

## Stephens 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

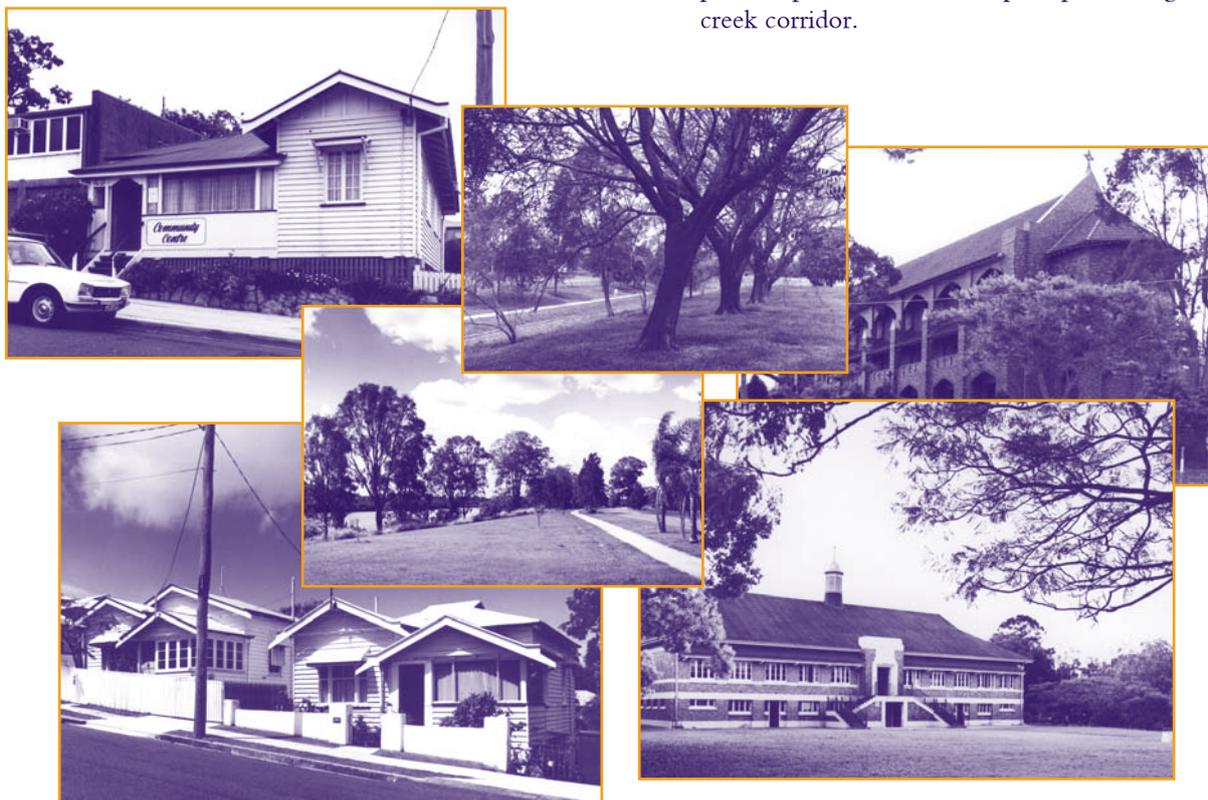
- 2.1 Character housing, including the traditional Queenslander or worker's cottage on a single allotment with an established garden, is to be complemented by residential development that respects the existing streetscapes, character and amenity of the District.
- 2.2 Ipswich Road is to remain the major entry point to the District, accommodating more intensive residential and commercial/retail development, and maintaining pedestrian, cyclist and vehicle safety.
- 2.3 The District's proximity to the Brisbane River continues to provide opportunities for public access to open space along the river frontage, especially where redundant uses have changed and new parkland has been established.

- 2.4 Existing parks such as Yeronga and Leyshon Parks are to remain important multi-purpose use and conservation areas.
- 2.5 Use of redundant sites such as the Brisbane Gaol and the Tennyson Power Station for residential redevelopment is to be supported by public transport, utilising the District's close proximity to Brisbane's central business area and other services. Any redevelopment of these sites for residential purposes is to carefully consider the need for affordable housing types in this locality.

### 3 Precinct intents

Refer to *Map A—Stephens District Local Plan*.

- 3.1 Commercial/retail development or other proposals contributing to ribbon development will not be supported on Ipswich Road.
- 3.2 Mixed use development reflecting existing character may be supported along Ipswich Road between Clive and Waverley Streets where site access is not from Ipswich Road.
- 3.3 General industry activities that adversely impact on the surrounding residential areas are not appropriate. Where these uses cease to operate or relocate, low intensity industrial redevelopment is preferred.
- 3.4 Any industrial redevelopment of allotments bounded by Moolabin Creek is intended to provide public access and open space along the creek corridor.



- 3.5 The appearance of Annerley Junction will be improved through the upgrading of buildings and streetscapes. Redevelopment should reflect existing materials, form and scale, and incorporate landscape elements to contribute positively to the character and amenity of both the business area and the District.

The two roles intended for future development or redevelopment of the eastern side of Ipswich Road are:

- the traditional role as a local service provider, because of accessibility to Ipswich Road and public transport routes
- developing a regional role in specialist retail activities such as antiques or seconds clothing.

The western side of Ipswich Road is intended to contain non-retail business or small commercial uses, such as real estate agencies, public services, professional offices or home occupations, that complement the suburban nature of Annerley Junction. Further development may require additional pedestrian safety measures, such as appropriately designed pedestrian crossings or a pedestrian overpass. Development will be contained to the existing business area.

Commercial development will not provide vehicular access from Ipswich Road or impact on surrounding residential amenity.

- 3.6 Proposals at Chardon’s Corner will be contained to the existing business area. Retail development will be encouraged on the eastern side of Ipswich Road to reduce pedestrian movement across Ipswich Road.

Proposals should incorporate built form, scale and design elements sympathetic to existing structures, particularly shop frontages in keeping with the existing character, and landscape elements to improve the streetscape and pedestrian environment.

- 3.7 Expansion or redevelopment of the Fairfield Gardens business area should improve the diversity of services provided to the community and enhance the business area’s viability. This should be supported by public transport access. Expansion of current light industry operations will not be supported.

Proposals should incorporate built form, scale and design elements sympathetic to existing structures, particularly shop frontages in keeping with the existing character, and landscape elements that improve the streetscape and pedestrian environment.

- 3.8 Commercial development in Yeronga Village will be contained in the existing business area and further expansion along Fairfield Road is unlikely to be supported.

- 3.9 The Brisbane Gaol site should maximise use of surrounding public transport infrastructure. It should accommodate low to medium density residential development and include sections of public parkland and ‘community oriented’ development. A safe and attractive pedestrianised environment should be provided to allow for easy pedestrian and cyclist access through and within the site.

The ‘old gaol’ building has significant heritage value and will be retained. Any new development should respect the cultural heritage significance of the old gaol building and sympathetically incorporate it into the design.

Access to the site will be provided directly from Annerley Road to avoid increased traffic volumes in residential streets. Vehicle movement and parking will be contained in the site to minimise impacts on any surrounding residential areas. There should be convenient and separate pedestrian access to Annerley Road bus stops. Provision of bus stops, shelters and seating compatible with the development will be encouraged.

- 3.10 Non-residential development that impacts adversely on the Princess Alexandra Hospital or residential areas will not be supported.

Development must be within the capacity of existing social and physical infrastructure to support increases in population. The built form and appearance of any redevelopment should contribute positively to the character of the surrounding suburbs and improve the visual amenity of the Annerley Road streetscape.

- 3.11 Residential development that maximises use of the existing rail access from Tennyson Railway Station and provides community parkland will be preferred on the Tennyson Powerstation site. Any proposal will address impacts of large increases in population on social and physical infrastructure.

Due to the site’s considerable physical constraints, non-residential uses with minimal impact on residential areas may be supported. Development may not adversely affect water quality of the Brisbane River and must provide public access to the waterfront and a cycle way through the site. Use of the site may be optimised by the relocation of the substation.

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Any redevelopment that generates large volumes of traffic will provide vehicular access from Tennyson Memorial Drive adjacent to the Brisbane Golf Club, crossing the railway line, to prevent the impacts of increased traffic volumes on surrounding residential areas. Adequate parking is to be provided within the site and must not impact on surrounding land uses or residential streets.

There should be convenient and separate pedestrian access over/under the railway line to bus stops on Tennyson Memorial Avenue. Provision of bus stops, shelters and seating compatible with the development should be encouraged.

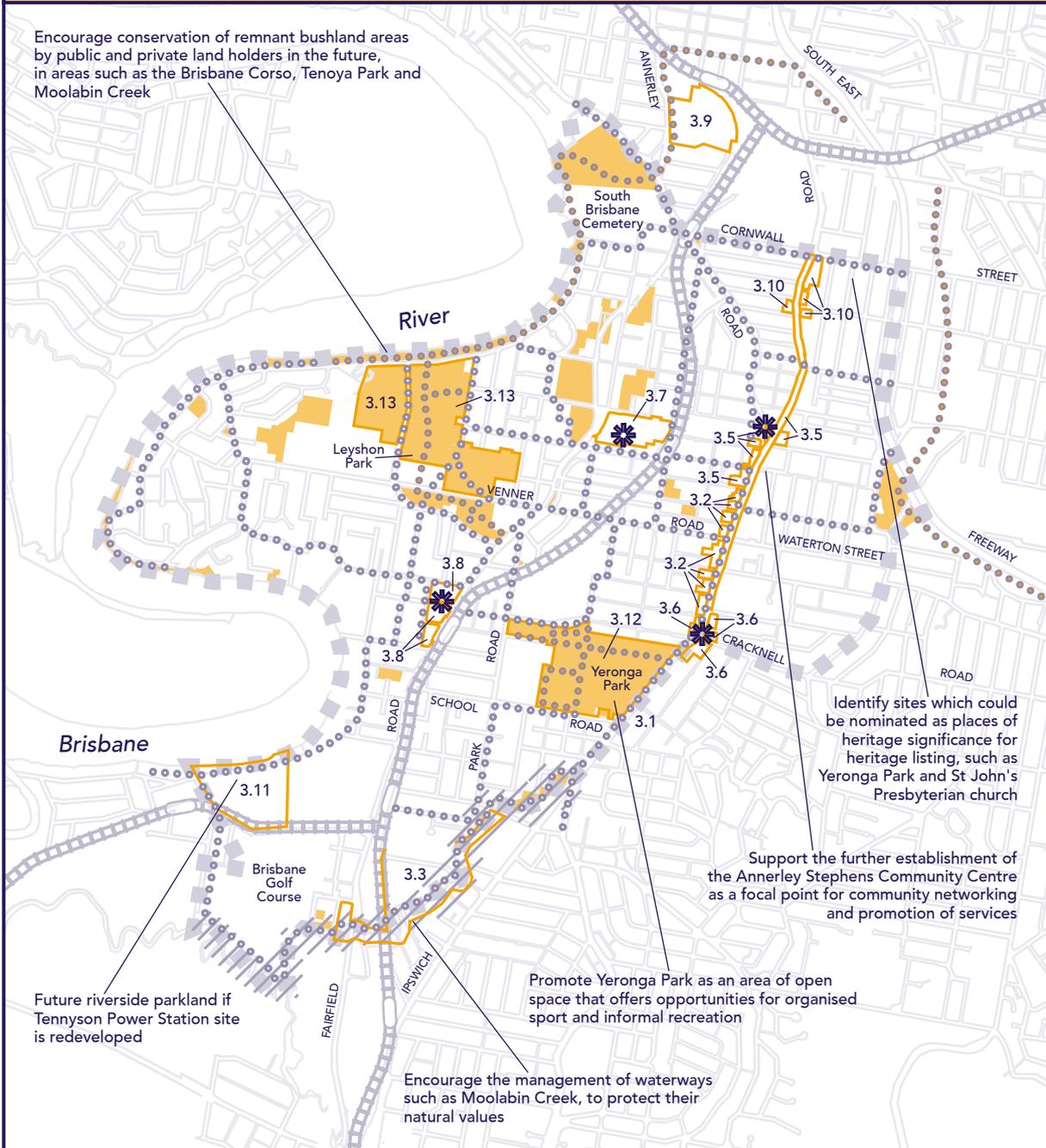
3.12 Any organised sport and recreation areas of Yeronga Park should be contained to existing leased areas and preferably only serve local and district sporting needs. Club facilities are to have minimal impacts on surrounding residential areas.

3.13 Large scale activities that serve a regional function may be allowed in Goodwin Park and Leyshon Park, subject to appropriate design standards and minimising impacts on surrounding residential areas. Smaller scale activities serving a local or district function will be allowed in Fehlberg Park.

Any future works in these parks should provide further opportunities for passive recreation for local communities.

# Map A: Stephens District

Encourage conservation of remnant bushland areas by public and private land holders in the future, in areas such as the Brisbane Corso, Tenoya Park and Moolabin Creek



Identify sites which could be nominated as places of heritage significance for heritage listing, such as Yeronga Park and St John's Presbyterian church

Support the further establishment of the Annerley Stephens Community Centre as a focal point for community networking and promotion of services

Future riverside parkland if Tennyson Power Station site is redeveloped

Promote Yeronga Park as an area of open space that offers opportunities for organised sport and informal recreation

Encourage the management of waterways such as Moolabin Creek, to protect their natural values

- ■ ■ Local Plan boundary
- Precinct boundary
- Open space
- ▨ Environmental and waterways corridor
- ● ● Bike way/walk way
- ○ ○ Proposed bike way/walk way
- ✱ Node

