Kuraby 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 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 Local Plan as indicated on Map A—Kuraby North and Map B—Kuraby South. The following text provides locally specific information regarding these elements that is to be considered in addition to the general requirements for Local Plans for Outer Suburbs.

2.1 Potential development areas

2.1.1 Low density residential — houses

Dwelling densities of between 10 and 15 dwellings per hectare are generally intended in this Potential Development Area.

2.1.2 Low density residential — houses and multi–unit dwellings

Within 400 and 800 metres of Kuraby or Fruitgrove railway stations, densities of up to 20 dwellings per hectare are encouraged. Dwellings in this area must be designed to ensure compatibility with the form and scale of detached housing.

2.1.3 Density residential — multi–unit dwellings

Within 400 metres of Kuraby or Fruitgrove railway stations, densities of up to 25 dwellings per hectare are encouraged.

2.2 Public utilities

A major electrical easement passes through the Kuraby District. This easement is physically and visually intrusive and results in a significant constraint on development. Views of the high voltage powerlines in this easement must be screened by planting in appropriate locations.
Map A: Kuraby North

These lands were converted from the Rural Area to the Emerging Community Area after the preparation of the Local Plan. Investigations into the preferred location of infrastructure such as parks etc. will be undertaken as part of a structure planning exercise.

This district access route is currently of no current level standard. Upgrading this route is proposed as a long-term option, contingent on future development in the vicinity of Winfield Street, the construction of an overpass and realignment of Beerehugh Road at the existing railway level crossing.

Local Plan boundary

Environmental and scenic constraints:
- Waterway corridors
- Habitat areas and ecological corridors (public)
- Habitat areas and ecological corridors (private)
- Landscape features

Open space and parks:
- Parks
- District sports facilities
- Potential development areas

Centres:
- Convenience Centre

Movement system:
- Neighbourhood access route