

Bowen Hills Local Plan

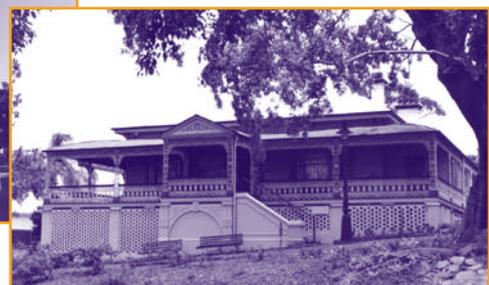
1 Introduction

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.

2 Development principles

- 2.1 Bowen Hills is to be a diverse and vibrant area, characterised by an integrated mix of living, employment and entertainment uses in order to minimise individual trip requirements and reduce dependence on the private motor vehicle.
- 2.2 Future development in Bowen Hills will be guided by built form provisions that maintain the existing context of the area, recognise the physical dominance of the hill and protect significant views to the Walter Taylor Range.
- 2.3 It is intended to capitalise on excellent public transport infrastructure in the area, through an appropriate intensification of development around key transport nodes such as Bowen Hills rail station.
- 2.4 Heritage buildings in Bowen Hills are to be protected and their ongoing use encouraged, while sensitive development on the hill is to complement the strong remnant character housing.
- 2.5 Bowen Hills is to provide a diverse mixture of housing and encourage the retention and provision of low cost housing.



- 2.6 Commercial and industrial development in Bowen Hills will capitalise on the strategic location of the area, by encouraging businesses that support City Centre uses or are associated with the adjacent hospital complex.
- 2.7 The suburb will be serviced by a safe pedestrian and cyclist network, and improved links will be established to the hospital and major uses in Newstead and Fortitude Valley.
- 2.8 The area will contain an integrated open space system through maintenance of existing green space, improving public access opportunities to the creek corridor and providing new urban spaces through redevelopment of major sites.
- 2.9 Subject to their availability, major sites such as the RNA Showgrounds and Mayne Rail Yards would be redeveloped in accordance with a master plan to facilitate high quality mixed use environments, integrated with the surrounding areas and set within the open space system.
- 2.10 The Special Entertainment Precinct Core Area will provide for and encourage a variety of live music and other similar music venues. Noise levels will be relatively higher and new residential accommodation close to the Core Area must be designed to manage noise from existing and future entertainment venues. Residents close to the Core Area can expect generally higher levels of noise, both inside and outside of residences, due to their proximity to entertainment venues.

3 Precinct intents

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

3.1 Residential Village Precinct

The character and pattern of the Residential Village Precinct will continue to be primarily residential in nature. A range of housing to satisfy the needs of

the community is encouraged, including provision of public and community housing. The existing rights of established community and business uses are recognised.

Additional non-residential development is generally not supported in this precinct. However, redevelopment for non-residential or mixed use may be considered on existing non-residential sites. Mixed use development may also be considered on properties adjacent to Abbotsford or Breakfast Creek Roads, but the impact of the proposed non-residential or mixed use development on surrounding residential amenity must be negligible.

3.2 Mixed Use Transit Precinct

This precinct is intended to become a vibrant pedestrian and transit oriented mixed use Centre accommodating, in conjunction with significant residential development, the main business and commercial activities for Bowen Hills. This will be facilitated through the creation of a mixed use environment to support a living and working population. The prime intent for the Centre will be to accommodate business and residential uses that focus around the railway station. Other supporting uses such as convenience retail (including a supermarket), community uses and clean, low impact industries are also appropriate.

Multi-unit and single unit residential uses are encouraged to provide a residential population throughout the precinct. Significant opportunities are available in the south-east quadrant of the precinct with emphasis on residential development south of Campbell Street. These uses may also be in a mixed use development form where they function as a more suitable interface with major transport corridors or higher impact uses in adjoining precincts. Various small business and office uses are also intended to be widely distributed. Retail uses will be limited to those of a minor convenience or specialist nature and will not provide for household weekly or fortnightly shopping habits. Retail uses will be limited to a single supermarket, and those of a convenience or specialist nature. Clean, low impact industry will generally be limited to the fringes of the precinct.

The precinct will provide a clear internal movement network within an attractive environment. Redevelopment focused around the Bowen Hills Station will incorporate possible construction over the rail line and a major upgrade of the station itself. It is intended that a strong identifiable core be created in close proximity to the railway station. This core will operate as a 'social hub' and is the preferred location for convenience retail and local community services. Hudd Street will be widened to provide improved neighbourhood access and street scape environment. Jamieson, Pace and Edgar Streets will be realigned to

improve vehicular circulation and create more desirable development sites.

An integrated redevelopment outcome is intended through the application of development bonuses for amalgamation of land and consistent development themes across the precinct. Details of the preferred distribution of uses, urban form and circulation around the railway station are given in *Map C—Bowen Hills Station Structure Plan*.

3.3 Office Park Precinct

The Office Park Precinct will provide business and commercial activities that are allied with the Herston Hospitals Complex. This includes medical support services, welfare services, research and technology uses and short term accommodation. The potential synergy between this precinct and the hospital complex will be reinforced through improved access arrangements.

Small scale business and commercial uses, which do not command City Centre location, but provide a support role to the City Centre, would also be appropriately located within this precinct.

3.4 Light Industry Precinct

The intent of this precinct is to create a high quality light industry area. Industrial uses should be low impacting and meet high environmental standards. Other uses should be generally limited to associated business and necessary support services for employees.

Development in the precinct will have a clean, attractive appearance with a high regard to site design and layout, in order to minimise the impact of operations on the surrounding environment.

Through progressive redevelopment, it is intended to improve the amenity of the area and open up the creek frontage for public use. To facilitate an attractive creek corridor, high quality development will be required to locate along this frontage. Therefore development incorporating business premises would be supported in locations directly adjacent to the creek.

3.5 RNA Precinct

It is intended to capitalise on the position of the RNA Showgrounds as a major special purpose centre. Redevelopment of this site would provide a major catalyst for revitalisation of the surrounding area in general.

This precinct also contains two heritage listed buildings, the Jubilee Hotel and the Old Queensland Museum. The adaptive reuse of these buildings, in line with precinct provisions, is encouraged.

Further development of this precinct is to be in accordance with a master plan. Preparation of the master plan will be undertaken in cooperation with the RNA Council. It is intended that future development accommodate retention of current RNA functions and enhancement of these activities to provide for a major entertainment and events facility. In addition, the master plan should facilitate the development of synergies with the hospital and local businesses.

In undertaking master planning, specific emphasis is to be placed on maximising the location of the site to provide for a major transport terminus. Consideration is to be given to better utilisation of the Exhibition Railway Station and promoting good linkages to the nearby proposed busway station. The site is to also maximise integration with any proposed light rail system in the area.

Noise attenuation to reduce the intrusion of amplified music noise will be required in all new residential development within the Special Entertainment Precinct. Generally higher levels of noise will be experienced due to the proximity of entertainment uses.

Specific emphasis is to be placed on preservation of and integration with identified significant heritage elements on site. The master plan should investigate opportunities to create active street frontages, provide more landscaping and allow better pedestrian and cyclist movement through the site.

3.6 Mayne Rail Yards Precinct

It is intended that the current use of the site by Queensland Rail remain while the area is needed for railway purposes.

Further development or redevelopment of the site is to be in accordance with a master plan prepared in conjunction with Queensland Rail. It is intended that any future redevelopment strategies create a mixed use environment incorporating commercial and light industry uses that support the City Centre. Some residential uses may be allowed in high amenity areas, such as close to Breakfast Creek.

Areas adjacent to Breakfast Creek should be opened up for public access and open space. The Master Plan is to promote a low rise development form that is integrated into the open space and creek environment. It should also demonstrate how strong vehicular and pedestrian links are to be provided with the adjacent precincts.

3.7 Open Space Precinct

This precinct includes 3 separate open space areas: Bowen Park, Perry Park and the Booroodabin Bowls Club. It is intended that this land be retained for public open space and sport and recreational uses.

Opportunities to integrate Bowen Park with the development of the RNA site should be considered. Any adjacent development must respect the historical value and integrity of Bowen Park.

3.8 Breakfast Creek Wharf Precinct

The Breakfast Creek Wharf Precinct is intended to be used as a convenience centre providing convenience retail, small scale businesses, restaurants and cafes servicing the local community. Residential uses will be considered provided a reasonable standard of amenity can be demonstrated.

Any future development is to focus on Breakfast Creek and encourage integration with similar land uses across the creek.

3.9 Ross Street Precinct

The intent of the Ross Street Precinct is to create a high quality urban area comprising an integrated community of business and service industry employment uses located within dense medium scale buildings and unified by a cohesive streetscape.

The precinct seeks to promote a concentrated area of small business, light industry and showroom functions, that consolidates and reinforces existing land use patterns evident in the precinct. Retention and expansion of existing light industrial and business sector clusters is therefore encouraged, specifically vehicle sales and servicing; printing, publishing and recorded media; and business services, including business or professional advice.

Commercially oriented activities will remain the dominant land use on land fronting Breakfast Creek Road. However, it is not intended that shopping facilities be developed anywhere within the Ross Street Precinct.

New development on lots fronting both Ross Street and Wickham Grove are to address both street frontages and provide high quality street frontages.

New buildings may be built to the street and side boundaries and footpath planting is preferred to setback planting.

Through progressive redevelopment, it is intended to improve the amenity of the area and open up the creek frontage for public use.

4 Level of assessment

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

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

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

4.1 Residential Village Precinct

Impact Assessment	Relevant Codes
Generally appropriate	
<ol style="list-style-type: none"> In MP4—Child Care Facility In MP4—Multi-unit Dwelling In MP4—Single Unit Dwelling (whether or not involving building work) and involving reconfiguring a lot to create the required freehold lot OR Building work to an existing Single Unit Dwelling 	<p>For all development: Bowen Hills Local Plan Code and Centre Design Code (Note: Centre Design Code does apply to Single Unit Dwellings)</p> <p>Residential Design—Single Unit Dwelling Code and Subdivision Code</p>

4.2 Office Park Precinct

Code Assessment	Applicable Codes
<ol style="list-style-type: none"> Community Facilities Education Purposes Industry where involving scientific or technological research, investigation and testing 	<p>For all development: Bowen Hills Local Plan Code AND Centre Amenity and Performance Code and Centre Design Code</p> <p>Centre Amenity and Performance Code and Centre Design Code</p> <p>Industrial Amenity and Performance Code and Industrial Design Code</p>

4.3 Ross Street Precinct

Code Assessment	Applicable Codes
<ol style="list-style-type: none"> Display and Sales Activities where vehicle sales and service 	<p>Bowen Hills Local Plan Code and Centre Amenity and Performance Code and Centre Design Code</p>

5 Bowen Hills Local Plan Code

This Code provides additional and/or alternative 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.

5.1 General

Performance Criteria		Acceptable Solutions	
Pedestrian and cycle access			
P1	Safe and compatible pedestrian and cycle access must be provided to desirable destinations within Bowen Hills	A1.1	Pedestrian and bike access is incorporated into the design of new development in line with those links shown in <i>Map B—Open Space, Access and Circulation</i>
		A1.2	The design of pedestrian and cycle links is consistent with the Transport and Traffic Facilities Planning Scheme Policy and ensures compatibility between these 2 modes and safety of both pedestrians and cyclists
		A1.3	Building design adjacent to pedestrian and bike links allows overlooking to promote safety
P2	Development adjoining Breakfast Creek on sites between 62 Ross Street and the eastern end of Murray Street must contribute to the provision of a continuous creekside bikeway/walkway linking Breakfast Creek Road and the northern end of Wickham Grove	A2	Any proposal for sites adjoining Breakfast Creek between 62 Ross Street and the eastern end of Murray Street provides a creekside bikeway/walkway that has a minimum width of 4.5m designed in accordance with the Public Riverside Facilities Design and Maintenance Manual
Open space			
P3	Bowen Hills must have a range of open space and recreational opportunities that meet the needs of the Bowen Hills community	A3.1	New parks are incorporated into the design of developments in accordance with the provisions of <i>Map B—Open Space, Access and Circulation</i>
		A3.2	Open space linkages are provided to parks and open space
Development fronting Enoggera and Breakfast Creek			
P4	Land adjoining Breakfast and Enoggera Creek must be preserved for public use along the entire creek frontage/s	A4.1	An Open Space corridor is preserved along the southern side of Breakfast and Enoggera Creeks extending from Breakfast Creek Road to Bowen Bridge Road in accordance with the provisions of <i>Map B—Open Space, Access and Circulation</i>
		A4.2	Development on sites adjacent to Breakfast or Enoggera Creeks provides an Open Space Corridor with a minimum width (measured from the top of the revetment wall or the high water mark) of 10m on land

Performance Criteria		Acceptable Solutions	
P5	Development on sites adjoining Breakfast or Enoggera Creek must address the creek and open space adjacent to the creek	A5.1	Building elevations facing the Open Space Corridor are attractively designed to 'front' the creek rather than backing on to it
		A5.2	Building design provides opportunities for passive surveillance through the orientation of windows and balconies towards the Open Space Corridor
		A5.3	Where basement walls fronting the creek are proposed to be more than 1m above finished ground level, they are appropriately screened using a variety of landscape treatments to achieve an attractive frontage to the Open Space Corridor
Vehicle Parking			
P6	Vehicle parking: <ul style="list-style-type: none"> • must discourage on-street parking where parking has adverse traffic management, safety or amenity impacts • numbers must reflect the needs of users and balance parking requirements with objectives to encourage public transport use 	A6	Carparking for non-residential development is provided at the rate of a maximum of 1 space per 75m ² gross floor area

5.2 Residential Village Precinct

Performance Criteria		Acceptable Solutions	
Pedestrian and cycle access			
P1	Development size and bulk must reflect the character and low rise nature of the precinct	A1.1	Maximum plot ratio is no more than 1.2:1 in a High Density Residential Area
		A1.2	Building height is no more than 4 storeys, and 14m to the underside of the ceiling of any habitable room in the Medium and High Density Residential Areas
		A1.3	Building height for all uses in the Multi-purpose Centre 4 (Convenience) is no more than 2 storeys

5.3 Mixed Use Transit Precinct

Performance Criteria		Acceptable Solutions	
P1	Development size and bulk must maintain a 'human scale'	A1.1	Maximum plot ratio is no more than 1:1
		A1.2	Maximum plot ratio is no more than 1.25:1 where the site is equal to or greater than 1,500m ² , or 1.5:1 where at least 25% of the gross floor area is for residential purposes
		A1.3	Maximum plot ratio is no more than 1.75:1 where the site is equal to or greater than 3,000m ² in a Multi-purpose Centre
P2	Development height must maintain a human scale at street level and preserve significant views from the western face of the adjacent hill area	A2.1	Building height is no more than 3 storeys and 10.5m
		A2.2	Building height is no more than 4 storeys and 14m where: <ul style="list-style-type: none"> the site is equal to or greater than 1,500m² and at least 25% of the gross floor area is used for residential purposes, or the site is equal to or greater than 3,000m² in a Multi-purpose Centre
		A2.3	Building height may be up to 6 storeys and 21m in the area bounded by Hudd Street, Mayne Road and the rail line, where set back from any non-major road frontage and where it can be demonstrated that views from the western face of Bowen Hills are not unreasonably compromised
P3	The form of development must support the human scale of the centre	A3	Building levels 4 storeys or higher are set back from the podium
P4	Buildings facing Mayne Road and Hudd Street must have distinctive facades Buildings must demonstrate architectural creativity and individuality of design. Buildings must incorporate sculptural and expressive identity through public decoration and art	A4	No Acceptable Solution is prescribed
P5	The area around Bowen Hills Station must be developed as a vibrant pedestrian and transit orientated environment characterised by: <ul style="list-style-type: none"> a mixed use development focusing on accommodating commercial and residential uses a strong community hub around the railway station tree lined pedestrian thoroughfares formed along Hudd Street and Mayne Road urban open space obtained through development pedestrian and cycle links throughout the precinct and linking Hudd Street and Abbotsford Road 	A5	Land uses and key urban design elements in the area around Bowen Hills Station are in accordance with <i>Map C—Bowen Hills Station Structure Plan</i>

5.4 Office Park Precinct

Performance Criteria	Acceptable Solutions
<p>P1 Development size and bulk must be suited to the intent of the precinct</p>	<p>A1.1 Maximum plot ratio is no more than 1.5:1</p> <p>A1.2 Building height is no more than 3 storeys and 10.5m for sites less than 1,500m²</p> <p>A1.3 Building height is no more than 4 storeys and 14m where the site is equal to or greater than 1,500m² and at least 75% of the gross floor area is used for:</p> <ul style="list-style-type: none"> • health care purposes • community facilities • education purposes • short term accommodation • industry (scientific/technical research) where a nexus with the Herston Hospitals Complex can be demonstrated

5.5 Special Entertainment Precinct

These additional requirements apply to land in the Special Entertainment Precinct.

For the purposes of this Code, amplified music is the use of any public address system or sound system used to amplify music for the entertainment of patrons or the general public.

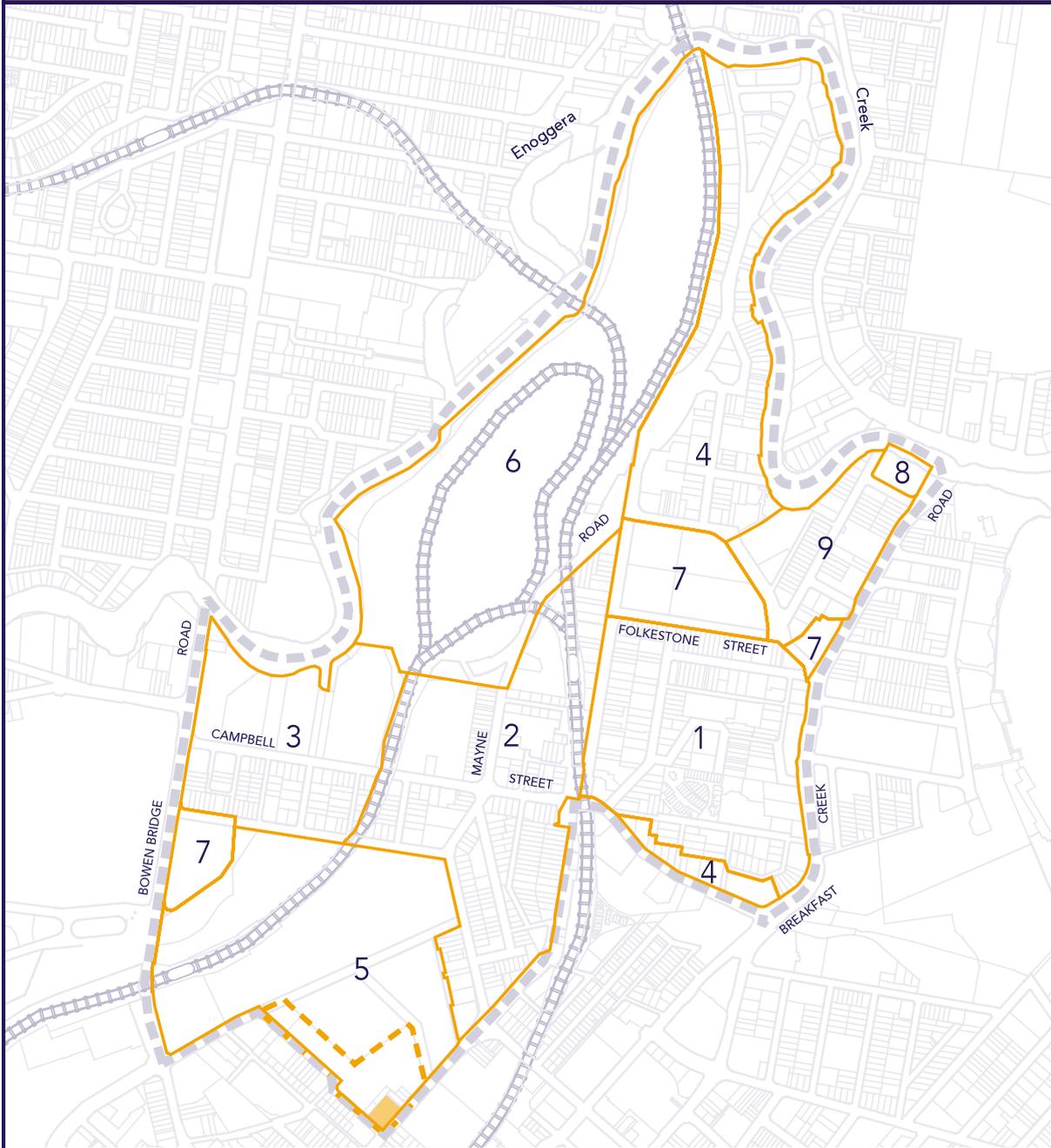
Performance Criteria	Acceptable Solutions
<p>Where in Special Entertainment Precinct B Core Area and involving material change of use for Centre Activities where a Club, Hotel, Indoor Sport and Recreation, Night Club, or Restaurant</p>	
<p>P1 The building must be designed to achieve an amplified music noise level at two metres external to the premises of not greater than LC_{eqT} 65dB and LL_{eqT} 55dB in any one-third octave band between and including 31.5Hz and 125Hz and constructed in accordance with that design</p> <p><i>Note: operating noise levels for the above activities will be determined by the criteria contained in the Amplified Music Venues Local Law and will be specified in an Amplified Music Venue Permit. An Amplified Music Venue Permit must be obtained from Council prior to the commencement of use</i></p>	<p>A1 The use does not involve amplified music audible external to the premises</p>
<p>P2 Where the activity is located in the same building as, or the activity has a wall within 300mm of, a Single Unit Dwelling or Centre Activities where a Hotel, Multi-Unit Dwelling, Short Term Accommodation or Caretakers flat, the building must be designed to achieve an amplified music noise level of</p> <ul style="list-style-type: none"> • Not greater than LL_{eqT} 43dB in any one-third octave band between and including 31.5Hz to 125Hz in a bedroom not associated with the activity 	<p>A2 The activity is not located in the same building as, and the activity does not have a wall within 300mm of, a Single Unit Dwelling or Centre Activities where involving a Hotel, Multi-Unit Dwelling, Short Term Accommodation, or Caretakers Flat</p>

Performance Criteria	Acceptable Solutions
<ul style="list-style-type: none"> Not greater than LL_{eqT} 45dB in any one-third octave band between and including 31.5Hz to 125Hz in a living room not associated with the activity <p>and constructed in accordance with that design</p>	
<p>Where in Special Entertainment Precinct Core Area B and involving material change of use for a Single Unit Dwelling, or Centre Activities where involving a Hotel, Multi-Unit Dwelling, Short Term Accommodation, or Caretakers Flat</p>	
<p>P3 Bedrooms and living rooms must be located, designed and constructed to protect occupants from existing or future amplified music noise that may arise from premises outside the building</p> <p>The building must be designed to achieve a minimum reduction in sound pressure level between the exterior of the building and the bedroom or living room, of LL_{eqT} 20dB at 63Hz, and constructed in accordance with that design</p>	<p>A3 No acceptable solutions prescribed as each proposal requires an individual approach</p>
<p>P4 Where the use is located in the same building as, or the use has a wall within 300mm of, Centre Activities where involving a Club, Hotel, Indoor Sport and Recreation, Nightclub or Restaurant, bedrooms and living rooms must be designed to protect occupants from amplified music noise being transmitted through a wall, floor or ceiling</p> <p>The building must be designed to achieve an amplified music noise level of</p> <ul style="list-style-type: none"> not greater than LL_{eqT} 43dB in any one-third octave band between and including 31.5Hz to 125Hz in a bedroom not greater than LL_{eqT} 45dB in any one-third octave band between and including 31.5Hz to 125Hz in a living room <p>and constructed in accordance with that design</p>	<p>A4 The use is not located in the same building as, and the use does not have a wall within 300mm of, Centre Activities where involving a Club, Hotel, Indoor Sport and Recreation, Nightclub or Restaurant</p>
<p>Where in a Special Entertainment Precinct, outside a Core Area and involving material change of use for a Single Unit Dwelling or Centre Activities where involving a Hotel, Multi-Unit Dwelling, Short Term Accommodation, or Caretakers Flat</p>	
<p>P5 Bedrooms and living rooms must be located and designed and constructed to protect occupants from existing or future amplified music noise that may arise from premises outside the building</p> <p>The building must be designed to achieve a minimum reduction in sound pressure level between the exterior of the building and the bedroom or living room, of LL_{eqT} 20dB at 63Hz where located in Special Entertainment Precinct B and outside a Core Area, and constructed in accordance with that design</p>	<p>A5 No acceptable solutions prescribed as each proposal requires an individual approach</p>

5.6 Ross Street Precinct

Performance Criteria		Acceptable Solutions	
P1	Development size and bulk must maintain a 'human scale'	A1	Maximum plot ratio is no more than 1.25:1
P2	Buildings facing Breakfast Creek Road must have distinctive facades, demonstrating architectural creativity and individuality of design	A2	No Acceptable Solution is prescribed
P3	Setbacks must be relative to building heights and street reserve widths and must not result in buildings that are of an overbearing scale to pedestrians New buildings may be built to the street and side boundaries and footpath planting is preferred to setback planting	A3	Building levels up to 3 storeys or 9m may be built to boundary with any additional storeys set back no less than 6m

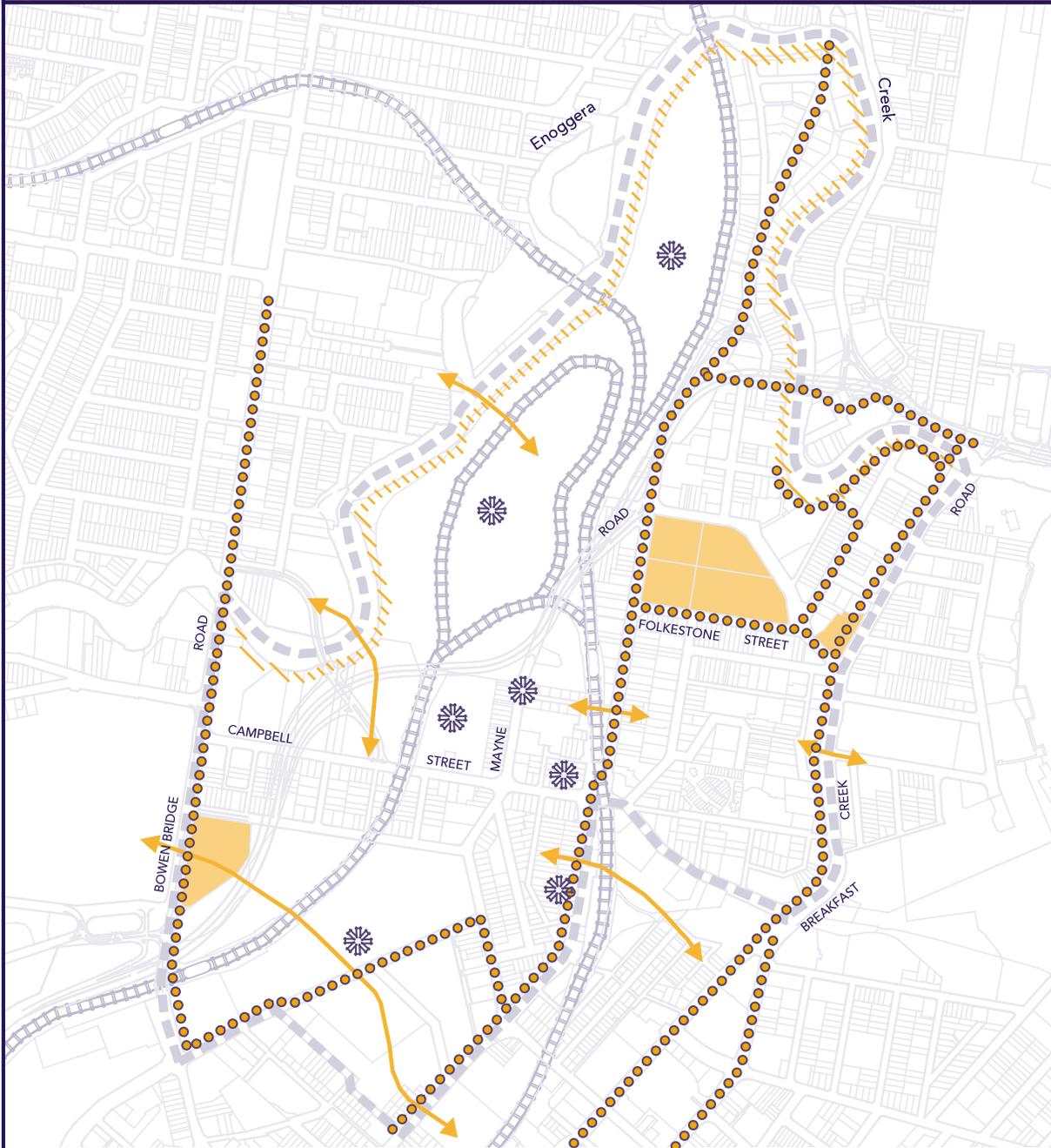
Map A: Precincts



	Local Plan boundary	1	Residential Village	9	Ross Street
	Precinct boundary	2	Mixed Use Transit		
	Special Entertainment Precinct Core Area B	3	Office Park		
	Special Entertainment Precinct B	4	Light Industry		
		5	RNA		
		6	Mayne Rail Yards		
		7	Open Space		
		8	Breakfast Creek Wharf		



Map B: Open Space, Access and Circulation

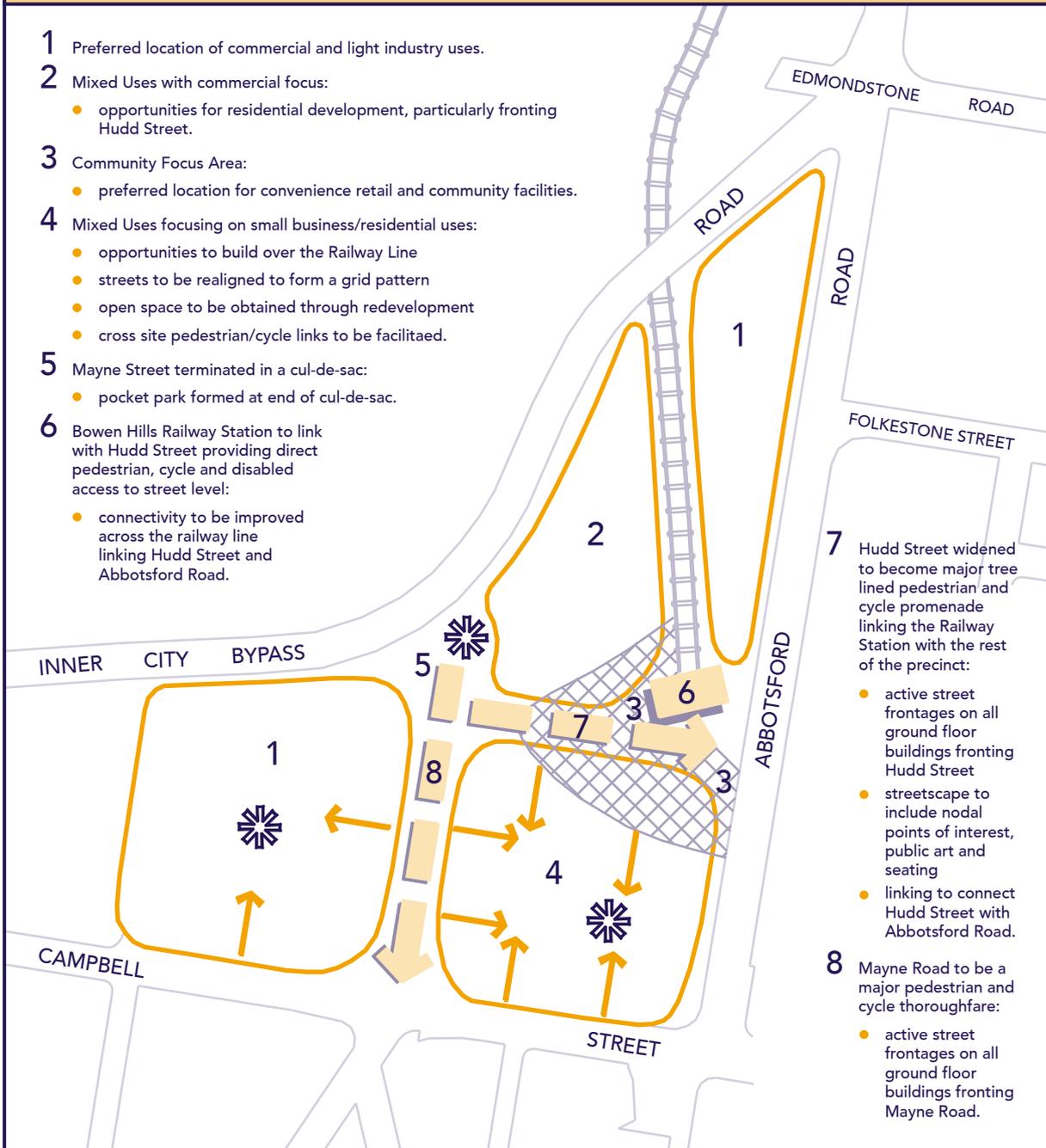


-  Local Plan boundary
 -  Open space/sport and recreation area
 -  Open space corridor
-  Desirable pedestrian/cycle links
 -  Preferred location of new open space
 -  Bike way/walk way



Map C: Bowen Hills Station Structure Plan

- 1 Preferred location of commercial and light industry uses.
- 2 Mixed Uses with commercial focus:
 - opportunities for residential development, particularly fronting Hudd Street.
- 3 Community Focus Area:
 - preferred location for convenience retail and community facilities.
- 4 Mixed Uses focusing on small business/residential uses:
 - opportunities to build over the Railway Line
 - streets to be realigned to form a grid pattern
 - open space to be obtained through redevelopment
 - cross site pedestrian/cycle links to be facilitated.
- 5 Mayne Street terminated in a cul-de-sac:
 - pocket park formed at end of cul-de-sac.
- 6 Bowen Hills Railway Station to link with Hudd Street providing direct pedestrian, cycle and disabled access to street level:
 - connectivity to be improved across the railway line linking Hudd Street and Abbotsford Road.



- 7 Hudd Street widened to become major tree lined pedestrian and cycle promenade linking the Railway Station with the rest of the precinct:
 - active street frontages on all ground floor buildings fronting Hudd Street
 - streetscape to include nodal points of interest, public art and seating
 - linking to connect Hudd Street with Abbotsford Road.
- 8 Mayne Road to be a major pedestrian and cycle thoroughfare:
 - active street frontages on all ground floor buildings fronting Mayne Road.

-  Potential Access Points
-  Indicative location of urban open space
-  Tree Lined Pedestrian and Cycle Thoroughfare

