

Toowong–Indooroopilly District Local Plan

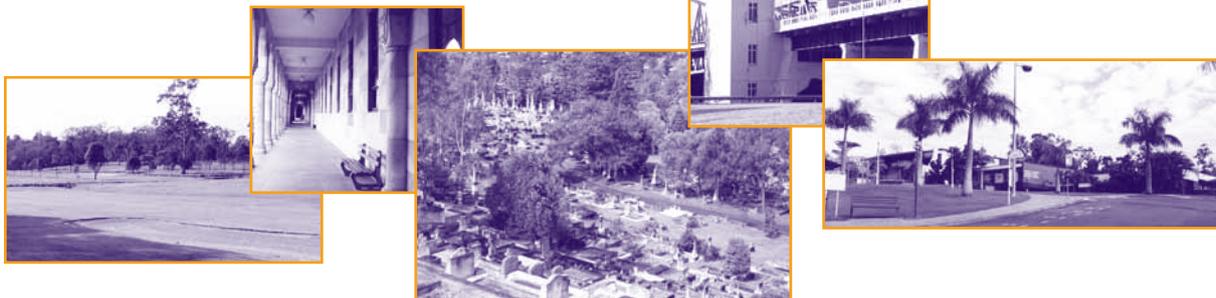
1 Introduction

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 diverse mix of housing will be maintained. Groupings of pre-1946 character housing will be protected and higher density living near major centres, public transport and the University of Queensland will be encouraged.
- 2.2 The ‘green and leafy’ character of the District will be maintained by the retention of mature vegetation and the planting of appropriate vegetation as part of new development.
- 2.3 Ecological corridors linking Mt Coot-tha and the Brisbane River will be protected and enhanced.
- 2.4 The amount of parkland available to the public will be increased. Parkland will be required when large sites are developed. Any redevelopment of existing parks must aim to improve the amount of park accessible to the public.
- 2.5 Pedestrian and cycle paths will be enhanced. Linkages to the City, major centres, the University and schools are encouraged, along with better access to and along the river.
- 2.6 The University of Queensland will continue to provide a focus for education and research activities.
- 2.7 The Indooroopilly Centre will provide a focus for commercial, retail and community services of regional significance, while the diverse range of Suburban and Convenience Centres (e.g. Taringa, Hawken Drive) will be maintained to meet the needs of local residents.



3 Precinct intents

Map A—Precincts show the eight precincts and other components of this Local Plan.

3.1 Milton/Sylvan Road Light Industry Precinct

While the Precinct is a Light Industrial Area, there is an opportunity for large parcels of land (such as the Network Design and Construction site) to be redeveloped as low–medium density residential. The design of the residential development would have to address impacts on future residents from surrounding non–residential uses and Milton Road. The design would also have to respect the surrounding residential character.

The precinct should not extend beyond the area shown in Map A—Precincts.

3.2 Dean Street Shops Precinct

This precinct contains local shops and services. Any further development of the precinct should be compatible with its traditional commercial character and building form. A mixture of residential and local retail uses is appropriate in this precinct.

3.3 Alpha Street Precinct

This precinct contains two large landholdings that currently operate as utility installations. If the site(s) were redeveloped, low–medium density residential would be preferred. A Structure Plan would be required for the whole precinct to address key issues such as the provision of parkland, access to the site, the retention of ecological and waterway corridors along Toowong Creek, and flooding.

3.4 University of Queensland Precinct

The University of Queensland is designated as Community Infrastructure under section 2.6 of the *Integrated Planning Act 1997*. As such, development of the University is exempt from the City Plan. The University’s Site Development Plan guides all development on the campus.

3.5 Government Research Precinct

This precinct provides for government research activities. These activities include scientific research facilities, with emphasis placed upon agricultural, plant production systems and natural resource management research practices.

If research activities cease in this precinct, the preferred land use would be residential.

Any development within this precinct must:

- respect the interface between existing residential areas, the Brisbane River, vegetation, natural wetlands, gullies and waterways, and open space links/edges
- minimise traffic impacts on the external road system and surrounding residential area
- incorporate public parkland, including pedestrian and cyclist facilities, along the Brisbane River.

3.6 Taringa Suburban Centre Precinct

The Taringa Suburban Centre precinct has been clearly defined to ensure the consolidation of retail and commercial services into the Centres’ traditional core. Any development is to promote a pleasant pedestrian environment and well designed public spaces. Expansion of centre activities outside this precinct are unlikely to be favourably considered.

4.1 Dean Street Shops Precinct

Impact Assessment	Relevant Codes
Generally appropriate	
1. Shop or office where less than 250m ² gross floor area	Commercial Character Building Code, Centre Design Code, Centre Amenity and Performance Code and Toowong–Indooroopilly District Local Plan Code

4.2 Alpha Street Precinct

Impact Assessment	Relevant Codes
Generally appropriate	
1. Multi-unit Dwelling where in accordance with a Structure Plan for the whole precinct	Residential Design—Low Density, Character and Low–medium Density Code, Structure Planning Code and Waterway Code
2. Single Unit Dwelling and involving reconfiguring a lot to create the required Freehold lot, where in accordance with a Structure Plan for the whole precinct	Residential Design—Single Unit Dwelling Code, Structure Planning Code, Subdivision Code and Waterway Code

3.7 Indooroopilly Island Precinct

Indooroopilly Island is one of five permanent flying fox roosts in Brisbane and is of national significance. To minimise disturbance to the colony, buffers should be maintained around the Island which allow only low impact uses. It is recognised that the golf course activities have co–existed with the bat colony.

3.8 Woodstock Avenue Bushland

The precinct forms part of the Ecological Corridors and scenic Ridgelines within the District, indicatively shown on *Map A—Precincts*.

This precinct contains an important vegetation community being a mixed open forest which contains *Corymbia intermedia—Eucalyptus microcorys—Lophostemon confertus*. This vegetation community functions as a refuge for local wildlife as well as avian and arboreal wildlife moving throughout the surrounding area. Any development must ensure the maintenance and protection of these ecological values.

4 Level of Assessment

The following tables contain exceptions to the levels of assessment, overriding the levels of assessment in Chapter 3.

A preliminary approval may change the level of assessment identified in these tables.

The trigger for assessment in the level of assessment table is a material change of use and/or building work (associated with a use or structure specified in the level of assessment table) unless otherwise specified.

5 Toowong–Indooroopilly 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.

The purpose of this Code is to ensure that development in the Local Plan area is consistent with the Development principles and Precinct intents of this Local Plan.

5.1 Ridgeline

Performance Criteria	Acceptable Solutions
<p>P1 New buildings located in these areas must be designed to minimise impacts on views to Mt Coot–tha</p>	<p>A1.1 Acceptable solutions for building heights are strictly adhered to</p> <p>A1.2 The skyline of the building is designed to ensure that features such as lift motor rooms, plant and roof planes are part of an integrated design that minimises the visual bulk and prominence of these features</p>

5.2 Ecological Corridors (Arboreal/Avian)

Performance Criteria	Acceptable Solutions
<p>P1 Development must maintain and/or enhance the habitat that will facilitate the movement of avian and arboreal wildlife along the ecological corridors between Mt Coot–tha and Brisbane River corridor</p>	<p>A1 Development is designed and located to ensure:</p> <ul style="list-style-type: none"> existing connectivity is maintained between canopy trees within and external to the site enhancement of the connection between canopy trees through appropriate landscaping with local providence canopy species noise, light and physical intrusions into the corridor are avoided or minimised in accordance with the Brisbane City Council Ecological Assessment Guidelines

5.3 Dean Street Shops Precinct

Performance Criteria	Acceptable Solutions
<p>P1 Development must complement the architectural style of the Commercial Character Buildings in terms of building form, scale and materials</p>	<p>A1.1 New shops or infill development of existing shops along Dean Street are built to the front boundary</p> <p>A1.2 New shops incorporate parapets above footpath awnings, with pedestrian shelter in the form of awnings over the footpath along the length of the frontage</p> <p>A1.3 External building materials complement surrounding building character</p>

Performance Criteria	Acceptable Solutions
	A1.4 Heights of buildings are no more than 2 storeys and 8.5m above ground level
P2 Car parking must not dominate the frontage or impact on the visual amenity of the area	A2 Car parking is provided at the rear of the site, with minimal visual impact from the driveway entries, car parking and servicing areas

5.4 Government Research Precinct

Performance Criteria	Acceptable Solutions
P1 Development must integrate with and enhance the riparian amenity of the Brisbane River and incorporate public land	<p>A1.1 Development is setback a minimum of 100m from the high water mark of the Brisbane River to any building or structure, in accordance with the Waterway Code</p> <p>A1.2 The setback area is designed to provide for public access, integration of a pedestrian/cyclist route, a multi tiered vegetation buffer, bank stability measures, and suitable screening of buildings</p>
P2 Traffic impacts upon the external road system and the surrounding community must be minimised	<p>A2.1 Major vehicular access to be restricted to Meiers Road</p> <p>A2.2 Vehicular access to the site via Handel Street is restricted to ensure that the number of vehicles using the minor residential street is reasonable</p> <p>A2.3 A riverside connection to the University should not be included as part of any development. Any connection should be low impact and of a pedestrian or bikeway scale</p> <p>A2.4 Adequate and convenient car parking is provided on-site to avoid any parking problems on Meiers Road</p> <p>A2.5 Development considers public transport services or facilities to discourage use of private vehicles to the area</p>
P3 Building design must complement the surrounding residential area, the vegetated setting and incorporate environmentally sustainable development principles	<p>A3.1 Building setbacks are a minimum of 6m from boundaries, particularly adjoining residential interfaces. Greater setbacks may be required as part of any development</p> <p>A3.2 Buildings are designed to follow the natural grades and step down the slope of the land rather than using cut and fill techniques</p> <p>A3.3 Buildings are unobtrusive when viewed from the Brisbane River, and minimise any heat or reflective glare</p> <p>A3.4 Development retains existing mature vegetation and low lying areas (wetlands), and respects the natural stormwater gullies on the site</p>

Performance Criteria	Acceptable Solutions
	<p>A3.5 An ecological corridor extending along the southern part of the precinct through to the middle and the northern part of the site to the Brisbane River is free of any development, structures, buildings, etc. This corridor should provide for:</p> <ul style="list-style-type: none"> • a multi tiered vegetation buffer • management of storm water run-off • screening to any buildings, particularly to the residential areas and when viewed from the river <p>A3.6 Development includes ecologically sustainable development principles</p>
P4 Development must provide for safe and secure 24 hour public access to the Brisbane River and public areas	<p>A4.1 Public access along the riverbank is provided through the site from Meiers Road</p> <p>A4.2 Pedestrian and cyclist access is provided along the riverbank and includes pedestrian/ bikeway paths and passive recreation features such as seats, and viewing areas. Opportunities for public access along the road reserve adjacent to golf course are provided</p> <p>A4.3 Barricades or security fencing is to be of low visual impact (e.g. dense landscaping)</p>
P5 The research activities must not pose a risk to public safety, property or the environment	A5 An analysis is undertaken in accordance with the Hazard and Risk Assessment Planning Scheme Policy

5.5 Taringa Suburban Centre

Performance Criteria	Acceptable Solutions
P1 Building scale and form must be consistent with the density and nature of the precinct and retain an appropriate scale and relationship with other buildings in the Centre	A1 The maximum gross floor area for non residential uses is the area of the site
P2 Building scale and form must consider the visual impacts of backs of buildings, upon local view sheds, scenic backdrops and/or rhythm of the existing skyline, particularly when viewed from Walker Street and/or the railway corridor	<p>A2.1 Building materials and colours are used to minimise the impacts upon the visual amenity of the area, particularly when viewed from the rear</p> <p>A2.2 Parking structures located at the rear of buildings incorporate external screening and/or plantings</p>
P3 Building setbacks create a continuous and coherent streetscape and pedestrian shelter along the main pedestrian street frontages	<p>A3.1 Buildings are built to the front alignment, or setback not more than 3m where an active use of the space is proposed (e.g. outdoor dining)</p> <p>A3.2 Building awnings are setback a minimum of 1.5m from the kerb line, to enable street tree planting</p>

Performance Criteria	Acceptable Solutions
	<p>A3.3 Buildings are built to their side boundary where this contributes to a continuation of building frontages and pedestrian awnings</p>
<p>P4 Building rooflines must be articulated to provide visual interest</p>	<p>A4.1 Roofscapes are attractive and not marred by a cluttered display of plant equipment</p> <p>A4.2 Building caps and rooftops contribute to the architectural distinctions of the building and create an attractive and coherent roofscape for the Centre</p>
<p>P5 Building heights must be consistent with existing buildings. Gradation of height sympathetic to a site's topography is preferred</p>	<p>A5.1 Maximum 3 storeys and 10.5m above ground level for all uses fronting Moggill Road between Swann Road and Briggs Street</p> <p>A5.2 Maximum 4 storeys and 14m above ground level fronting Walker Street and the railway corridor alignment</p>
<p>P6 Car parking must be consolidated and integrated underneath or at the rear of buildings</p>	<p>A6.1 Rear car parking areas are integrated with adjoining development(s) or designed to allow future integration, as development occurs</p> <p>A6.2 Appropriate directional signage and safe, convenient pedestrian links (paths) are provided to parking areas from buildings and the main pedestrian street level</p> <p>A6.3 Vehicle movements and cyclist/pedestrian access are achieved through reciprocal access easements with adjoining owners</p>

Map A: Precincts



- Local Plan boundary
- Precinct boundary
- Waterway corridor
- Ridgelines
- Ecological corridor (Arboreal/Avian)
- Rail station
- Rail line

- 1 Taringa suburban centre
- 2 Dean Street shops
- 3 Milton/Sylvan Road light industry
- 4 Alpha Street
- 5 University of Queensland
- 6 Government Research precinct
- 7 Indooroopilly Island
- 8 Woodstock Avenue Bushland

