Darra Oxley District Neighbourhood Plan

1 Introduction

The Darra Oxley District Neighbourhood Plan is a Local Plan under the City Plan. This Neighbourhood Plan contains specific additional neighbourhood planning requirements. Where it conflicts with the requirements of the City Plan, the Darra Oxley District Neighbourhood Plan prevails.

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

Non-Statutory Flood Guidance Note

Creek and river flooding are key considerations when undertaking any planning in Brisbane. With the learning from the January 2011 floods, and the findings of the Queensland Floods Commission of Inquiry, the Council’s planning response to flooding is likely to be refined and change over time. It is advisable to enquire about the status of the Council’s planning provisions relating to flooding when preparing development proposals or purchasing land.

1.1 Definitions

In this neighbourhood plan, the following definitions apply in addition to those contained in Chapter 3, Section 10.

Guidance Note: These definitions reference the Queensland Planning Provisions v.3 (QPP) standard definitions and City Plan 2000 definitions and are transitional for the purpose of implementing State Planning Policy 05/10—Air, Noise and Hazardous Materials.

Sensitive Land Uses—include:

| Child care centre | Hostel |
| Community care centre | Multiple Dwelling |
| Community residence | Office |
| Dual occupancy | Relocatable home park |
| Dwelling house | Residential care facility |
| Educational establishment | Retirement facility |
| Health care services | Short term accommodation |
| Hospital | Tourist park |

Zones for sensitive land uses—are:

- Any residential or accommodation zone;
- Any centres zone, except where a precinct or overlay is used to make sensitive land uses impact assessable.

Low Impact Industry—is an Industry where not identified in Schedule 1 or Schedule 2, or a Warehouse where not involving the storage of dangerous goods above the volumes identified in Schedule 2, and has negligible impacts on Sensitive Land Uses due to off site emissions.

Medium Impact Industry—is an Industry where identified in Schedule 1 and not identified in Schedule 2 or a Warehouse where not involving the storage of dangerous goods above the volumes identified in Schedule 2 and has potential for noticeable impacts on Sensitive Land Uses due to off site emissions.

High Impact Industry—is an Industry where identified in Schedule 2 (and not identified as Noxious and Hazardous Impact Industry uses) or a Warehouse where involving the storage of dangerous goods above the volumes identified in Schedule 2 and has potential for significant impacts on Sensitive Land Uses due to off site emissions.

Noxious and Hazardous Impact Industry—is an Industry where an abattoir, tannery, rendering plant, oil refinery, explosive reserve, metal smelter and refinery, alcoholic beverage production, production and manufacture of agricultural chemicals, pharmaceutical products, explosives and fertilisers or a Warehouse that has potential for extreme impacts on Sensitive Land Uses due to off site emissions.

Defined separation distance—refers to the recommended separation distance between Sensitive Land Uses and Industry defined in Schedule 2 of SPP5/10.

2 Development Principles

Development in the Darra Oxley District Neighbourhood Plan will be guided by the following:

2.1 The Darra and Oxley Centres are well located on high frequency public transport routes (rail) that support the growth of business, services and residential choice. Building form, design and landscaping contribute to making these Centres active destinations within their communities and enhance streetscape amenity.

2.2 Housing choice is supported in residential areas within walking distance to the suburban centres and frequent public transport.

2.3 The Darra and Oxley areas include strategically important industrial areas that are protected from encroachment of sensitive land uses.
2.4 Business and services are located in defined locations that support adjoining established industrial areas.

2.5 Development of industry located within defined separation distances to sensitive land uses, is developed having regard to the management of emissions and risks that may impact sensitive land uses.

Existing industry is supported by discouraging the encroachment of residential and sensitive land uses within defined industry separation setback areas.

2.6 Development is supported by a network of pedestrian and cycle paths that facilitate safe and legible active transport connectivity across the district to access retail and commercial services, public transport, education and recreation facilities.

2.7 Development preserves the environmental and stormwater function of waterway corridors.

2.8 Areas of vegetation that can be linked are protected to provide important long term habitat and movement opportunities for wildlife to connect to a broader city-wide network of Habitat Areas and Ecological Corridors.

2.9 An efficient road and public transport network is achieved through future corridor improvements (widening and intersection upgrades), provision of bus stops, and roadside parking management to enhance vehicle movement.

3 Precincts

Map A—Precincts indicates the location of precincts that are outlined in this section. The precincts identify preferred land uses and detail possible constraints and opportunities.

3.1 Darra Centre Precinct

The Darra Centre Precinct will capitalise on its highly accessible location at the junction of rail transport infrastructure to support a range of uses.

The Darra Centre Precinct includes four sub-precincts; the Darra Suburban Centre, Darra Residential, Darra Mixed Light Industry and Business and Darra Industrial.

3.1a Darra Suburban Centre Sub-precinct

Refer to Map C—Darra Suburban Centre Sub-precinct and Darra Residential Sub-precinct.

The Darra Suburban Centre is well located on high frequency public transport and supports centre uses for local residents, local workers and commuters.

Development and expansion of the Centre encourages amalgamation of lots to create sites capable of supporting buildings up to five storeys. New development will provide high quality building design with a mix of uses such as shops, cafés and restaurants that will promote pedestrian activity at street level, while supporting commercial and residential uses at upper levels.

Development will ensure that vehicle entrances, servicing and parking are designed and located to minimise vehicle entry points, facilitate safe pedestrian and cycle movement, and support active frontages.

Development will include quality landscaping (including deep planting) and amenity improvements that ensure a safe and attractive pedestrian environment.

3.1b Darra Residential Sub-precinct

Refer to Map C—Darra Suburban Centre Sub-precinct and Darra Residential Sub-precinct.

The Darra Residential Sub-precinct is within close proximity to public transport and the Darra Suburban Centre. Development provides a range of housing types including houses, townhouses and apartments.

Development achieves good building design and avoids overlooking and overshadowing of adjoining residential development and other uses including Darra State School and the Darra–Jindalee Catholic School.

Development in this sub-precinct provides safe pedestrian and cycle access to the Darra Suburban Centre and public transport facilities.

Intensification of residential development of low medium density and medium density residential outcomes may be supported along King Edward Avenue once the high impact brickworks industry ceases or relocates operations.

3.1c Darra Mixed Light Industry and Business Sub-precinct

Refer to Map D—Darra Mixed Light Industry and Business Sub-precinct and Darra Industrial Sub-precinct.

The Darra Mixed Light Industry and Business Sub-precinct is developed as an area of mixed low impact industry and office uses. Short term accommodation and multi-unit dwellings are not supported in this sub-precinct due to nearby industry.

Industrial development manages emissions on existing and future residents in neighbouring residential areas.

Development does not compromise the continued operation of the Cementco Bowls Club primarily as a sport and recreation facility.
Improved pedestrian connectivity is encouraged, especially along Station Avenue, Queensland Road and Shamrock Street to provide connections to the Darra Rail Station and surrounding residential and employment areas.

3.1d Darra Industrial Sub-precinct

Refer to Map D—Darra Mixed Light Industry and Business Sub-precinct and Darra Industrial Sub-precinct.

The Darra Industrial Sub-precinct accommodates low impact and medium impact industries and is well located to support the expansion of industrial uses.

To maintain the viability of low impact and medium impact industry uses, the reconfiguration of large sized industrial lots is not supported.

Development including centre activities, high impact industry and noxious or hazardous industry is not supported in this sub-precinct.

3.2 Oxley Centre Precinct

Refer to Map E—Oxley Centre Precinct.

The Oxley Centre Precinct capitalises on its proximity to high frequency public transport infrastructure supporting development that services the local community and increases housing choice.

3.2a Oxley Suburban Centre Sub-precinct

Refer to Map E—Oxley Centre Precinct.

The Oxley Suburban Centre supports a range of activities including multi-unit dwellings and commercial, retail, entertainment and community uses for local residents, workers and commuters. Development of the centre encourages amalgamation of lots to create sites capable of supporting buildings up to five storeys.

Development provides pedestrian amenity by quality building design, landscaping (including deep planting) and streetscape treatment to create safe pedestrian environments.

Development provides active frontages with retail and shops encouraging pedestrian and cycle activity while commercial and residential uses are supported at upper levels.

Vehicle entrances, service areas and parking areas are located to minimise vehicle entry points, facilitate safe pedestrian and cycle movement and support active frontages.

3.2b Oxley Residential Sub-precinct

Refer to Map E—Oxley Centre Precinct.

The Oxley Residential Sub-precinct supports housing choice within proximity to the Oxley Rail Station including low-medium density residential development.

Development complements the scale of neighbouring residential development and avoids overlooking and overshadowing.

Development adjoining Cawonga Park creates an active pedestrian frontage to the Park.

Development ensures safe pedestrian and cycle access to the Oxley Suburban Centre and public transport facilities.

3.3 Brickworks Precinct

Refer to Map F—Brickworks Precinct and Portal Street Precinct.

The Brickworks Precinct is a large extractive industry site that has existing high impact industry uses with access to Harcourt Road.

Existing development will manage industry impacts on surrounding sensitive land uses in terms of noise, air quality, hours of operation, storage of dangerous goods and building and site design.

Any future redevelopment of this site will support industry activities that are compatible with the surrounding sensitive land uses. High impact industry and noxious or hazardous industry uses are not consistent with the intent of the precinct.

Development will improve connectivity by providing an internal local road network with connections to Harcourt Road and Dowding Street, and provide active transport improvements.

Development will be required to protect, restore and consolidate habitat and biodiversity areas and to enhance connectivity to other significant natural assets through wildlife movement solutions.

3.4 Portal Street Precinct

Refer to Map F—Brickworks Precinct and Portal Street Precinct.

The Portal Street Precinct contains established residential housing some of which is located within the recommended defined separation distances to industry that emit aerial pollutants. This includes the high impact industry located within the Brickworks precinct and industry south of the Ipswich Motorway.
Intensification of residential development in this precinct is possible, however it must not constrain the ability of established industry to operate.

Future development within the precinct occurs in accordance with an approved structure plan that gives particular consideration to managing the interface between residential and industry development.

3.5 Ipswich Motorway Precinct
Refer to Map G—Ipswich Motorway Precinct.

This precinct supports a range of established uses including low impact industry, low-density residential and short term accommodation.

Development manages the interface between potential industrial impacts and existing and future residents in neighbouring residential areas and other surrounding sensitive land uses. Medium, High, Noxious and Hazardous Industries are not supported.

3.5a Ipswich Motorway Mixed Light Industry and Business Sub-precinct
Refer to Map G—Ipswich Motorway Precinct.

This sub-precinct develops as a mixed low impact industry and business employment area having highly visible and well developed access to the regional transport network.

The sub-precinct supports a range of low impact industry, warehouses, community facilities and short-term accommodation. Multi-unit dwellings are not supported in this sub-precinct.

3.5b Douglas Street Light Industry Sub-precinct
Refer to Map G—Ipswich Motorway Precinct.

The sub-precinct will develop as a low impact industry area capitalising on access to the regional transport network and managing industry emissions on adjoining areas.

3.5c Douglas Street Residential Sub-precinct
Refer to Map G—Ipswich Motorway Precinct.

The Douglas Street Residential Sub-precinct supports a range of housing types and lot sizes and is supported by improved pedestrian and cycle connections.

Development is located outside of the Habitat Areas and Ecological Corridors.

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 a 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 Development in Darra Suburban Centre Sub-precinct, Oxley Centre Sub-precinct and Special Purpose Centre 12 (SP12)

<table>
<thead>
<tr>
<th>Self Assessment</th>
<th>Applicable Codes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Where in the Darra Suburban Centre or Oxley Suburban Centre Sub-precincts</td>
<td></td>
</tr>
<tr>
<td>1. Centre Activities (except Display and Sales Activities, Garden Centre, Industry, Nightclub or Service Station) where:</td>
<td>Centre Amenity and Performance Code</td>
</tr>
<tr>
<td>• not involving building work</td>
<td></td>
</tr>
<tr>
<td>• complying with the Acceptable Solutions in the Centre Amenity and Performance Code</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Code Assessment</th>
<th>Applicable Codes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Where in the Darra Suburban Centre or Oxley Suburban Centre Sub-precincts</td>
<td></td>
</tr>
<tr>
<td>1. Centre Activities (except Display and Sales Activities, Garden Centre, Industry, Nightclub or Service Station) where:</td>
<td>Darra Oxley District Neighbourhood Plan Code, Centre Amenity and Performance Code and Centre Design Code</td>
</tr>
<tr>
<td>• involving building work</td>
<td></td>
</tr>
</tbody>
</table>
### Code Assessment

<table>
<thead>
<tr>
<th>Applicable Codes</th>
</tr>
</thead>
<tbody>
<tr>
<td>complying with the Acceptable Solutions in the Centre Amenity and Performance Code</td>
</tr>
<tr>
<td>complying with <em>Table 1—Building Heights and Plot Ratios</em></td>
</tr>
</tbody>
</table>

2. **Centre Activities** (except Display and Sales Activities, Garden Centre, Industry, Nightclub or Service Station) where:
   - not involving building work
   - not complying with the Acceptable Solutions in the Centre Amenity and Performance Code

### Where in Special Purpose Centre 12 in the Darra Mixed Light Industry and Business Sub–precinct

1. **Community Facility**

### Where in the Ipswich Motorway Mixed Light Industry and Business Sub–precinct

1. **Community Facility** where in SP12

### Impact Assessment

**Relevant Codes**

Where in Special Purpose Centre 12 in the Darra Mixed Light Industry and Business Sub–precinct

1. **Community Facility**

### Impact Assessment

**Relevant Codes**

Where in Special Purpose Centre 12 in the Darra Mixed Light Industry and Business Sub–precinct or Ipswich Motorway Mixed Light Industry and Business Sub–precinct

1. **Multi–unit Dwelling**

2. **Short Term Accommodation** where in the Darra Mixed Light Industry and Business Sub–precinct

### 4.2 Development in the Low Impact Industry or Medium Impact Industry identified on Maps D and G

### Self Assessment

<table>
<thead>
<tr>
<th>Applicable Codes</th>
</tr>
</thead>
<tbody>
<tr>
<td>not involving building work</td>
</tr>
<tr>
<td>complying with the self assessable Acceptable Solutions in the Industrial Amenity and Performance Code</td>
</tr>
</tbody>
</table>

1. **Low Impact Industry** where:

### Where in Low Impact Industry

<table>
<thead>
<tr>
<th>Applicable Codes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Darra Oxley District Neighbourhood Plan Code, Centre Amenity and Performance Code and Centre Design Code</td>
</tr>
</tbody>
</table>

| Darra Oxley District Neighbourhood Plan Code and Community Use Code |

| Darra Oxley District Neighbourhood Plan Code, Centre Amenity and Performance Code and Centre Design Code |

| Darra Oxley District Neighbourhood Plan Code and Community Use Code |

| Darra Oxley District Neighbourhood Plan Code, Centre Amenity and Performance Code and Centre Design Code |

| Darra Oxley District Neighbourhood Plan Code, Centre Amenity and Performance Code, Centre Design Code and Residential Design—Low Density, Character and Low–medium Density Code |

| Darra Oxley District Neighbourhood Plan Code, Centre Amenity and Performance Code, Centre Design Code and Short Term Accommodation Code |

| Darra Oxley District Neighbourhood Plan Code and Industrial Amenity and Performance Code |
### Self Assessment

<table>
<thead>
<tr>
<th>Medium Impact Industry where:</th>
<th>Applicable Codes</th>
</tr>
</thead>
<tbody>
<tr>
<td>not involving building work</td>
<td>Darra Oxley District Neighbourhood Plan Code and Industrial Amenity and Performance Code</td>
</tr>
<tr>
<td>complying with the self assessable Acceptable Solutions in the Industrial Amenity and Performance Code, and</td>
<td></td>
</tr>
<tr>
<td>located more than 250m from a Sensitive Land Use</td>
<td></td>
</tr>
</tbody>
</table>

### Where in Medium Impact Industry

1. **Low Impact Industry** where:
   - not involving building work
   - complying with the self assessable Acceptable Solutions in the Industrial Amenity and Performance Code

2. **Medium Impact Industry** where:
   - not involving building work
   - complying with the self assessable Acceptable Solutions in the Industrial Amenity and Performance Code, and
   - located more than 250m from a Sensitive Land Use

### Code Assessment

<table>
<thead>
<tr>
<th>Low Impact Industry where:</th>
<th>Applicable Codes</th>
</tr>
</thead>
<tbody>
<tr>
<td>not involving building work</td>
<td>Darra Oxley District Neighbourhood Plan Code and Industrial Design Code</td>
</tr>
<tr>
<td>not complying with the self assessable Acceptable Solutions in the Industrial Amenity and Performance Code</td>
<td></td>
</tr>
</tbody>
</table>

2. **Low Impact Industry** where:
   - involving building work

3. **Medium Impact Industry** where:
   - not involving building work
   - not complying with the self assessable Acceptable Solutions in the Industrial Amenity and Performance Code, and
   - located more than 250m from a Sensitive Land Use

4. **Medium Impact Industry** where:
   - involving building work
   - located more than 250m from a Sensitive Land Use

5. **Reconfiguring a Lot** (other than volumetric subdivision with an existing or approved building) where equal to or greater than 1,000m²
   - Darra Oxley District Neighbourhood Plan Code and Subdivision Code

### Where in Medium Impact Industry Area

1. **Low Impact Industry** where involving building work
   - Darra Oxley District Neighbourhood Plan Code, Industrial Amenity and Performance Code and Industrial Design Code
## Code Assessment | Applicable Codes
---|---
2. **Medium Impact Industry** where:  
   • not involving building work  
   • not complying with the self assessable Acceptable Solutions in the Industrial Amenity and Performance Code  
   | Darra Oxley District Neighbourhood Plan Code, Industrial Amenity and Performance Code and Industrial Design Code |
3. **Medium Impact Industry** where:  
   • involving building work  
   | Darra Oxley District Neighbourhood Plan Code, Industrial Amenity and Performance Code and Industrial Design Code |
4. **High Impact Industry** where:  
   • not involving building work  
   • located more than 500m from a Sensitive Land Use  
   | Darra Oxley District Neighbourhood Plan Code, Industrial Amenity and Performance Code and Industrial Design Code |
5. **Reconfiguring a Lot** (other than volumetric subdivision not associated with an existing or approved building) where equal to or greater than 2,000m$^2$  
   | Darra Oxley District Neighbourhood Plan Code and Subdivision Code |

## Impact Assessment | Relevant Codes
---|---
### Where in Low Impact Industry Area
1. **Medium Impact Industry** where located less than 250m from a Sensitive Land Use  
   | Darra Oxley District Neighbourhood Plan Code, Industrial Amenity and Performance Code and Industrial Design Code |
2. **High, Noxious or Hazardous Impact Industry** whether or not involving building work  
   | Darra Oxley District Neighbourhood Plan Code, Industrial Amenity and Performance Code and Industrial Design Code |
3. **Reconfiguring a Lot** where:  
   • volumetric subdivision not associated with an existing or approved building, or  
   • less than 1,000m$^2$  
   | Darra Oxley District Neighbourhood Plan Code and Subdivision Code |

### Where in Medium Impact Industry Area
1. **Container Depot**  
   | Darra Oxley District Neighbourhood Plan Code, Industrial Amenity and Performance Code and Industrial Design Code |
2. **Medium Impact Industry** whether or not involving building work where:  
   • located less than 250m from a Sensitive Land Use  
   | Darra Oxley District Neighbourhood Plan Code, Industrial Amenity and Performance Code and Industrial Design Code |
3. **High Impact Industry** whether or not involving building work where:  
   • located less than 500m from a Sensitive Land Use  
   | Darra Oxley District Neighbourhood Plan Code, Industrial Amenity and Performance Code and Industrial Design Code |
4. **Noxious or Hazardous Impact Industry**  
   | Darra Oxley District Neighbourhood Plan Code, Industrial Amenity and Performance Code and Industrial Design Code |
5. **Reconfiguring a Lot** where:  
   • volumetric subdivision not associated with an existing or approved building, or  
   • less than 2,000m$^2$  
   | Darra Oxley District Neighbourhood Plan Code and Subdivision Code |
5 Darra Oxley 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 development in the Plan area is consistent with the Development Principles and the Precinct Intents of this Neighbourhood Plan.

5.1 General

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Acceptable Solutions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Movement, connectivity and parking</td>
<td></td>
</tr>
<tr>
<td>P1 Development creates an integrated and continuous pedestrian and cyclist network that facilitates logical and direct access to activity centres, public transport facilities and public open spaces</td>
<td>A1.1 Pedestrian and cycle paths are provided and dedicated to Council as shown on Map B1 and Map B2</td>
</tr>
<tr>
<td></td>
<td>A1.2 Pedestrian and cycle connections are:</td>
</tr>
<tr>
<td></td>
<td>• provided at-grade and connect with existing streets</td>
</tr>
<tr>
<td></td>
<td>• integrated into the site layout</td>
</tr>
<tr>
<td></td>
<td>• address Crime Prevention through Environmental Design (CPTED) principles</td>
</tr>
<tr>
<td>P2 Development provides adequate secure bicycle parking and storage for residents, employees and customers</td>
<td>A2 An office or a shop provides:</td>
</tr>
<tr>
<td></td>
<td>• 1 bicycle space per 300m² (shop)</td>
</tr>
<tr>
<td></td>
<td>• 1 bicycle space per 200m² (office)</td>
</tr>
<tr>
<td></td>
<td>• 1 locker per 2 bicycle parking spaces</td>
</tr>
<tr>
<td></td>
<td>• 1 shower cubicle with ancillary change rooms per 10 bicycle spaces, with a minimum of 2 showers, with provision for both females and males</td>
</tr>
<tr>
<td></td>
<td>Note: development requiring less than 10 bicycle parking spaces are exempt from the provision of shower cubicles</td>
</tr>
<tr>
<td>P3 Development supports the creation of a road network that provides for the efficient movement of vehicles</td>
<td>A3 Roads are provided and dedicated to Council in accordance with Map B1 and Map B2</td>
</tr>
<tr>
<td>Streetscapes</td>
<td></td>
</tr>
<tr>
<td>P4 Development reflects the scale and function of the street and creates a consistent urban streetscape adding positively to the public domain and enhancing its variety and legibility</td>
<td>A4.1 Development fronting a Subtropical Boulevard, Locality Street, City Street and Neighbourhood Street provides a public footpath width of 3.75m as shown on Map B1 and Map B2</td>
</tr>
<tr>
<td></td>
<td>A4.2 Where the existing footpath width is less than 3.75m, a linear land dedication is provided to achieve the footpath width</td>
</tr>
<tr>
<td></td>
<td>A4.3 Development provides for awnings, street trees, furniture, lighting, footpath and kerb treatments in accordance with Council standards</td>
</tr>
</tbody>
</table>
## Natural Environment

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Acceptable Solutions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>P5</strong> Development must protect and enhance the ecological functions and natural values of the area and avoid edge effects and other impacts</td>
<td><strong>A5</strong> Vegetation areas identified as Habitat Areas and Ecological Corridors as shown on Map F and Map G are retained and protected</td>
</tr>
</tbody>
</table>
| **P6** Development, including infrastructure, is designed to facilitate the safe and effective movement of fauna between habitat areas | **A6.1** Wildlife movement infrastructure is provided at wildlife movement solution points as shown on Map F  
**A6.2** Wildlife movement infrastructure is designed and built to Council Standards |

## Defined separation distances—Industry

<table>
<thead>
<tr>
<th>Performance Criteria</th>
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</tr>
</thead>
</table>
| **P7** Industry development must not result in sensitive land uses being exposed to air, noise and odour emissions that adversely impact on human health, amenity and wellbeing | **A7.1** Where a Medium Impact Industry, the development is located a minimum of 250m from any sensitive land use  
**A7.2** Where a High Impact Industry, the development is located a minimum of 500m from any sensitive land use |

## Reconfiguring a Lot or Multi–Unit Dwelling where abutting the Ipswich Road Service Road

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Acceptable Solutions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>P8</strong> Residential development where abutting the Ipswich Road Service Road must respond to noise and light impacts generated from the Ipswich Motorway to achieve acceptable residential amenity</td>
<td><strong>A8</strong> A noise and light impact amenity buffer (including landscaping and acoustic structures) is built in accordance with an approved noise and light abatement plan</td>
</tr>
</tbody>
</table>

### 5.2 Where in the Darra Suburban Centre, Darra Residential, Oxley Suburban Centre and Oxley Residential Sub–precincts (refer to Map C and Map E)

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Acceptable Solutions</th>
</tr>
</thead>
</table>
| **P9** Development is of a height and scale that:  
  • is consistent with the intended scale and character of the precinct and streetscape  
  • is commensurate to the size of the lot  
  • does not create overbearing development for neighbouring dwellings and their open space | **A9.1** The maximum building height complies with Table 1—Building Heights and Plot Ratios  
**A9.2** The maximum gross floor area complies with Table 1—Building Heights and Plot Ratios |
| **P10** Development promotes activation of streets and parks in Darra and Oxley Centres through responsive building design, site layout and a mix of uses | **A10** Buildings identified as active frontage as shown on Map C and Map E include:  
  • a layout that is built to the street frontage (or both frontages where a corner block) for a minimum of 75% of the boundary  
  • transparent materials for a minimum of 50% of the ground level floor facade  
  • a ground floor having a minimum floor to ceiling height of 3.3m  
  • at least one pedestrian entry/exit for every 15m of building frontage |
### Performance Criteria | Acceptable Solutions
--- | ---
**P11** Building bulk and setbacks:  
- create a consistent and cohesive streetscape  
- enable existing and future buildings to be well separated from each other to allow light penetration, air circulation, privacy and ensure windows are not built out by adjoining buildings  
- do not prejudice the development of adjoining sites  
- do not dominate the street or other pedestrian space | **A11** In the suburban centre sub-precincts, building setbacks comply with Table 2—Minimum Building Setbacks

### Landscaping and Amenity

**P12** Development protects the amenity of adjoining educational facilities by:  
- minimising impacts, including excess overshadowing, overlooking and visual dominance  
- providing an appropriate interface by stepping down in height and scale at site boundaries  
- providing landscape buffers and screens | **A12** Development that adjoins the boundary of the educational facility as shown on Map C:  
- does not exceed 2 storeys within 10m from the common boundary and 3 storeys within 10m to 20m from the common boundary (refer to Figure a)  
- landscaping is provided along a common boundary in accordance with an approved Landscape Plan

**P13** Development incorporates deep planting that:  
- is open to the sky with access to light, rainfall and natural ground, and unimpeded tree root access to sub-soils  
- is planted with large subtropical tree species that, at maturity, complement the scale of the built form, balance hardstand areas, and provide shade and informal recreation spaces that are directly accessible from building tenancies or the street frontage | **A13.1** Development provides a minimum of 10% of site area for deep planting with a minimum dimension of 4m  
*Note: A number of deep planting areas can be located within the development provided they comply with the 10% minimum area and minimum dimension of 4m. The building and basement footprint does not intrude into the deep planting area*  
**A13.2** Subtropical tree species capable of growing to a canopy diameter of 6–8m and a height of 15m are provided within deep planting areas  
**A13.3** Where not along a street frontage, deep planting areas are directly accessible from ground level from adjoining centre activities or residences  
Refer to Figure b—Deep Planting

### Vehicle parking, access and servicing

**P14** Development ensures that:  
- vehicle entrances, servicing and car parking are designed and located to minimise disruption to building frontages and the pedestrian environment, and to reduce the visual impact on the street environment | **A14.1** Car parking areas are located underground OR  
Where parking cannot be located underground, it is located behind the building or within the podium, concealed behind active uses and not discernible from street frontages
• pedestrian and cycle movement, comfort and safety are maximized in areas of high active transport usage by reducing pedestrian, cycle and vehicular conflict
• driveway crossovers maintain the integrity, quality and primacy of the verge

5.3 Where in the Brickworks Precinct

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Acceptable Solutions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>P15</strong> Development must be consistent with the precinct intent and designed to protect and enhance the ecological functions and natural values of the precinct</td>
<td><strong>A15</strong> Development is located outside of waterway corridors and the ‘habitat areas and ecological corridors’ as indicated on Map F</td>
</tr>
</tbody>
</table>

5.4 Where in the Portal Street Precinct

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Acceptable Solutions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Where within 300m of the lot boundary of the Boral Brickworks High Impact Industry use</strong></td>
<td><strong>A16</strong> Development (excluding house extensions and replacement of existing structures) must demonstrate that acceptable air quality and noise levels can be achieved in accordance with Council standards (including Planning Scheme Policies in City Plan Appendix 2)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Acceptable Solutions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Where in the Ipswich Motorway Mixed Light Industry and Business Sub–precinct or Douglas Street Light Industry Sub–precinct</strong></td>
<td><strong>A17</strong> Development has only one vehicle access point to the Ipswich Motorway Service Road</td>
</tr>
</tbody>
</table>

5.5 Where in the Ipswich Motorway Precinct (refer to Map G)

Table 1—Building Heights and Plot Ratios

<table>
<thead>
<tr>
<th>Precinct</th>
<th>Site Area</th>
<th>Maximum Height</th>
<th>Plot Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Darra Suburban Centre and Oxley Suburban Centre Sub–precincts</td>
<td>&lt;800m²</td>
<td>3 Storeys (9.5m)</td>
<td>1.25 x site area</td>
</tr>
<tr>
<td></td>
<td>800–1,199m²</td>
<td>4 Storeys (15m)</td>
<td>1.5 x site area</td>
</tr>
<tr>
<td></td>
<td>1,200–1,599m²</td>
<td>5 Storeys (18m)</td>
<td>2.0 x site area</td>
</tr>
<tr>
<td></td>
<td>&gt;1,600m²</td>
<td>5 Storeys (18m)</td>
<td>2.25 x site area</td>
</tr>
</tbody>
</table>
### Table 2—Minimum Building Setbacks

<table>
<thead>
<tr>
<th>Precinct</th>
<th>Minimum Setbacks</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Setbacks Ground Level</strong></td>
<td><strong>Setbacks Level 2</strong></td>
</tr>
<tr>
<td>Darra Suburban Centre and Oxley Suburban Centre Sub-precincts where commercial uses above ground floor level</td>
<td>Front – 3m</td>
</tr>
<tr>
<td></td>
<td>Side – 0m</td>
</tr>
<tr>
<td></td>
<td>Rear – 6m</td>
</tr>
<tr>
<td></td>
<td>Front – 0m</td>
</tr>
<tr>
<td></td>
<td>Side – 0m</td>
</tr>
<tr>
<td></td>
<td>Rear – 6m</td>
</tr>
<tr>
<td>Darra Suburban Centre and Oxley Suburban Centre Sub-precincts where residential uses above ground floor level</td>
<td>Front – 3m</td>
</tr>
<tr>
<td></td>
<td>Side – 0m if no windows, otherwise 1.5m</td>
</tr>
<tr>
<td></td>
<td>Rear – 6m</td>
</tr>
<tr>
<td></td>
<td>Front – 5m</td>
</tr>
<tr>
<td></td>
<td>Side – 3m</td>
</tr>
<tr>
<td></td>
<td>Rear – 6m</td>
</tr>
</tbody>
</table>

Note: Setbacks apply to the outermost projection (including balconies), excluding eaves and sun shading devices.

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Figure a  Interface with an educational facility
Figure b  Deep planting
Map B1: Darra Centre - Access, Mobility and Streetscape

Neighbourhood Plan boundary
Primary freight route
Shared use path*
Rail station
Rail line
Future transport improvement
Future road
Future road upgrade

Vehicle access is not supported from this road frontage

Streetscape Hierarchy
City Street Minor (CS2)
Locality Street (LS)
Neighbourhood Street Major (NS1)
Motorway (QLD Government)

* Includes existing and future pathways
Map C: Darra Suburban Centre Sub-precinct and Darra Residential Sub-precinct

- Darra Residential Sub-precinct
- Darra Suburban Centre Sub-precinct
- Active frontage
- Waterway corridor
- Educational facility
- Darra rail station
- Future transport improvement
- Rail line
- Shared use path*
- Future road
- Future road upgrade

* Includes existing and future pathways

Effective 6 December 2013
Map D: Darra Mixed Light Industry and Business Sub-precinct and Darra Industrial Sub-precinct

- Darra Mixed Light Industry and Business Sub-precinct
- Darra Industrial Sub-precinct
- Sport and Recreation area
- Darra rail station
- Future road
- Rail line
- Shared use path*

* Includes existing and future pathways

Darra Oxley District Neighbourhood Plan

Chapter 4: Local Plans

Chapter 4, page 315q

Brisbane City Plan—Volume 1
Effective 6 December 2013
Chapter 4: Local Plans

Map E: Oxley Centre Precinct

- Precinct boundary
- Oxley Residential Sub-precinct
- Oxley Suburban Centre Sub-precinct
- Cawonga Park
- Oxley rail station
- Rail line

Active frontage

Shared use path*

* Includes existing and future pathways
Chapter 4: Local Plans

Map G: Ipswich Motorway Precinct

- Neighbourhood Plan boundary
- Precinct boundary
- Ipswich Motorway Mixed Light Industry and Business Sub-precinct
- Douglas Street Light Industry Sub-precinct
- Douglas Street Residential Sub-precinct
- Habitat areas and ecological corridors
- Waterway corridor
- Low impact industry

Vehicle access is limited
Motorway (Qld Government route)