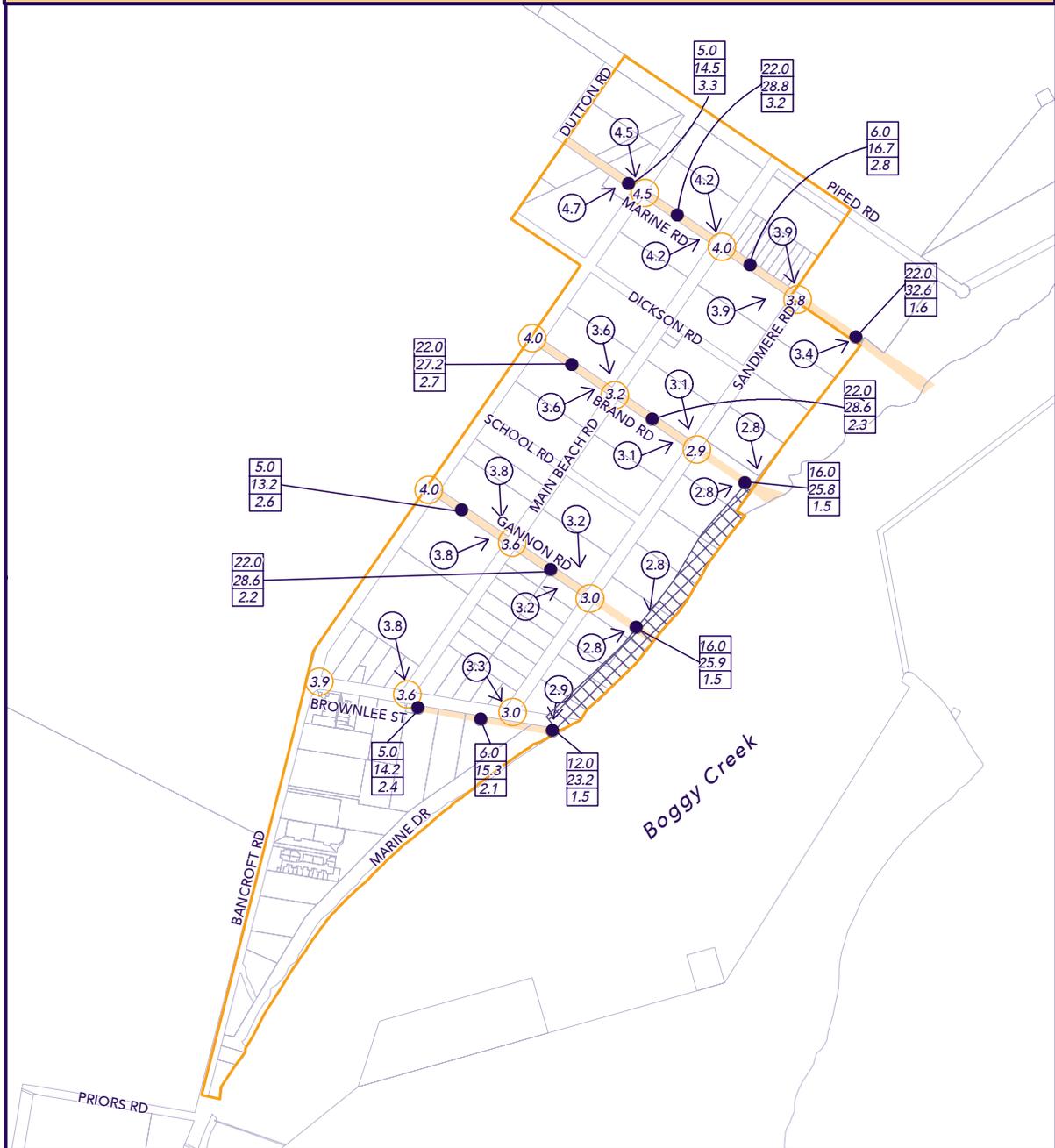


-  Local Plan boundary
-  Precinct boundary
-  District 1
-  District 2
-  District 3

- | | |
|---------------|---------------------|
| 1 Myrtletown | 6 Eagle Farm West |
| 2 Boggy Creek | 7 Fisherman Islands |
| 3 Pinkenba | 8 Lytton |
| 4 Airport | 9 Hemmant |
| 5 Old Airport | 10 Murarrie |



Map C: Myrtle town Structure Plan - Drainage and Fill



-  Precinct boundary
-  50m buffer to link Green space system elements
-  Drainage reserves
-  Major direction of flow
- | |
|------|
| 12.0 |
| 23.2 |
| 1.5 |

 Indicative bed width (m)
 Indicative top width (m)
 Indicative bed level m AHD)
-  Indicative average fill level of sub-catchment (m AHD)
-  Indicative road level (m AHD)



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