Holland Park–Tarragindi District 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 The locality is to maintain a vibrant, diverse and safe living environment through the provision of a variety of housing types, employment opportunities, and recreational and community facilities.

2.2 A mix of housing densities and types are to be provided to serve the needs of the community, especially the District’s young adult and elderly populations. Groupings of pre–1946 character housing will be protected and higher density development in proximity to major employment nodes and public transport will be encouraged.

2.3 New development is to be sympathetic to the existing streetscapes and/or traditional character of the District. Development should contribute to the distinctive and identifiable character and sense of place of both local neighbourhoods and the District as a whole.

2.4 Significant views and vistas are to be protected. Development proposed in visually prominent locations such as major ridgelines and hilltops is designed to achieve minimal visual impact. Development forms that require cut and fill and disturbance of vegetation are to be avoided.

2.5 The landscape and ecological values of Stephens Mountain, Weller’s Hill Reservoir and Tarragindi Hill Reservoir are to be retained and enhanced.

2.6 Sandy, Ekibin and Norman Creeks will continue to be protected and enhanced for their ecological and recreational values as greenspace corridors within the Brisbane Green Space System. Improved recreation links will be established in appropriate locations along the length of the waterway corridors as part of a greenway system. Waterway corridors perform the critical function of conveying stormwater run off from existing and future development. These corridors are to be retained in their natural state or enhanced to ensure protection of their water quality, ecological and landscape values. Any building work or operational works within waterway corridors will be strongly discouraged.

2.7 Existing parks will continue to cater for the formal and informal recreation needs of the District. Redevelopment of existing parks will seek to improve the amount of park accessible to the public, whilst also protecting biodiversity values.

2.8 The District will maintain a diverse range of Suburban and Convenience Centres offering a range of facilities and services to meet the needs of local residents and visitors.

2.9 The centres within the Holland Park–Tarragindi District will continue to provide a range of retail, business and entertainment facilities servicing the needs of the local community and visitors to the District. In order to preserve the economic viability of these centres, maintain residential amenity and their compact and pedestrian friendly nature, expansion of these centres beyond their existing boundaries as defined by the Multi–purpose Centre classification is unlikely to be supported. New development will respect the character and built form of the existing centres and contribute towards the streetscape through the use of complementary street furniture, footpath works and planting.

2.10 The Greenslopes Private Hospital will continue to be the major employment node for the District. Development is to respect the setting of the hospital within a predominantly residential locality and maximise pedestrian and cyclist accessibility between the hospital and the Greenslopes Busway Station.
2.11 The use of public transport shall be facilitated through the upgrade of pedestrian access from employment nodes, centres and residential precincts to the Greenslopes and Holland Park Busway Stations. Relaxation of car parking requirements in the vicinity of the Busway Stations is unlikely to be supported due to potential commuter parking conflicts.

3 Precinct intents

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

3.1 Parkland Precinct

This precinct indicates a site that is regarded as suitable for acquisition by Council for parkland purposes. The site is part of a waterway corridor and links existing parkland on the western and eastern side of Birdwood Road. The majority of the allotment falls under the Flood Regulation Line and therefore is regarded as unsuitable for development.

3.2 Greenslopes Busway Station Precinct

This precinct is intended to provide a range of housing types and other land uses including parks and community facilities in close proximity to the Greenslopes Busway Station.

Pedestrian and shared pedestrian/cyclist pathways are needed to link major activity nodes and development sites such as Greenslopes Private Hospital, Stephens Mountain and Energex Depot with the Greenslopes Busway Station.

Any non–residential and multi–unit dwelling development in this precinct shall be required to contribute to the upgrading of the pedestrian environment, including provision of footpaths, street trees and other improvements to the accessibility of the Busway Station. New development should seek to manage stormwater run off to ensure there are no adverse impacts on surrounding properties or the waterway corridor.

Sub–precinct (a): Energex Depot

This sub–precinct is currently occupied by Energex and is used for community uses. If this site were to be redeveloped, an appropriate use would be higher density residential development that increases dwelling densities and provides active uses adjacent to the Greenslopes Busway Station. Development must be in accordance with any future approved Structure Plan.

Development of this sub–precinct must incorporate and contribute to provision of pedestrian/cyclist linkages and may be required to contribute towards improvements to the intersection of Ridge Street and Barnsdale Place. Development must also be designed to retain the landscape and ecological values of Stephens Mountain.

Sub–precinct (b): Stephens Mountain

The majority of this sub–precinct is comprised of remnant bushland featuring ecological and landscape values. This area is to be used for park purposes, providing opportunities for passive recreation activities.

Part of the site is comprised of disturbed former quarry land of limited ecological or landscape value. If this part of the sub–precinct were to be redeveloped, an appropriate use would be higher density residential development that increases dwelling densities and provides active uses adjacent to the Greenslopes Busway Station. Development must be in accordance with any future approved Structure Plan.

Development of this sub–precinct must incorporate and contribute to provision of pedestrian/cyclist linkages and may be required to contribute towards improvements to the intersection of Ridge Street and Barnsdale Place. Development must also be designed to retain the landscape and ecological values of Stephens Mountain.

Sub–precinct (c): Nicholson Street

This sub–precinct is intended for a range of housing types provided at low–medium density in close proximity to the Greenslopes Busway Station.

Development in this sub–precinct shall incorporate a range of design techniques and other measures encouraging surveillance of Nicholson Street to improve pedestrian and cyclist safety.

Sub–precinct (d): Greenslopes Hospital Precinct

This sub–precinct encompasses the Greenslopes Private Hospital. The hospital is located in a predominantly residential locality, as such development within the precinct should minimise adverse impact to residential amenity and address residential building bulk and scale. Development shall be in accordance with Map B—Greenslopes Hospital Design Guidelines or an approved Centre Concept Plan.

Development shall provide and/or incorporate:

• retention of vegetation/habitat and provision of a landscape buffer adjoining Stephens Mountain
• provision of landscaping contributing to the setting and backdrop of Stephens Mountain
• parkland and/or works based parkland contributions to improve access to the Greenslopes Busway Station and passive recreation opportunities
• building bulk and scale sympathetic to the residential locality particularly on the perimeter of the site
• high quality urban design particularly for those buildings that are highly visible from surrounding suburbs and major transport thoroughfares such as the South East Freeway and Busway
• active street frontages, particularly to Nicholson Street i.e. associated medical activities and where possible, hospital functions, address and are accessible for pedestrians from the street frontage and incorporate a range of design techniques and other measures encouraging surveillance of Nicholson Street to improve pedestrian and cyclist safety.

Development of this sub-precinct must also incorporate and contribute to provision of pedestrian/cyclist linkages.

Expansion of hospital functions and associated medical activities into the surrounding residential locality is unlikely to be supported. However, residential activities supporting the functions of the hospital may be appropriate in the locality.

3.3 Greenslopes Mall Suburban Centre Precinct

This precinct is intended to operate as an integrated shopping centre facility, accommodating a range of uses expected in a Suburban Centre. Development shall be in accordance with Map C—Greenslopes Mall Design Guidelines

Development is to provide and/or incorporate:
• improvements to the visual amenity along the Logan Road, Plimsoll Street and Sackville Street frontages
• shade for pedestrians
• improvements to legibility and non discriminatory access to the centre
• active street frontages particularly to the Logan Road frontage i.e. development addresses and is accessible from the street frontage.

3.4 Greenslopes Central Convenience Centre Precinct

The extent of this precinct has been clearly defined to ensure the consolidation of retail/commercial services within this Convenience Centre.

Development in this precinct is to encourage pedestrian activity by providing active street frontages and should enhance the existing streetscape through appropriate design treatments, in accordance with Map D—Greenslopes Central Design Guidelines.

Expansion of centre activities outside this precinct is unlikely to be supported.

3.5 Holland Park Central Suburban Centre Precinct

This precinct is intended to accommodate a range of activities expected in a Suburban Centre. The built form and character of the precinct as a traditional suburban strip shopping centre is to be maintained. Development shall be in accordance with Map E—Holland Park Central Design Guidelines.

Significant views which add to the identity and unique character of the centre as a gateway to the Brisbane Valley as identified on Map E—Holland Park Central Design Guidelines are to be maintained.

3.6 Kuring-gai Avenue Convenience Centre Precinct

This precinct is intended to provide Convenience Centre functions supporting the surrounding residential locality and the Holland Park Busway Station. The built form and character of the precinct as a traditional suburban strip shopping centre is to be maintained. Development shall be in accordance with Map F—Kuring-gai Avenue Design Guidelines.

Development is to provide and/or incorporate:
• upgrading of pedestrian pathways and provision of street trees
• improvements to connections between the centre and footpaths leading to the Busway Station.

3.7 Reservoir Parkland Precinct

This precinct contains Wellers Hill Reservoir and Tarragindi Hill Reservoir.

This precinct performs two important functions:
• as a water storage and supply facility
• as a park with bushland, scenic landscape and passive recreation values.

Any future development within the precinct should complement the natural values of the site and should not impact upon surrounding residential amenity or the utility installation functions of the reservoir.

3.8 Hillside Character Precinct

This precinct indicates the presence of steeper residential areas containing traditional character housing and significant ridgelines. Hillside character is derived from the relationship of buildings to their physical setting. Traditional character housing built following an
... historic subdivision pattern and located on well–treed hillsides results in a unique character of important visual significance in the local context. This hillside character is to be retained and enhanced through sympathetic development that minimises visual impact within its visual catchment.

Residential development in particular, is to provide and/or incorporate:

- the appearance of traditional character houses uniformly spaced and stepped across well–treed hillsides
- compatible building height, bulk and proportions
- construction methods, such as posts or piers, that minimise the amount of alteration to site topography
- design and siting that responds to the physical setting and minimises impacts to existing vegetation and sufficient area between buildings for the provision of trees and landscape requirements

Development along major ridgelines in the precinct should contribute to a consistent rhythm and sense of scale along the ridgeline when viewed from the surrounding visual catchment.

4. **Level of assessment**

The following table contains 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 this table.

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 Reservoir Parkland Precinct

<table>
<thead>
<tr>
<th>Self Assessment</th>
<th>Applicable Codes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. <em>Utility Installation</em> where:</td>
<td>Community Use Code</td>
</tr>
<tr>
<td>• complying with the Acceptable Solutions in the Community Use Code</td>
<td></td>
</tr>
<tr>
<td>• not involving building work</td>
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</tbody>
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<table>
<thead>
<tr>
<th>Code Assessment</th>
<th>Applicable Codes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. <em>Utility Installation</em> where involving building work</td>
<td>Community Use Code</td>
</tr>
<tr>
<td>2. <em>Utility Installation</em> where:</td>
<td>Community Use Code</td>
</tr>
<tr>
<td>• not complying with the Acceptable Solutions in the Community Use Code</td>
<td></td>
</tr>
<tr>
<td>• not involving building work</td>
<td></td>
</tr>
</tbody>
</table>
5 Holland Park–Tarragindi District Local Plan Code

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

Performance Criteria and Acceptable Solutions

5.1 Greenslopes Busway Station Precinct

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Acceptable Solutions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>P1</strong> Development must complement and enhance the existing residential and landscape character of the locality</td>
<td><strong>A1</strong> Development retains significant vegetation and provides sufficient areas between buildings for the provision of trees and landscaping which incorporates locally occurring native species, in accordance with Council’s guidelines and the <em>Holland Park–Tarragindi Local Plan preferred plant species list</em></td>
</tr>
<tr>
<td><strong>P2</strong> Development must contribute to pedestrian safety and amenity in the locality</td>
<td><strong>A2</strong> Development contributes to upgrades for pedestrian safety and amenity, including street tree planting, footpaths, signage, and lighting</td>
</tr>
</tbody>
</table>

5.2 Sub–precinct (a): Energex Depot

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Acceptable Solutions</th>
</tr>
</thead>
</table>
| **P1** Development fronting Barnsdale Place must complement and reinforce the role of the road as the major pedestrian and vehicular access point to the Greenslopes Busway Station | **A1.1** Development minimises vehicular crossovers to Barnsdale Place  
**A1.2** Development incorporates people oriented activity areas (such as internal and external living areas) overlooking Barnsdale Place and the rear of the site overlooking Stephens Mountain, and other measures to encourage surveillance and improve pedestrian safety within these areas |
| **P2** Development must contribute to pedestrian safety and amenity in the locality, and provide safe and direct pedestrian access to the Greenslopes Busway Station, from Stephens Mountain to Barnsdale Place, in the general location of Connection 3 on *Map G—Greenslopes Busway Station Pedestrian Access Concept Plan* | **A2.1** Development is to contribute to upgrades for pedestrian safety and amenity along Barnsdale Place, including street tree planting, footpaths, signage, and lighting  
**A2.2** Development provides a pedestrian pathway that is a safe and clearly legible pedestrian route from the Stephens Mountain Sub–precinct to Barnsdale Place. The pedestrian pathway incorporates:  
• a 10m wide thoroughfare in the location indicated for Connection 3 on *Map G—Greenslopes Busway Station Pedestrian Access Concept Plan* dedicated as parkland  
• a minimum 2m wide concrete path |
### Performance Criteria

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Acceptable Solutions</th>
</tr>
</thead>
</table>
| **P1** Development must contribute to pedestrian safety and amenity in the locality, including access from the sub-precinct to the Greenslopes Busway Station | • landscaping that allows for clear visibility along the pathway  
• appropriate lighting to provide a safe visible pathway at night  
• any ramps/stairs required must meet the property boundaries at grade at Stephens Mountain and Barnsdale Place  
• adjoining fencing does not exceed:  
  - 1.5m in height if at least 50% transparent  
  - 1.2m in height if less than 50% transparent/solid                                                                                                                                 |
| **P2** Development must provide:                                                     | 
• a safe and legible shared pedestrian/cycle pathway linking the sub-precinct and major activity nodes such as Greenslopes Private Hospital with the Greenslopes Busway Station between Nicholson Street and near Barnsdale Place, set back an appropriate distance from the Norman Creek waterway and in the general location of Connection 4 on Map G—Greenslopes Busway Station Pedestrian Access Concept Plan  
| **P3** Development complements and enhances the highly visually prominent position of the adjoining Stephens Mountain | A3 Building heights, scale and roof forms are designed to retain views from the north and west to the bushland part of Stephens Mountain  

### 5.3 Sub-precinct (b): Stephens Mountain

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Acceptable Solutions</th>
</tr>
</thead>
</table>
| **P1** Development contributes to upgrades for pedestrian safety and amenity, including street tree planting, footpaths, signage, and lighting | A1.1 Development contributes to upgrades for pedestrian safety and amenity, including street tree planting, footpaths, signage, and lighting  
A1.2 Development incorporates internal and external living areas overlooking the pedestrian/cycle path on the southern side of the site and the rear of the site overlooking Stephens Mountain and other measures to encourage surveillance and improve pedestrian safety within these areas  
A1.3 Any acoustic treatments such as walls and landscape mounds between development and the South East Freeway are located on the southern side of the shared cycle/pedestrian pathway to ensure direct access and overlooking is maintained from development to the pathway  

| **P2** Development provides a shared cycle/pedestrian pathway in the general location of Connection 4 on Map G—Greenslopes Busway Station Pedestrian Access Concept Plan | A2.1 Development provides a shared cycle/pedestrian pathway in the general location of Connection 4 on Map G—Greenslopes Busway Station Pedestrian Access Concept Plan  
The shared cycle/pedestrian pathway incorporates:  
• a 10m wide thoroughfare in the location indicated for Connection 4 on Map G—Greenslopes Busway Station Pedestrian Access Concept Plan dedicated as parkland  
• a minimum 3m wide concrete shared pathway (for pedestrians and cyclists) |
### Performance Criteria

- a safe and legible pedestrian pathway linking Sub-precinct 2(a) (Energex Depot) and Greenslopes Private Hospital near the intersection of Peach and Denman Streets in the general location of Connection 2 on Map G—Greenslopes Busway Station Pedestrian Access Concept Plan

### Acceptable Solutions

- landscaping that allows for clear visibility along the pathway
- appropriate lighting to provide a safe visible pathway at night
- any ramps required must meet the property boundaries at grade at Nicholson Street and Barnsdale Place
- appropriate signage
- entry/exit devices (deflection rails) where the pathway meets road
- seating and water fountains at appropriate spacings
- adjoining fencing does not exceed:
  - 1.5m in height if at least 50% transparent
  - 1.2m in height if less than 50% transparent/solid

#### A2.2
Development contributes to provision of a 2m wide concrete pedestrian pathway in the general location of Connection 2 on Map G—Greenslopes Busway Station Pedestrian Access Concept Plan

The pedestrian pathway incorporates:

- landscaping that allows for clear visibility along the pathway
- appropriate lighting to provide a safe visible pathway at night
- any ramps/stairs required must meet the property boundaries at grade

#### P3
Development complements and enhances the site’s highly visually prominent position in its locality, and its vegetated character

#### A3.1
Development incorporates roof forms where service structures, lift motor rooms and mechanical plant are designed as an architectural feature of the building or screened effectively and finished with metal sheeting and significant eaves overhangs

#### A3.2
Development retains significant vegetation and provides sufficient areas between buildings for the provision of trees and landscaping which incorporates locally occurring native species, in accordance with Council’s guidelines and the Holland Park–Tarragindi Local Plan Preferred Plant Species List

#### A3.3
Building heights and roof forms are designed to retain views from the south and east to the top of the cliff face of Stephens Mountain

#### A3.4
Development retains views from the south and east to the bushland part of Stephens Mountain
5.4 Sub-Precinct (c): Nicholson Street

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Acceptable Solutions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>P1</strong> Development must contribute to pedestrian safety and amenity in the locality, including access from the precinct to the Greenslopes Busway Station</td>
<td><strong>A1.1</strong> Development contributes to upgrades for pedestrian safety and amenity, including street tree planting, footpaths, signage, and lighting</td>
</tr>
<tr>
<td></td>
<td><strong>A1.2</strong> New multi-unit dwelling development incorporates:</td>
</tr>
<tr>
<td></td>
<td>• internal and external living areas overlooking Nicholson Street and other measures to encourage surveillance and improve pedestrian safety along Nicholson Street</td>
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<tr>
<td></td>
<td>• garages and parking areas that do not dominate the streetscape</td>
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<td></td>
<td>• fencing forward of the building setback not exceeding:</td>
</tr>
<tr>
<td></td>
<td>• 1.5m in height if at least 50% transparent</td>
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<tr>
<td></td>
<td>• 1.2m in height if less than 50% transparent/solid</td>
</tr>
</tbody>
</table>

5.5 Sub-Precinct (d): Greenslopes Hospital Precinct

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Acceptable Solutions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>P1</strong> Development must complement the residential nature of the locality by minimising building bulk and scale</td>
<td><strong>A1.1</strong> Development height is as shown on Map B—Greenslopes Hospital Design Guidelines:</td>
</tr>
<tr>
<td></td>
<td>• a maximum height of three storeys and overall height of 12m above ground level along Denman Street and Newdegate Street within 40m of each street, except along Denman Street where north of the Administration Building</td>
</tr>
<tr>
<td></td>
<td>• a maximum height of three storeys and overall height of 12m above ground level within 20m of Nicholson Street</td>
</tr>
<tr>
<td></td>
<td>• a maximum height of two storeys and overall height of 8.5m above ground level north of the Administration Building to Denman Street</td>
</tr>
<tr>
<td></td>
<td>• a maximum height of five storeys and overall height of 20m above ground level in other areas of the Greenslopes Hospital site or in accordance with an approved Centre Concept Plan</td>
</tr>
<tr>
<td></td>
<td>excluding plant where designed in accordance with A3</td>
</tr>
<tr>
<td></td>
<td><strong>A1.2</strong> Development provides a positive streetscape appearance which responds to the residential nature of the locality and promotes casual surveillance of the street</td>
</tr>
<tr>
<td></td>
<td><strong>A1.3</strong> Wall planes provide significant recesses and projections</td>
</tr>
<tr>
<td>Performance Criteria</td>
<td>Acceptable Solutions</td>
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</tr>
<tr>
<td>P2 Development must complement and enhance the landscape and ecological character of the locality, and retain existing significant vegetation adjacent to Stephens Mountain</td>
<td><strong>A2.1</strong> Development to all road frontages provides a landscaped 6m setback that incorporates existing vegetation and is inclusive of all structures such as car parking, servicing areas, mechanical exhausts and other plant, balconies and patios adjoining buildings, but exclusive of covered walkways and other pedestrian shelters required for the functioning of the pedestrian network throughout the site, in accordance with Map B—Greenslopes Hospital Design Guidelines.</td>
</tr>
<tr>
<td></td>
<td><strong>A2.2</strong> Development retains significant vegetation and provides sufficient areas between buildings for the provision of trees and landscaping which incorporates locally occurring native species, in accordance with Council’s guidelines and the Holland Park–Tarragindi Local Plan preferred plant species list.</td>
</tr>
<tr>
<td></td>
<td><strong>A2.3</strong> Sufficient areas are provided between the buildings for the provision of trees capable of reducing apparent building bulk and scale.</td>
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<tr>
<td></td>
<td><strong>A2.4</strong> Development along the western boundary of the site (adjoining Stephens Mountain) retains the existing vegetation and incorporates a landscaped buffer not less than 20m wide at any point, in accordance with Map B—Greenslopes Hospital Design Guidelines. No further development (including hardstand and vehicle manoeuvring areas and excavation and filling) occurs within this buffer along the western boundary.</td>
</tr>
<tr>
<td></td>
<td><strong>A2.5</strong> A land dedication of Lots 134 and 135 on RP46047 along the Stephens Mountain boundary of the site is provided in lieu of a monetary parkland contribution.</td>
</tr>
<tr>
<td>P3 Development must complement and enhance the site’s highly visually prominent position in its immediate residential setting and in its broader setting as viewed from the South East Freeway and surrounds</td>
<td><strong>A3</strong> Development incorporates roof forms where service structures, lift motor rooms and mechanical plant are designed as an architectural feature of the building or screened effectively and finished with metal sheeting and significant eaves overhangs.</td>
</tr>
<tr>
<td>P4 Development complements and enhances the visual amenity of the adjoining Stephens Mountain</td>
<td><strong>A4</strong> Building heights, scale and roof forms are designed to retain views from the north and west to the bushland part of Stephens Mountain.</td>
</tr>
<tr>
<td>P5 Development must incorporate safe, direct and legible pedestrian access and facilities on both the northern and southern sides of the site to link to the Greenslopes Busway Station and bus stop on Newdegate Street</td>
<td><strong>A5.1</strong> Safe and legible pedestrian links to the bus stop on Newdegate Street are incorporated with the design and layout of the buildings and landscaping on site. The pedestrian pathways incorporate:</td>
</tr>
<tr>
<td>Performance Criteria</td>
<td>Acceptable Solutions</td>
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<tr>
<td>----------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>• adjoining landscaping that allows for clear visibility along the pathways</td>
<td></td>
</tr>
<tr>
<td>• appropriate lighting to provide safe visible pathways at night</td>
<td></td>
</tr>
<tr>
<td>• any ramps/stairs required must meet the property boundaries at grade</td>
<td></td>
</tr>
<tr>
<td>• appropriate signage</td>
<td></td>
</tr>
<tr>
<td>• seating at appropriate spacings</td>
<td></td>
</tr>
</tbody>
</table>

**A5.2** Development provides a pedestrian pathway that is a safe and clearly legible pedestrian route from the Greenslopes Private Hospital site to Stephens Mountain Sub-precinct. The pedestrian pathway incorporates:

- a 10m wide thoroughfare in the location indicated for Connection 1 on Map G—Greenslopes Busway Station Pedestrian Access Concept Plan dedicated as parkland
- a minimum 2m wide concrete path
- landscaping that allows for clear visibility along the pathway
- appropriate lighting to provide a safe visible pathway at night
- any ramps/stairs required must meet the property boundaries at grade
- adjoining fencing does not exceed:
  - 1.5m in height if at least 50% transparent
  - 1.2m in height if less than 50% transparent/solid

**A5.3** Development provides a shared cycle/pedestrian pathway in the general location of Connection 5 on Map G—Greenslopes Busway Station Pedestrian Access Concept Plan. The shared cycle/pedestrian pathway incorporates:

- a 10m wide thoroughfare in the location indicated for Connection 4 on Map G—Greenslopes Busway Station Pedestrian Access Concept Plan dedicated as parkland
- a minimum 3m wide concrete shared pathway (for pedestrians and cyclists)
- landscaping that allows for clear visibility along the pathway
- appropriate lighting to provide a safe visible pathway at night
- any ramps required must meet the property boundaries at grade at Nicholson Street and Barnsdale Place
<table>
<thead>
<tr>
<th>Performance Criteria</th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>P1</strong> Development must make a positive contribution to the urban amenity and character of this precinct, in particular:</td>
<td><strong>A1</strong> Any future extensions to, or redevelopment of the existing Greenslopes Mall facility incorporates the following:</td>
</tr>
<tr>
<td>• actively contribute to the improvement of visual amenity in Lottie Street</td>
<td>• streetscape frontages that are articulated with colour, texture and architectural features, to conceal unsightly exposure of utilities/building hardware and relieve existing blank facades. Landscaping is used to provide pedestrian shade and as a screening device at streetscape level, to assist in improvements to visual amenity, and a vegetation buffer is provided to improve the amenity of Lottie Street residences. Refer to Map C—Greenslopes Mall Design Guidelines</td>
</tr>
<tr>
<td>• activate the Logan Road frontage</td>
<td>• development that enhances legibility, particularly in relation to the streetscape and in terms of entry statements and Mall identity. Retailing/commercial activities are located and accessible from street frontages, particularly Logan Road, as a means of activating otherwise blank facades. Refer to Map C—Greenslopes Mall Design Guidelines</td>
</tr>
<tr>
<td>• improve streetscape amenity, legibility and safety within this precinct</td>
<td>• development actively contributes to the improvement of visual amenity in Lottie Street. Development adjoining Lottie Street is a maximum height of two storeys and an overall height of 8.5m above ground level extending for a distance of 30m from the street frontage. A 6m vegetated setback is provided along the Lottie Street frontage. Refer to Map C—Greenslopes Mall Design Guidelines</td>
</tr>
</tbody>
</table>
### 5.7 Greenslopes Central Convenience Centre Precinct

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Acceptable Solutions</th>
</tr>
</thead>
</table>
| **P1** Development must maintain and enhance the position of the Centre as a place along a major vehicular route with views to the City Centre | **A1.1** Development maintains views from Logan Road to the City Centre  
**A1.2** Development enhances the system of vehicular access in the Centre by on site linkages within blocks, in accordance with *Map D—Greenslopes Central Design Guidelines*. Vehicular access, circulation areas and parking areas are coordinated by development or designed to allow for future integration. Where direct access is unable to be achieved, capability for shared access is not prejudiced by the design  
**A1.3** Development enhances the Greenslopes Central Centre by street tree planting where shown on *Map D—Greenslopes Central Design Guidelines*.  
**A1.4** Development incorporates a minimum 5m wide landscape buffer along street frontages perpendicular to Logan Road. This landscape buffer does not incorporate service zones or areas for refuse bins |

| **P2** Development must minimise visual impacts to the surrounding locality | **A2.1** Development incorporates a minimum 5m wide landscape buffer along rear and side boundaries where adjoining residential sites. This area is to provide a landscape screen capable of achieving a height of 10–12m at maturity and is not to be occupied by refuse bins or other back of house activities, so as to maintain visual privacy to residences  
**A2.2** Air conditioning and other mechanical plant and telecommunications equipment are incorporated into the overall roof shape |

### 5.8 Holland Park Central Suburban Centre Precinct

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Acceptable Solutions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>P1</strong> Development must maintain and enhance the position of the Centre as a place along a major vehicular route with views to the D’Aguilar Ranges</td>
<td><strong>A1</strong> Development maintains views from Logan Road to the D’Aguilar Ranges as shown on <em>Map E—Holland Park Central Design Guidelines</em></td>
</tr>
</tbody>
</table>

| **P2** Development must enhance the role of the Centre as a community place, by:  
- incorporation of landscape features and seating nodes  
- footpath upgrades and visual connections with its surrounding neighbourhood  
- coordination of on site vehicular movement and parking | **A2.1** Development enhances the Holland Park Centre by street tree planting where shown on *Map E—Holland Park Central Design Guidelines*.  
**A2.2** Development enhances the system of vehicular access in the Centre by on site linkages within blocks, to be located at the rear of sites. Vehicular access, circulation areas and parking areas are coordinated by development or designed to allow for future integration |
<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Acceptable Solutions</th>
</tr>
</thead>
</table>
| **P1** Development must improve pedestrian facilities and streetscape amenity | A1.1 Development enhances the Kuring-gai Avenue Convenience Centre by street tree planting in accordance with *Map F—Kuring-gai Avenue Design Guidelines*  
A1.2 Development provides active street frontages to increase pedestrian activity in the Centre, in accordance with *Map F—Kuring-gai Avenue Design Guidelines*  
A1.3 Development on Lot 21 on RP65585 is set back to retain views from Marshall Road to the Centre, in accordance with *Map F—Kuring-gai Avenue Design Guidelines* |
| **P2** Development must minimise impacts to the surrounding residential areas | A2.1 Development incorporates a minimum 5m wide landscape buffer along rear and side boundaries where adjoining residential sites. This area provides a landscape screen capable of achieving a height of 10–12m at maturity and is not occupied by refuse bins or other back of house activities, so as to maintain visual privacy to residences  
A2.2 Development is setback a minimum of 3m to street frontages perpendicular to Logan Road. This setback zone does not incorporate service zones or refuse bins  
A2.3 Redevelopment of Lot 11 on RP146764 and Lot 2 on RP56059 (the Holland Park Hotel) incorporates a landscape setback to the Logan Road frontage. The setback maximises views from Logan Road to the D’Aguilar Ranges. Refer to *Map E—Holland Park Central Design Guidelines*  
A2.4 Development on the northern side of Logan Road allows for visual connections between the street and the surrounding residential areas and beyond, such as: • for residential uses such as for shop top housing, a minimum 3m wide visually open corridor, or • for non residential development a visual connection is maximised by use of glazing in the rear wall of the building |
| **P3** Development must minimise visual impacts to the surrounding residential areas | A3.1 Development incorporates a minimum 5m wide landscape buffer along rear and side boundaries where adjoining residential sites. This area provides a landscape screen capable of achieving a height of 10–12m at maturity and is not occupied by refuse bins or other back of house activities, so as to maintain visual privacy to residences  
A3.2 Development is setback a minimum of 3m to street frontages perpendicular to Logan Road. This setback zone does not incorporate service zones or refuse bins  
A3.3 Air conditioning and other mechanical plant is incorporated into the overall roof shape |

### 5.9 Kuring-gai Avenue Convenience Centre Precinct
Chapter 4: Local Plans

Brisbane City Plan 2000 — Volume 1

Chapter 4, page 70n

### Performance Criteria

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Development pattern and form</td>
<td></td>
</tr>
<tr>
<td>P1 Residential development must be compatible with traditional character house scale and designed and sited to retain and reinforce the predominant development pattern and form of:</td>
<td>A2.2 Air conditioning and other mechanical plant and telecommunications equipment are incorporated into the overall roof shape</td>
</tr>
<tr>
<td>• separate allotments, whether or not the site area exceeds predominant lot sizes in the area or the site is an amalgamation of allotments</td>
<td></td>
</tr>
<tr>
<td>• buildings of a traditional character house scale uniformly spaced and consistently stepped across well treed hillsides when viewed from the visual catchment</td>
<td></td>
</tr>
<tr>
<td>Building height, scale and proportions</td>
<td></td>
</tr>
<tr>
<td>P2 Residential development height, scale and proportions must be compatible with traditional character houses when viewed from the visual catchment</td>
<td>A2.1 Large buildings are designed to appear as a series of separate blocks, each of a size and scale similar to that of a traditional character house, using either physical separation and/or:</td>
</tr>
<tr>
<td>• significant recesses and projections of the exterior wall plane</td>
<td></td>
</tr>
<tr>
<td>• articulation through steps in the horizontal plane of the roof</td>
<td></td>
</tr>
<tr>
<td>• roof geometry incorporating significant variety e.g. pitched roofs of minimum 27.5 degree pitch</td>
<td></td>
</tr>
<tr>
<td>• elevational and roof treatment using a variety of materials, colours and finishes compatible with traditional character houses to achieve the appearance of separate blocks</td>
<td></td>
</tr>
<tr>
<td>A2.2 Building heights exceeding the prescribed Acceptable Solution are only possible where:</td>
<td></td>
</tr>
<tr>
<td>• use of traditional character elements or site-responsive construction methods has resulted in non-compliance with the prescribed Acceptable Solution, and</td>
<td></td>
</tr>
<tr>
<td>• any additional building height or storeys are incorporated into a building form appearing to comply with the prescribed Acceptable Solution e.g.</td>
<td></td>
</tr>
</tbody>
</table>

5.10 Hillside Character Precinct

### Performance Criteria

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Development pattern and form</td>
<td></td>
</tr>
<tr>
<td>P1 Residential development must be compatible with traditional character house scale and designed and sited to retain and reinforce the predominant development pattern and form of:</td>
<td>A1.1 Building footprint size, boundary setbacks and siting in relation to adjoining development reflects the predominant development pattern and form of development in the area</td>
</tr>
<tr>
<td>• separate allotments, whether or not the site area exceeds predominant lot sizes in the area or the site is an amalgamation of allotments</td>
<td></td>
</tr>
<tr>
<td>• buildings of a traditional character house scale uniformly spaced and consistently stepped across well treed hillsides when viewed from the visual catchment</td>
<td></td>
</tr>
<tr>
<td>A1.2 Buildings feature orthogonal plan forms with outside walls aligned to those on adjoining allotments or within the development</td>
<td></td>
</tr>
<tr>
<td>Building height, scale and proportions</td>
<td></td>
</tr>
<tr>
<td>P2 Residential development height, scale and proportions must be compatible with traditional character houses when viewed from the visual catchment</td>
<td></td>
</tr>
</tbody>
</table>

5.0 Hillside Character Precinct

Holland Park-Tarragindi District Local Plan

Effective 1 January 2003
<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Acceptable Solutions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>where 2 storey development is prescribed, any third storey is incorporated into a roofspace area</td>
</tr>
<tr>
<td></td>
<td>Note: site-responsive construction methods, such as posts or piers minimise the amount of alteration to site topography. Traditional character elements are pitched roofs of a minimum 27.5 degree pitch</td>
</tr>
<tr>
<td>A2.3</td>
<td>Site cover exceeding the prescribed Acceptable Solution is only possible where the development is designed to reduce building bulk in accordance with A2.1</td>
</tr>
<tr>
<td>A2.4</td>
<td>Eaves heights reflect the predominant development pattern and form of development in the area: • along undulating ridgelines • horizontally across hillsides • vertically down hillsides</td>
</tr>
<tr>
<td>A2.5</td>
<td>The length of a uniform elevational treatment above ground level without variation, articulation or openings is no more than 10m</td>
</tr>
<tr>
<td>P3</td>
<td>Development must be designed, sited and landscaped to minimise the impact of incompatible building bulk</td>
</tr>
<tr>
<td>A3</td>
<td>No Acceptable Solution is prescribed</td>
</tr>
<tr>
<td>P4</td>
<td>Development along ridgelines does not dominate the skyline and must be designed and sited to contribute to a consistent rhythm and sense of scale along the ridgeline when viewed from the visual catchment</td>
</tr>
<tr>
<td>A4</td>
<td>No Acceptable Solution is prescribed</td>
</tr>
<tr>
<td><strong>Landscape character, physical setting and topography</strong></td>
<td></td>
</tr>
<tr>
<td>P5</td>
<td>Development must minimise impacts to existing significant vegetation and provide replacement vegetation on the site of advanced size and maturity where significant vegetation is removed</td>
</tr>
<tr>
<td>A5</td>
<td>Buildings or other structures, driveways and hardstand areas are designed and sited to maximise the retention of vegetation on the site. Significant vegetation removed as a result of the development is replaced with vegetation of advanced size and maturity that contributes to the special character of the area</td>
</tr>
<tr>
<td></td>
<td>Note: trees featuring a trunk diameter width of 250mm or greater measured at 1m above ground level are considered significant vegetation. Advanced size and maturity is vegetation of 100 litre minimum stock size planted in sufficient quantity to achieve a total canopy area of 50% of the removed vegetation when mature. Vegetation considered to contribute to the special character of the area is identified in the Holland Park–Tarragindi District Local Plan Preferred Plant Species List</td>
</tr>
<tr>
<td>Performance Criteria</td>
<td>Acceptable Solutions</td>
</tr>
<tr>
<td>----------------------</td>
<td>----------------------</td>
</tr>
</tbody>
</table>
| **P6** Residential development must be designed to retain or reinforce the landscape character and physical setting of the locality and designed and situated to break up building bulk such that development appears:  
  - as a collection of separate buildings uniformly sited on well–treed hillside, or  
  - separate buildings consistently spaced along major ridgelines | **A6.1** Communal open space and ground floor private open space required for residential development is provided at a minimum dimension of 5m  
**A6.2** Boundary setbacks are a minimum of:  
  - 6m to the rear boundary  
  - 12m to the rear boundary on sites steeper than 1 in 8 gradient (long axis from the front boundary to rear boundary of the site)  
  - 6m to any adjoining site’s front or rear boundary in the case of rear allotments  
Car parking and manoeuvring areas are located at least 3m from rear boundaries and the setback is planted to provide a dense landscape screen  
*Note: in the case of corner lots, the rear boundary is that boundary which abuts other rear boundaries* |
| **P7** Development, including buildings or other structures, driveways and hardstand areas must be designed and sited to minimise cut and fill disturbance on the site | **A7.1** Development incorporates:  
  - foundation systems of a type that minimise disturbance to the landscape, such as post and pier type foundations  
  - slab–on–ground foundations only on those parts of a site with gradients less than 1 in 8 and where no cut and fill is required or cut and fill is minimal  
  - benching, cut and fill, or construction of retaining walls of a minor nature only and designed so as not to be noticeable after construction has been completed  
  - driveways and hardstand areas only on those parts of a site with gradients less than 1 in 4  
*Note: cut and fill is considered to be of a minor nature where fill does not exceed 1m and/or the combined height of any retaining wall and fence does not exceed 2m*  
**A7.2** Retaining walls are set back from any boundary and are stepped or terraced and are landscaped to soften visual impact |
Map A: Precincts

- Local Plan boundary
- Precinct boundary
- Sub-precinct

1. Parkland Precinct
2. Greenslopes Busway Station Precinct
   - Sub-precinct (2a) - Energex Depot
   - Sub-precinct (2b) - Stephens Mountain
   - Sub-precinct (2c) - Nicholson Street
   - Sub-precinct (2d) - Greenslopes Hospital
3. Greenslopes Mall Suburban Centre Precinct
4. Greenslopes Central Convenience Centre Precinct
5. Holland Park Central Suburban Centre Precinct
6. Kuring-gai Avenue Convenience Centre Precinct
7. Reservoir Parkland Precinct
8. Hillside Character Precinct
Map C: Greenslopes Mall Design Guidelines

- Precinct boundary
- Greenslopes Mall Complex
- 8.5 m building height limit
- Landscaped area to improve streetscape amenity
- Vegetation buffer - to improve visual amenity

Activated frontages-retailing/commercial activities to locate and be accessible from street level
Entry and facade articulation to improve legibility and mall identity
View shed+ of hills/green backdrop to west of centre
* Origin and range of depicted viewshed indicative only
Map E: Holland Park Central Design Guidelines

- Precinct boundary
- Landscaped area to improve streetscape amenity
- Signage and building setback area - to retain viewseshd
- Vegetation buffer
- Holland Park Hotel
- Building line
- Views through buildings
- View window to Holland Park Hotel
- View shed* to D’Aguilar Ranges
- Street tree planting type 1 **
- Street tree planting type 2 **

* Origin and range of depicted viewseshd indicative only
** Street tree species to be consistent with Street Tree Management Plan
Map F: Kuring-gai Avenue Design Guidelines

- Precinct boundary
- Landscape buffer
- Building setback area
- Vegetation buffer
- Pedestrian access to Busway Station
- Active street frontages
- Viewshed* from Marshall Road to Centre
- Street tree planting type 1 **
- Street tree planting type 2 **
- Centre identity signage

* Origin and range of depicted viewshed indicative only
** Street tree species to be consistent with Street Tree Management Plan.
Map G: Greenslopes Busway Station Pedestrian Access Concept Plan

- **Precinct boundary**
- **Pedestrian pathway**
- **Busway station area**
- **Pathway connection point**