Bracken Ridge and District Neighbourhood Plan

1 Introduction

This Neighbourhood Plan contains specific additional local planning requirements. Where it conflicts with the requirements of the City Plan, this Neighbourhood Plan prevails. The Fitzgibbon Urban Development Area (depicted in **Map B**) is not subject to the provisions of City Plan or this Neighbourhood Plan.

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

The Bracken Ridge and District Neighbourhood Plan comprises a number of distinctive established residential communities that cater for a variety of households with a strong emphasis on detached homes on well vegetated lots, accessible parks and areas of natural assets.

The intent of this Neighbourhood Plan is to support the establishment of similar residential outcomes in new urban developments, providing opportunities at specific locations for housing diversity and increased density in well serviced locations. The Neighbourhood Plan recognises that areas of rural land are retained for contribution to housing diversity and retention of habitat and biodiversity values. Natural assets exist across the district and have been identified to ensure their retention.

This Neighbourhood Plan aims to reflect community values identified in the Neighbourhood Planning engagement meetings for the Bracken Ridge and District Neighbourhood Plan area. The associated Enhancement Program (see Appendix 4), is a non–statutory supporting document, that outlines Council actions to support the intent of this plan.

2 Elements

Refer to Section 4.2—Elements at the front of the Local Plans for Outer Suburbs section of this Chapter for general guidance on the intent for the different elements of the Neighbourhood Plan as indicated on **Maps A, B** and **C**. The following text provides locally specific information which is supported, where relevant, by precinct **Maps D** to **M**. This information is to be considered in addition to the general requirements for Local Plans for Outer Suburbs.

2.1 Environmental and Scenic Values

2.1.1 Habitat and Biodiversity Values

The Neighbourhood Plan supports planning undertaken for the 'Brisbane Urban Open Space Strategy in the draft CityShape Implementation Strategy'.


Habitat and biodiversity values are identified on **Map A** and relevant precinct plans.

The Bracken Ridge and District area is significant due to its proximity to coastal wetlands such as Tinchi Tamba and Boondall Wetlands (and relationship with the Moreton Bay RAMSAR site) and because of the diversity and quality of the biodiversity values it contains.

The Bracken Ridge and District area supports habitat for significant species such as the squirrel gliders, several birds of prey, and migratory wader birds.

The remaining natural habitat areas within the district form part of the Cabbage Tree Creek Ecological Corridor which is of State biodiversity significance, and is the only continuous link from the D’Aguilar Range in the west to Boondall Wetlands and Moreton Bay in the east. This link provides fauna movement opportunities for a range of altitudinal migrants such as the Grey Goshawk.
The ecological corridors in the Plan area contain regionally significant vegetation communities that provide significant habitat and wildlife movement opportunities for a range of fauna including squirrel gliders and raptors. Other ecological corridors include Bald Hills Creek (a tributary into Tinchi Tamba wetlands) and South Pine River and Albany Creek that contain significant wetland and vegetation communities. Isolated patches of vegetation also provide local opportunity for fauna movement and are important local landscape value.

The Queensland Government lands at Fitzgibbon are significant due to the size and capacity of remaining natural habitat areas to support the majority of remaining wildlife species in the northern suburbs of Brisbane, especially Squirrel Gliders.

The District contains significant remnant areas of *Eucalyptus tereticornis* (Forest Red Gum) and *Corymbia intermedia* (Pink Bloodwood), which comprise an endangered regional ecosystem.

Development must demonstrate its contribution towards maintaining and enhancing biodiversity, habitat and fauna movement. Development responses may include, depending on the determination of habitat and biodiversity values:

- retention of established and re-emergent vegetation
- rehabilitation of degraded vegetation and/or negotiation of off-sets within the same site
- innovation in site design, allotment layouts and infrastructure build-outs (for example swale drainage) to retain habitat linkages
- property management solutions including voluntary environment covenants, building location envelopes
- wildlife movement solutions at key points designed to facilitate safe wildlife movement.

### 2.1.2 Waterway Corridors

The waterway corridors of the area, particularly Albany Creek, South Pine River, Bald Hills Creek, Cabbage Tree and Little Cabbage Tree Creeks and their tributaries, as shown in Map A, are protected and shall be enhanced, so that they continue to fulfil and improve their hydrological, ecological and recreation functions and contribute to the overall sustainability and biodiversity of the region. Public ownership of a waterway corridor may be appropriate when identified in a precinct plan to have multiple values, for linking public parks, habitat and biodiversity values or public pedestrian and cycle pathways.

Development of land will not encroach into the waterway corridors. Development must demonstrate compliance with State and City Plan Planning Scheme Policies on flood impacts.

Development that contains a waterway corridor will be required to rehabilitate the corridor to enhance hydrological and ecological functions. Key waterway corridors that provide recreational functions and opportunities for pedestrian and cycle linkages will be considered for public ownership for community use.

Albany Creek and South Pine River form the western border to the plan area as shown on Map A. These waterway corridors are sited within a predominantly non-urban residential area that maintains waterway and habitat functions. Development must retain the Albany Creek and South Pine River waterway corridors as important hydrological and ecological features.

### 2.2 Parks and Community Facilities

#### 2.2.1 Corridor link parks

Cabbage Tree Creek and its tributaries constitute ecological corridors of citywide significance, and also function as a system of parks accommodating a range of recreation uses.

Development will provide esplanade roads abutting the corridor link parks, as shown on precinct plans, to provide surveillance and to maximise accessibility and useability. Corridor link parks are to be integrated with larger recreation nodes located outside of the waterway corridor to facilitate public access to the corridor link parks, visibility of activities, surveillance opportunities and safety for park users.

#### 2.2.2 Sports parks and community facilities

A metropolitan park catering for sports, active and informal recreation, together with co-located community facilities, will be developed between Roghan Road and Telegraph Road, Fitzgibbon.

The future metropolitan park will incorporate the former land fill site and development will occur when remediation and stabilisation works have been completed. The park will be integrated with surrounding recreation uses and other parks by a network of walkways and bikeways.

#### 2.2.3 Pedestrian/cycle network

The primary pedestrian and bikeway network shall be enhanced to encourage both recreation and commuting uses. The network will provide safe and legible connections between residential areas and key destinations including shopping centres, community facilities, major parks and conservation reserves, and public transport nodes.
Council’s City Plan strategic movement systems supports the SEQ Principal Cycle Network plan.

The pedestrian and cycle network consists of on–road and off–road components.

The Neighbourhood Plan supports all elements of the current and future pedestrian/cycle network.

In addition there are proposed network connectivity outcomes, indicated on Map A and in precinct plans that show priority outcomes to be achieved through implementation of the Neighbourhood Plan. These are in addition to the city–wide pedestrian/cycle network.

2.3 Potential Development Areas—Residential

2.3.1 Fitzgibbon Urban Development Area

The Fitzgibbon Urban Development Area (FUDA) (as identified on Map B) was formally declared by the State Government on the 24th July 2008 in accordance with the Urban Land Development Authority Act 2007. The Urban Land Development Authority (ULDA) is responsible for planning, development assessment and development approvals within the area.

The Fitzgibbon Development Scheme (24/07/09) regulates development assessment within the area.

Outcomes sought for in the FUDA are:

• promote a sustainable and diverse community through the creation of a range of housing types and densities including housing which can reasonably be afforded by low to moderate income households, including first home buyers. This will include a social transit oriented development principles to sites within the catchment of the railway station and future bus station/s, ensuring effective land use–transport integration and optimum access to public transport

• make appropriate provision for and not compromise future rail service operations and rail infrastructure requirements for the North Coast rail line to support future passenger and freight services using the rail corridor

• facilitate a range and mix of uses, infrastructure and services in a new local centre to support a vibrant community

• facilitate the efficient and effective development of the UDA and maximise the urban and housing outcomes with the involvement of the private sector

• recognise and respond to the environmental and natural values of the area

• establish an urban form that incorporates the State Government’s housing sustainability measures, and innovative building designs and architecture with a sub–tropical character

• design a safe, functional and permeable urban environment that promotes a healthy lifestyle with high levels of pedestrian and bicycle access, integrated open space networks and high levels of visibility and connectivity.

Development within the UDA precincts integrates with major land uses including existing and future uses of the QUT Carseldine Campus, sporting facilities, conservation areas and surrounding residential neighbourhoods.

2.3.2 Carseldine

Development of the remaining land classified as Emerging Community Area between Gympie Road and Dorville Road for residential uses will be in accordance with Map D.

Remaining native vegetation forms a corridor link that supports north–south fauna movement between QUT Carseldine campus and the waterway corridor adjoining Roghan Road.

2.3.3 Bridgeman Downs Residential

Development of the remaining land classified as Emerging Community Area located in the vicinity of Ridley Road and Retreat Street will be in accordance with Map E. A local park, as shown on Map E, will be provided catering for a range of informal recreation pursuits. Ordery subdivision of emerging community areas in Retreat Street will facilitate a transition from rural to higher intensity allotments consistent with low density residential areas. Where identified on Map E, minimum allotment sizes of 2,500m2 will be achieved.

Patches of Forest Red Gum open forest provide important habitat for many significant species including the squirrel gliders, raptors and altitudinal migrants. Remaining native vegetation provides an opportunity to retain and strengthen land based east–west links from the South Pine River to Boondall Wetlands via Bridgeman Downs and Cabbage Tree Creek.

2.3.4 Taigum

Development of the remaining Emerging Community lots within Taigum will be in accordance with Map F. Provision of a shared pedestrian/bicycle path will provide the major connection for this emerging residential community to improve access to the North Boondall Railway Station.
Future development of the retirement village sites on Handford and Roghan Roads will include a public road that allows for integration with the surrounding community, access to community services, shopping and other facilities. To facilitate access to local retail needs, a convenience centre is supported at the junction of Roghan and Handford Roads.

The development of multi–unit dwellings that support aged person households on significant public transport routes near the Taigum centre is encouraged.

This precinct supports variation in building height up to 5 storeys on appropriate sized sites, where identified on Map C, that can accommodate a variety in built–form through a diversity of designs and mix in heights. Building design should ensure that new multi–unit development integrates with surrounding established residential areas. In order to manage building siting, landscaping, vehicle movement and relationship to adjacent sites a minimum site area of 1.5 Hectares is required in order for Council to consider development at this scale.

Wetland areas support the ecological functions of the Taigum tributary of Cabbage Tree Creek. Areas of the endangered regional ecosystem Eucalyptus tereticornis and Corymbia intermedia are found throughout this precinct and are to be protected wherever possible.

### 2.3.5 West Aspley

This precinct is undergoing a transition from rural land and other uses to a residential community. Development in this precinct will be in accordance with Map G, which provides a framework for well integrated low density residential development that protects and enhances the waterway corridor, environmental and recreation values of Cabbage Tree Creek. Native vegetation within the vicinity of Cabbage Tree Creek contributes to its biodiversity values and is to be protected wherever possible.

### 2.3.6 Relocatable Home Parks

The area contains two relocatable home park sites, shown as 2.3.6A and 2.3.6B in Precinct Map B, providing low cost affordable housing and short term tourist accommodation. These relocatable home facilities are encouraged to remain in the area.

Redevelopment of these sites for other than Caravan Park uses will only be considered where low cost affordable housing is secured for low income households.

### 2.3.7 Bracken Ridge East

The Emerging Community sites in this precinct are fragmented due to an earlier pattern of semi–rural subdivision. This precinct is notable due to the existence of habitat and biodiversity values including wetland and waterway corridors that support fauna movement from the Deagon wetlands to Cabbage Tree Creek.

Development of the remaining Emerging Community lots within this precinct will achieve locally significant vegetation and waterway corridor connectivity in accordance with Map H.

### 2.4 Potential Development Areas—Non Residential

#### 2.4.1 Bald Hills Village Centre

Bald Hills Village (refer to Map I), will continue to function as a centre catering for the convenience, service and hotel/restaurant needs of the community. The village will include a safe, pedestrian friendly street shopping environment and places for people to meet and interact. Any future development will be contained within the existing village centre boundary, minimise impacts on surrounding residential amenity and maintain and enhance the existing character streetscape.

#### 2.4.2 Educational Precinct

The Aspley State High School and Aspley Special School form an educational focal point in the district. Cabbage Tree Creek is a major waterway corridor in this precinct that supports significant habitat and biodiversity values for key species including squirrel gliders and raptors. The Queensland Government is encouraged to maximise the protection and enhancement of remaining native vegetation, biodiversity values and processes in all future development.

Any redevelopment of the Aspley schools must be located outside the boundary of the waterway corridor, in the cleared areas near Zillmere Road.

#### 2.4.3 Zillmere Industrial Precinct

The industrial precinct located on Zillmere Road (refer to Map J) will continue to provide a source of local employment. The precinct is, however, in close proximity to established residential areas and the education precinct. Any new industrial developments and associated activities will be managed to minimise and mitigate impacts on residents in these surrounding sensitive uses.

The Queensland Government is encouraged to complete the pedestrian and cycle access link between Carseldine and Zillmere Railway Stations in future development of the State controlled land in Pineapple Street. This will support north–south connectivity as proposed in the SEQ Principal Cycle Network Plan.
This area contains significant habitat and biodiversity values in a corridor along Cabbage Tree Creek. Development must support the viability of this corridor.

2.4.4 Gawain Road Centre

Gawain Road Centre is a convenience centre catering for the needs of the local community.

Future development of the centre must result in a safe, pedestrian friendly street shopping environment, be well connected to the Harold Dean Park and provide spaces that support social interaction and community uses.

Any future development will be contained within the existing centre, minimise impacts on surrounding residential amenity, and maintain and enhance the existing low-density residential streetscape.

Future development within the centre precinct should provide a mix of centre activities including community facilities and multi-unit dwellings that can provide for a variety of housing options.

2.5 Rural Areas

2.5.1 Bald Hills/Bridgeman Downs Precinct

Areas of unserviced land in Bald Hills & Bridgeman Downs are shown in Map C and will not be considered for urban development until such time as the Pine Rivers North and Pine Rivers South Key Resource Areas (KRA 59 and KRA 60 respectively) are amended or deleted from the State Planning Policy 2/07: Protection of Extractive Resources. The Key Resource Areas shown in Map C, Development Intent Areas, incorporates a separation area to provide a suitable distance between incompatible uses to ameliorate impacts.

It is acknowledged that this land is within the urban footprint as defined by the South East Queensland Regional Plan 2005–2031; however the majority of the precinct is subject to significant flooding impacts and lacks local infrastructure that could support urban residential outcomes. This area contributes significantly to the habitat and biodiversity values of South Pine River, including biodiversity rich wetland communities.

Given the restrictions detailed in this section, no development than otherwise permitted in the Rural Area Classification will be supported by Council until the restrictions detailed above have been resolved and Council undertakes necessary master planning and determines the infrastructure requirements.

In this event, a master plan for the redevelopment of the precinct to achieve a sustainable urban community should include the following principles:

- provide a road network that is interconnected with the established road hierarchy and minimises the number of vehicular entry points to Linkfield Connection Road, Millar Road, Carseldine Road and Gympie Road
- provide pedestrian and bicycle pathway connections to local destinations including the Bald Hills Railway Station to the north, and recreation and sporting facilities to the east
- ensure connection to the Cabbage Tree Creek sewerage catchment system using gravity feed without relying on pressurised sewer pipelines
- ensure the interface between land to be developed and land to be conserved as open space is delineated by a public road allowing for surveillance opportunities and enhanced public safety
- incorporate Integrated Water Cycle Management strategies in any new development
- ensure development outcomes are compatible with established uses and do not result in increased hazard and/or risk
- ensure that the area contained within the defined waterway corridor remains free of development to conserve and protect wetlands and to provide a corridor link along the South Pine River catchment that will:
  - contribute to community life and identity with the provision of conveniently located active open space and recreation opportunities, including pedestrian paths and bikeways
  - actively manage waterway corridors, wetlands and vegetation areas via an environment master plan.

2.5.2 Bridgeman Downs Precinct

Areas of unserviced land in Bridgeman Downs are shown in Map C and will not be considered for urban development during the life of this Neighbourhood Plan.

The area has been developed as large residential lots with onsite water and sewerage services. Development of this precinct will preserve and enhance waterway corridors, locally significant habitat and biodiversity values, native vegetation and productive agricultural land.

Vegetation scattered throughout this precinct and along South Pine River have ecological significance and provide habitat for raptors (birds of prey) and squirrel gliders and is to be retained and enhance wherever possible.

Sites south of Graham Road are largely within the Cabbage Tree Creek catchment but are not directly serviced by a sewer main. In the event that
Effective 1 July 2010

a comprehensive infrastructure scheme can provide sewer main access then Council will review the area classification designation consistent with the aims of the Bracken Ridge and District Neighbourhood Plan and the McDowall/Bridgeman Downs North Precinct of the McDowall/Bridgeman Downs Local Plan.

Sites north of Graham Road are largely within the unserviced South Pine River catchment and are difficult and expensive to service by a sewer main.

In the event that a comprehensive infrastructure scheme is provided, then Council will review the area classification designation where consistent with the aims of the Bridgeman Downs Residential Precinct.

While the balance of the Bridgeman Downs Precinct is located within the urban footprint as defined by the South East Queensland Regional Plan 2005–2031, no development than otherwise envisaged in the Rural Area Classification will be supported until Council undertakes the necessary master planning and determines the infrastructure requirements. This is not anticipated until after 2018.

2.5.3 North Bald Hills Precinct

This area of unserviced land is located between Wyampa Road, Gympie Road and the Gateway Motorway in North Bald Hills. The site contains local waterway corridors and vegetation that support the Tinchi Tamba Wetlands, (refer to Map K), and lacks infrastructure that could support urban development. No development than otherwise permitted in the Rural Area Classification will be supported by Council.

2.5.4 Bracken Ridge Road Precinct

This precinct is located between Bracken Ridge Road and the Gateway Motorway.

This precinct can be redeveloped for low density residential purposes in accordance with Map L. A sport and recreation activity sub-precinct is located at the eastern end of the precinct to cater for a range of sporting activities. Development must provide a landscaped buffer to the Gateway Motorway and Tinchi Tamba Wetlands and adequately mitigate noise impacts generated by the Gateway Motorway. Council owned land at 401 Bracken Ridge Road (part Lot 194, RP208282) is potentially developable in conjunction with adjoining lots.

2.5.5 North Bracken Ridge Precinct

This precinct is located north of the Gateway Motorway and west of the Deagon Deviation.

The area immediately to the east of Bald Hills Creek serves as a buffer between residential development and the Tinchi Tamba Wetlands, (refer to the area sited between Forestlea Street and the Tinchi Tamba Wetlands Map M). The rural use of this sensitive area will continue due to constraints including flooding, environmental values, waterway corridors and proximity to the Gateway Motorway. No further reconfiguration or development of other urban uses will be supported in this part of the precinct.

The area located between Rainwood Street and the Gateway Motorway can be developed for low–density residential development. Development will be consistent with Map M, provide a landscape buffer to the Gateway Motorway and mitigate noise impacts generated by the Gateway Motorway.

3 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 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.

<table>
<thead>
<tr>
<th>Code Assessment</th>
<th>Relevant Codes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caravan Park</td>
<td>Caravan Park and Relocatable Home Park Code</td>
</tr>
<tr>
<td>Impact Assessment</td>
<td>Relevant Codes</td>
</tr>
<tr>
<td>Generally appropriate</td>
<td></td>
</tr>
<tr>
<td>Multi Unit Dwelling</td>
<td>Bracken Ridge and District Neighbourhood Plan and Residential Design—Low Density, Character and Low–medium Density Code AND securing low cost affordable housing for low–income households in accordance with performance criteria — P23</td>
</tr>
</tbody>
</table>
### Chapter 4: Local Plans

<table>
<thead>
<tr>
<th>Impact Assessment</th>
<th>Relevant Codes</th>
</tr>
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<tbody>
<tr>
<td><strong>Generally inappropriate</strong></td>
<td></td>
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<tr>
<td><strong>Any other material change of use</strong></td>
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</tbody>
</table>

### 3.2 Zillmere Industrial Precinct — (2.4.3) where within 150m of a sensitive receiving environment

<table>
<thead>
<tr>
<th>Impact Assessment</th>
<th>Relevant Codes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Generally appropriate</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Industry</strong> where not identified in Schedule 1 and 2 in Chapter 3</td>
<td>Bracken Ridge and District Neighbourhood Plan Code, Industrial Amenity and Performance Code and Industrial Design Code</td>
</tr>
<tr>
<td><strong>Generally inappropriate</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Industry</strong> where identified in Schedule 1 or 2 in Chapter 3</td>
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</tbody>
</table>

### 3.3 Bracken Ridge Road Precinct — (2.5.4)

<table>
<thead>
<tr>
<th>Impact Assessment</th>
<th>Relevant Codes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Generally appropriate</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Indoor Sport and Recreation</strong> where within the Sport and Recreation Area</td>
<td>Bracken Ridge and District Neighbourhood Plan Code</td>
</tr>
</tbody>
</table>
4 **Bracken Ridge and District 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 that development in the Neighbourhood Plan area is consistent with the intent for the Elements of this Neighbourhood Plan.

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Acceptable Solutions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>General within the Neighbourhood Plan Area except Self Assessable Development</strong></td>
<td></td>
</tr>
</tbody>
</table>
| P1 Development (except a House, Display Dwelling, Estate Sales Office, Home Business, Satellite Dish, Telecommunications Tower) must incorporate Integrated Water Cycle Management strategies to:  
  • achieve positive benefits across the entire water cycle  
  • minimise water demand  
  • maximise use of alternative water sources  
  • maximise surface water infiltration and minimise stormwater run–off  
  • minimise water use in landscaping  
  • protect and enhance waterway corridor values  
  • protect waterway health by improving stormwater quality by reducing and slowing site run–off  
  • incorporate water reuse and recycling opportunities where appropriate | A1 A site based Integrated Water Management Plan (IWMP) is provided demonstrating how the development achieves the performance criteria  
Note: Compliance may be demonstrated by an Integrated Water Management Plan (IWMP) which identifies the range of strategies and actions proposed to integrate water supply, wastewater and stormwater and thus ensure protection and enhancement of affected waterways and catchment areas. An IWMP also identifies those Water Sensitive Urban Design measures proposed to be incorporated in a development |
| P2 Infrastructure is designed and constructed to facilitate the safe movement of fauna between habitat and biodiversity areas | A2 Wildlife Movement Solution infrastructure is provided at locations on Map A  
Note: Wildlife Movement Solution techniques are available via Brisbane City Council—Natural Environment and Sustainability Branch |

| Where within the Bald Hills Village Centre | |
| P3 Centre development design must ensure a built form that is consistent with a traditional suburban street commercial built form, remains compact and walkable, and ensures integration with the surrounding residential areas and links to public transport | A3.1 Development is in accordance with Map I: Bald Hills Village Centre  
A3.2 Building form includes:  
  • a maximum of three storeys  
  • an active commercial frontage incorporating display windows and customer entry points  
  • A pedestrian pavement width consistent with existing development is provided to allow on–street activity  
  • awnings structures provided over pedestrian footpaths  
  • buildings are sited on the property alignment facing the road |
### Performance Criteria

Where within the (a) Carseldine Residential Precinct, (b) Bridgeman Downs Residential Precinct, (c) Taigum Precinct, (d) West Aspley Residential Precinct, (e) Bracken Ridge East, (f) Bracken Ridge Road Precinct, (g) North Bracken Ridge Precinct

| P4.1 | Residential development must integrate and connect with surrounding communities, including provision of adequate open space for recreation purposes. Development containing habitat and biodiversity values must facilitate fauna movements through the area |
| A4.1 | Development is consistent with:  
  - Map D—Carseldine Residential Precinct  
  - Map E—Bridgeman Downs Residential Precinct  
  - Map F—Taigum Residential Precinct  
  - Map G—West Aspley Residential Precinct  
  - Map H—Bracken Ridge East Precinct  
  - Map L—Bracken Ridge Road Precinct  
  - Map M—North Bracken Ridge Precinct |

| P4.2 | Development must be designed to provide surveillance of parks, and pedestrian and bicycle paths from permeable and well connected public roads and spaces to maximise safety for the users |
| A4.2 | Development is in accordance with the Crime Prevention Through Environmental Design Planning Scheme Policy |

| P4.3 | Development must protect habitat and biodiversity and waterway corridor values |
| A4.3 | Development is contained outside of the waterway corridor and minimise adverse impacts on habitat and biodiversity areas |

| P4.4 | Development must utilise established district sewerage infrastructure |
| A4.4 | Development is designed and constructed to access the existing Cabbage Tree Creek sewerage system via gravity feed |

#### Where within the Taigum Residential precinct

Multi–Unit Dwelling on Emerging Community Area sites, and 15,000m² or greater in area and identified on Development Intent Area Map C and Map F Taigum Residential Precinct

| P5 | Development size and bulk must result in a low–medium to medium density building form that integrates with the established built–form and minimises impacts, including overshadowing and overlooking, on adjoining low and low–medium density developments. Development must maintain a low to low–medium density streetscape |
| A5.1 | Gross floor area is no more than 0.8 times the site area |
| A5.2 | Building height at the side or rear boundaries of the site (at a distance of 10m from the boundary) is:  
  - a maximum of 2 storeys where adjoining 1 storey residential uses  
  - a maximum of 3 storeys where adjoining 2 storey residential uses, |
| A5.3 | Building height in the centre of the site is a maximum of 5 storeys, and is a maximum height of 16m |
| A5.4 | Building height at the street frontage is a maximum of 2 storeys |
| A5.5 | A landscape buffer is planted with advanced species along boundaries to adjoining sites that have been developed at lower building heights |
### Performance Criteria

<table>
<thead>
<tr>
<th>Where in the West Aspley, Bridgeman Downs, Bracken Ridge Road and North Bracken Ridge Residential Precincts</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Material change of use or reconfiguration of a lot</strong></td>
</tr>
<tr>
<td><strong>P6</strong> Development along Albany Creek Road, the Main Roads Future Road Corridor, adjoining the Gateway Motorway or Bracken Ridge Road must provide high quality streetscape outcomes while providing a suitable acoustic environment for future residents</td>
</tr>
</tbody>
</table>
| **A6** Development;  
  • Provides acoustic treatment and landscaping in accordance with the requirements of the [Noise Impact Assessment Planning Scheme Policy](#)  
  • Where along Albany Creek Road or the Main Roads Future Road Corridor, development provides a 4m native vegetation buffers along the frontage with 2m planted on either side of the boundary |

<table>
<thead>
<tr>
<th>Where within the Gawain Road Centre precinct</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Multi–unit Dwelling in Multi–purpose Centre (4)</strong></td>
</tr>
<tr>
<td><strong>P7</strong> Development size and bulk must result in a low–medium density building form that integrates with the established centre’s built–form and minimises impacts (including overshadowing and overlooking) on adjoining low density residential developments</td>
</tr>
<tr>
<td><strong>A7.1</strong> Building height at any point is no more than 3 storeys and 9.5m to the underside of the eaves</td>
</tr>
<tr>
<td><strong>A7.2</strong> Where development is 3 storeys in height, a minimum of 2 of the storeys are provided for residential purposes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Where within the Bracken Ridge Road Precinct in the Sport and Recreation area as shown on Map L</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Indoor Sport and Recreation</strong></td>
</tr>
<tr>
<td><strong>P8</strong> Development size and bulk must result in a building form that integrates with the established residential community</td>
</tr>
<tr>
<td><strong>A8</strong> Building height where within 6m of an adjoining residential property is no more than 8.5m and maximum building height does not exceed 15m</td>
</tr>
<tr>
<td><strong>P9</strong> The surrounding road system must be capable of accommodating additional traffic generated by the proposal without adverse impacts on the residential amenity</td>
</tr>
<tr>
<td><strong>A9</strong> No Acceptable Solution</td>
</tr>
<tr>
<td><strong>P10</strong> Development must minimise noise impacts on the surrounding residential community and mitigate noise impacts from the Gateway Motorway</td>
</tr>
<tr>
<td><strong>A10</strong> The use complies with the <a href="#">Noise Impact Assessment Planning Scheme Policy</a></td>
</tr>
</tbody>
</table>
| **P11** The development must provide:  
  • opportunities for casual surveillance and direct sightlines from the buildings’ doors and windows to the car park and community areas  
  • an exterior building design that promotes safety with active frontages and entrances  
  • adequate lighting  
  • appropriate way finding mechanisms |
<p>| <strong>A11</strong> The development complies with the <a href="#">Crime Prevention Through Environmental Design Planning Scheme Policy</a> |</p>
<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Acceptable Solutions</th>
</tr>
</thead>
<tbody>
<tr>
<td>P12</td>
<td>A12.1 A landscape buffer of 3m is along the common boundary with residential uses</td>
</tr>
<tr>
<td></td>
<td>A12.2 A landscape buffer of 6m is provided along the site boundary to the Gateway Motorway</td>
</tr>
<tr>
<td>Generally Appropriate Development where within the Relocatable Home Precinct 2.3.6A and 2.3.6B</td>
<td></td>
</tr>
<tr>
<td>P13</td>
<td>A13 Prepare a Community Impact Assessment Report in accordance with the Community Impact Assessment Planning Scheme Policy</td>
</tr>
</tbody>
</table>

The development must provide adequate visual screening to the adjoining residential community and to the Gateway Motorway.

The development must address and mitigate the social and health impacts created by the removal of the caravan park.

Prepare a Community Impact Assessment Report in accordance with the Community Impact Assessment Planning Scheme Policy.
Map B - Precincts

Neighbourhood Plan boundary
Precinct boundary
Brisbane City boundary
Chapter 4: Local Plans

Brisbane City Plan 2000—Volume 1
Effective 1 July 2010

Map C - Development Intent Areas

- Neighbourhood Plan boundary
- Precinct boundary
- Brisbane City boundary
- State key resource area boundary
- Education precinct
- Zillmere industry
- Fitzgibbon urban development area
- Unserved land
- Precinct plan
- Local centre precinct (2,4.1 only)
- Relocatable home-park
- Industry area close to sensitive receiving environment
- Indicative sites for Takura multi-unit-dwellings (to 5 storeys)
Map I - 2.4.1 Bald Hills Village Centre

- Precinct boundary
- Waterway corridor
- Habitat and biodiversity values
- Public access route
- Character shop street frontage
- Entry feature