

Woolloongabba Centre Neighbourhood Plan

1 Introduction

The *Woolloongabba Centre Neighbourhood Plan* is a Local Plan under the City Plan. This plan contains specific additional neighbourhood planning requirements. Where it conflicts with the requirements of the City Plan, the *Woolloongabba Centre Neighbourhood Plan* prevails.

In using this Plan, refer to Section 1.1—Using a Local Plan at the front of this chapter.

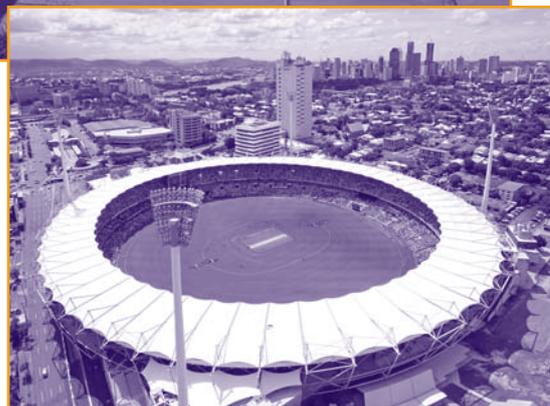
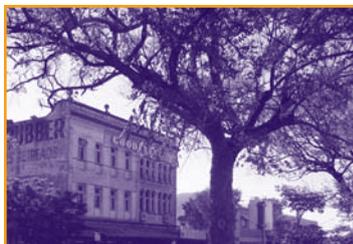
Current City Plan car parking rates apply to this plan.

2 Development principles

Woolloongabba will be an inner-city community that embraces design excellence and innovation in both the private and public realm. It will be an urban community with easy access to opportunities for living, working and playing, providing affordable accommodation for key workers. Renewal of Woolloongabba will focus on promoting high density mixed use development that takes advantage of its outstanding inner city location and public transport, yet respects the history and identity of the area.

Development will:

- 2.1 Establish a confident sense of place in Woolloongabba through the delivery of a strong spatial framework comprising a core and clearly defined development corridors along the arterial roads.
- 2.2 Provide for an intensively developed core area containing a mixed use character and a new central civic space.
- 2.3 Establish a mixed use activity street along the northern part of Logan Road as a focal point of the core. Social and community facilities are considered to be important components of a comprehensive mix of uses.
- 2.4 Provide a cross section of products to match all household types and structures through the provision of a diverse product mix (i.e single units, families, adaptable housing suitable for the elderly and mobility impaired, key workers).
- 2.5 Provide new and enhanced open space links to adjacent neighbourhoods.
- 2.6 Improve the streetscape along Logan and Ipswich Roads through boulevard treatments.
- 2.7 Establish an accessible street network that encourages walking and cycling and enables efficient local traffic movements.
- 2.8 Provide improvements or additions to existing community facilities.
- 2.9 Implement total water cycle management implementation through water sensitive urban design measures.



- 2.10 Incorporate energy efficiency measures and sub-tropical design in redevelopment proposals and streetscape improvements.
- 2.11 Provide height and density bonuses to encourage amalgamation of large development sites that better manage the amenity impacts of mixed use development
- 2.12 Maintain views to buildings of cultural heritage significance.

3 Precinct intents

Refer to *Map A—Woolloongabba Centre Neighbourhood Plan Map*

3.1 Woolloongabba Core

The Woolloongabba Core is intended to accommodate a diverse range of uses including social and community facilities to maximise the level of activity both day and night. It is proposed to build on the activity already present in the section of Logan Road between Ipswich Road and Jurgens Street to create a focal street for the Woolloongabba Core. This street will have a combination of retail and entertainment uses at ground level and will maintain a scale and grain of development equivalent to the existing built form and remain responsive to its heritage significance.

A new public space is to be established in the heart of the Woolloongabba Core at the intersection of Logan Road and Jurgens Street to improve the amenity and connectivity of the precinct.

Ground floor areas throughout the Woolloongabba Core should be occupied by active uses – uses that have a visible presence on, and considerable interaction with the street, such as shops, showrooms, cafes, restaurants and extended hour services such as medical centres and fitness facilities.

In recognition of the Woolloongabba Core’s high level of accessibility – the majority of the sites are within 400m of the Woolloongabba Busway Station and are all within 800m – it is proposed that a minimum of 50% of the floor space in the Core be for business purposes, with the balance being residential.

To further boost Woolloongabba’s capacity to become a transit orientated employment node of City-wide significance, the scale of development in the Woolloongabba Core is proposed to be substantially greater than elsewhere in Woolloongabba. Floorspace allowances will maximise the number of employees and residents located close to high quality public transport.

Taking the cue from existing and forthcoming structures of considerable height, it is proposed that building heights of up to 20 storeys be provided in the

Woolloongabba Core. Buildings with a height above 10 storeys in the Woolloongabba Core will also be subject to an air quality assessment that has regard to the operation of the North South Bypass Tunnel Southern Ventilation Outlet.

Subject to this assessment, a 20 storey building will be permitted in a podium and tower form, with an expansive podium of up to 6 storeys complemented by a slender tower element taking the building up to the 20 storey maximum height. It is anticipated that the large podium floorplates will be attractive for business purposes and the smaller tower floorplates ideal for residential purposes, resulting in a 50–50 mix of uses on each site developed.

Access to generous floorspace allowances and maximum height permissible in the Woolloongabba Core will, with only a few exceptions, rely on lot amalgamations.

The Gabba sporting facility is located to the north of the Woolloongabba Core. This facility will continue to operate as a major sporting destination and residents close to this venue can expect generally higher levels of noise and light spill.

Integral to the realisation of a vibrant Woolloongabba Core will be the achievement of a high standard of streetscaping throughout the precinct and in particular, the establishment of a boulevard with median planting along the section of Logan Road between Ipswich Road and Wellington Road.

A new connection is intended to link from Ipswich Road at Hawthorne Street to Jurgens Street to enhance permeability to and through the heart of the Woolloongabba Core. This and other new public spaces will be comprehensively landscaped to enhance their attraction and useability.

3.2 Woolloongabba Hill

The Woolloongabba Hill is presently occupied by a range of housing types from small single storey cottages to three storey apartment complexes. Future development should be predominantly residential and slightly more intense yet still compatible with a bulk and scale of up to four storeys.

A boulevarding project along Hawthorne Street will be undertaken as development occurs, to emphasise the connectivity between the area west of the Freeway and the Woolloongabba Core.

3.3 Ipswich Road and Stanley Street Corridor

The relatively short length of the Ipswich Road and Stanley Street Corridor, its proximity to the Woolloongabba Busway Station and its proximity to

the Woolloongabba Core support that the mix and range of uses should be equal proportions of business and residential with street front ground floor areas being occupied by active uses.

Stanley Street is presently the most mixed part of Woolloongabba. The retail strip along Stanley Street is currently an active and attractive area. The scale and historical form of the strip is worthy of protection and any redevelopment should achieve a consistency of use and built form to existing development.

To ensure maximum building efficiency and minimum impact on adjoining housing, development intensity will be determined on the basis of a sliding scale under which larger lot sizes are able to take advantage of greater yields. Maximum building heights of six and eight storeys are proposed throughout the area depending on the site area.

To protect the amenity of adjacent residential areas, where development adjoins a residential area outside the Neighbourhood Plan area, height and setback restrictions apply.

To support the renewal of the properties along Ipswich Road it is proposed to implement a boulevard, commensurate with development, with high quality paving finishes, street furniture and landscape elements including a consistent cover of large trees.

It is anticipated that the North South Bypass Tunnel (NSBT) work site will be redeveloped over the next few years. This provides an opportunity for further affordable accommodation, a local park and support services in the precinct.

For the purpose of allocating uses and development intensity it is considered appropriate for the southern side of Balaclava Street to be subject to the same provisions as properties in the Ipswich Road and Stanley Street Corridor.

3.4 Logan Road Corridor

The proposed range of uses and intensity of development along the Logan Road Corridor are the same as those of the Ipswich Road and Stanley Street Corridor. The notable difference between the two corridors is in the mix of uses. The balance of uses in the Logan Road

Corridor is an 80/20 mix between residential and business development.

The Logan Road Corridor's comparatively lower volumes of traffic and the Citywide need for residential dwellings mean that a higher proportion of residential development is favoured. The immediate adjacency of larger areas of detached housing also lends support to seeking a predominantly residential character along the Logan Road Corridor.

To protect the amenity of adjacent residential areas, where development adjoins a residential area outside the Neighbourhood Plan area, height and setback restrictions apply.

Street level frontages of buildings along Wellington and Logan Roads will be activated. The proposed boulevarding will significantly enhance the appeal of these roads for retailing and entertainment activities and create opportunities for outdoor dining and other street based activities to flourish.

The provision of a new open space link between Wellington Road and Hampton Street will provide for a greater degree of connectivity between the Woolloongabba Core and the Norman Creek Corridor.

3.5 Deshon Street

Much of the Deshon Street precinct is flood prone. It is therefore proposed to continue light industrial activities to serve the need in the inner City for service trades and support industry. Any new light industrial development must address flooding impacts.

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 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 Woolloongabba Core

Self Assessment	Applicable Code
1. Centre Activities where not involving building work	Woolloongabba Centre Neighbourhood Plan Code, Centre Amenity and Performance Code, Centre Design Code, Residential Design—Medium Density Code, Residential Design—High Density Code

Code Assessment	Applicable Codes
1. Centre Activities less than or equal to 10 storeys involving building work: <ul style="list-style-type: none"> complying with Acceptable Solutions for building height and plot ratio⁽¹⁾ 	Woolloongabba Centre Neighbourhood Plan Code, Centre Amenity and Performance Code, Centre Design Code, Residential Design—Medium Density Code, Residential Design—High Density Code
Impact Assessment	Relevant Codes
Generally appropriate	
1. Centre Activities greater than 10 storeys and involving building work	Woolloongabba Centre Neighbourhood Plan Code, Centre Amenity and Performance Code, Centre Design Code, Residential Design—Medium Density Code, Residential Design—High Density Code

4.2 Woolloongabba Hill

Code Assessment	Applicable Code
1. Multi—unit dwelling: <ul style="list-style-type: none"> complying with Acceptable Solutions for building height and plot ratio⁽¹⁾ 	Woolloongabba Centre Neighbourhood Plan Code, Residential Design—Medium Density Code
Impact Assessment	Relevant Codes
Generally inappropriate	
1. Centre Activities where: <ul style="list-style-type: none"> shop greater than 1,000m² 	

4.3 Ipswich Road and Stanley Street Corridor

Self Assessment	Applicable Code
1. Centre Activities where not involving building work	Woolloongabba Centre Neighbourhood Plan Code, Centre Amenity and Performance Code, Centre Design Code, Residential Design—Medium Density Code, Residential Design—High Density Code
Code Assessment	Applicable Codes
1. Centre Activities involving building work: <ul style="list-style-type: none"> complying with Acceptable Solutions for building height and plot ratio⁽¹⁾ complying with Acceptable Solutions for building height and setbacks adjacent to existing residential areas and streetscapes⁽²⁾ less than or equal to 8 storeys on sites greater than 8,000m² 	Woolloongabba Centre Neighbourhood Plan Code, Centre Amenity and Performance Code, Centre Design Code, Residential Design—Medium Density Code, Residential Design—High Density Code
Impact Assessment	Relevant Codes
Generally appropriate	
1. Centre Activities where involving building work and greater than 8 storeys on sites greater than 8,000m ²	Woolloongabba Centre Neighbourhood Plan Code, Centre Amenity and Performance Code, Centre Design Code, Residential Design—Medium Density Code, Residential Design—High Density Code

Impact Assessment	Relevant Codes
Generally inappropriate	
1. Centre Activities: <ul style="list-style-type: none"> • cinema • night club • shop greater than 1,000m² 2. Centre Activities where involving building work: <ul style="list-style-type: none"> • not complying with Acceptable Solutions for building height and plot ratio⁽¹⁾ • not complying with Acceptable Solutions for building height and setbacks adjacent to existing residential areas and streetscapes⁽²⁾ 	

4.4 Logan Road Corridor

Self Assessment	Applicable Code
1. Centre Activities where not involving building work	Woolloongabba Centre Neighbourhood Plan Code, Centre Amenity and Performance Code, Centre Design Code
Code Assessment	Applicable Codes
1. Centre Activities involving building work: <ul style="list-style-type: none"> • complying with Acceptable Solutions for building height and plot ratio⁽¹⁾ • complying with Acceptable Solutions for building height and setbacks adjacent to existing residential areas and streetscapes⁽²⁾ • less than or equal to 8 storeys on sites greater than 8,000m² 	Woolloongabba Centre Neighbourhood Plan Code, Centre Amenity and Performance Code, Centre Design Code, Residential Design—High Density Code
Impact Assessment	Relevant Codes
Generally appropriate	
1. Centre Activities where involving building work and greater than 8 storeys on sites greater than 8,000m ²	Woolloongabba Centre Neighbourhood Plan Code, Centre Amenity and Performance Code, Centre Design Code, Residential Design—Medium Density Code, Residential Design—High Density Code.
Generally inappropriate	
1. Centre Activities: <ul style="list-style-type: none"> • cinema • hotel • night club • shop greater than 1,000m² 	

⁽¹⁾ Acceptable Solutions for height, plot ratio are contained in Tables 1 & 2 in the Woolloongabba Centre Neighbourhood Plan Code

⁽²⁾ Acceptable Solutions for height and setbacks are contained in A15.1, A15.2 & A15.3 in the Woolloongabba Centre Neighbourhood Plan Code

5 Woolloongabba Centre 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.

Performance Criteria	Acceptable Solutions
General within the Neighbourhood Plan Area	
<p>P1 Development (except a House, Display Dwelling, Estate Sales Office, Home Business, Satellite Dish, Telecommunications Tower) must incorporate Integrated Water Cycle Management strategies to:</p> <ul style="list-style-type: none"> • achieve positive benefits across the entire water cycle • minimise water demand • maximise use of alternative water sources • maximise surface water infiltration and minimise stormwater runoff • minimise water use in landscaping • protect and enhance waterway corridor values • protect waterway health by improving stormwater quality by reducing and slowing site runoff • incorporate water reuse and recycling opportunities where appropriate 	<p>A1 A site based Integrated Water Management Plan (IWMP) is provided demonstrating how the development achieves the performance criteria</p> <p><i>Note: Compliance may be demonstrated by an Integrated Water Management Plan (IWMP) which identifies the range of strategies and actions proposed to integrate water supply, wastewater and stormwater and thus ensure protection and enhancement of waterways, waterway corridors and catchment areas. An IWMP also identifies those Water Sensitive Urban Design measures proposed to be incorporated in a development</i></p>
<p>P2 New development must respect the cultural heritage significance of Heritage Places</p>	<p>A2 All noted external and visible aspects of cultural heritage currently visible from a publicly accessible place must be maintained</p>
<p>P3 Residential development provides housing choice to meet a diverse range of community needs by incorporating a mix of housing types, sizes, tenures and housing affordability</p>	<p>A3 No acceptable solution is prescribed</p>
Where within the Woolloongabba Core, Ipswich Road and Stanley Street Corridor, Logan Road Corridor and Woolloongabba Hill Precincts	
<p>P4.1 Development must be of a height and scale that signifies the core and establishes clearly defined corridors and is appropriate to the role of the Woolloongabba area in the Citywide context</p>	<p>A4.1 The maximum gross floor area complies with Table 1—Maximum gross floor area</p>
<p>P4.2 Where within MP3 new development must maintain the existing heritage, character and streetscape</p>	<p>A4.2 The maximum building height complies with Table 2—Maximum building height OR <i>Map A</i>, whichever is less</p>
<p>P5 Car parking must be placed to be unobtrusive and minimise pedestrian and cyclist conflict points and must not dominate the streetscape</p>	<p>A5 Car parking areas are concealed within or behind buildings or underground and only one access point is provided</p>
<p>P6 Proposals must provide adequately for secure bicycle parking and storage</p>	<p>A6.1 Where for a shop or office: lockable, covered, bicycle parking spaces are provided in accordance with the Transport, Access, Parking and Servicing Code regardless of the minimum GFA (excluding requirement for shower cubicle)</p>

Performance Criteria	Acceptable Solutions
	<p>A6.2 Where for a multi-unit dwelling, one lockable, covered, bicycle parking space is provided for every residential unit</p>
<p>Where within the Woolloongabba Core, Ipswich Road and Stanley Street Corridor and Logan Road Corridor Precincts</p>	
<p>P7 Ground floor uses must provide activated frontages to create vibrant streetscapes that assist in providing passive surveillance opportunities and increasing safety</p>	<p>A7.1 The ground floor facade of buildings should be located on the street front property boundary, with the exception of buildings in the following streets on which facades are set back:</p> <ul style="list-style-type: none"> • 3m on Wilton Street • 6m on Walker Street • 3m on Holden Street • 3m on Lucinda Street • 1m on Logan Road • 3m on Deshon Street • 6m on Mountjoy Street <p>A7.2 The ground floor of buildings is built to the side boundary for a minimum distance of 10m from the front property boundary, with the exception of locations where there is a requirement for provision of an overland flow path</p> <p>A7.3 The ground floor of buildings is to be occupied by uses that have a visible presence on and interaction with the street such as shop, showrooms, cafes, restaurants and extended hour services such as medical centres and fitness facilities</p>
<p>P8 Sites less than 2,000m² adjoined on all boundaries by approved or existing development that has achieved its maximum potential under the Neighbourhood Plan, may be developed to a consistent building bulk and scale, provided the development:</p> <ul style="list-style-type: none"> • strengthens the precinct's desired built form character • contributes to a consistent continuous streetscape • ameliorates amenity impacts on adjacent residential development • achieves high quality on-site residential amenity • caters for adequate site access, circulation and servicing 	<p>A8 No acceptable solution is prescribed</p>
<p>Where within the Woolloongabba Core Precinct</p>	
<p>P9 New development must have a clearly defined podium and tower</p>	<p>A9.1 Podium is no less than 3 storeys and up to 6 storeys</p> <p>A9.2 Tower element has:</p> <ul style="list-style-type: none"> • a maximum height to width ratio of 2.5 to 1 • a maximum horizontal dimension of 20m

Performance Criteria	Acceptable Solutions
P10 New development is to provide for a mix of business and residential uses to maximise the level of activity both day and night	A10 Individual sites to have: <ul style="list-style-type: none"> a maximum of 60% of the floor space for non-residential centre activities a maximum of 60% of the floor space for residential uses
P11 New development in the section of Logan Road between Ipswich Road and Jurgens Street is to be a mix of retail and entertainment uses at ground floor with a scale and grain of development equivalent to the existing built form	A11 No acceptable solution is prescribed
P12 New development that shares a common boundary with a Heritage Place or Commercial Character Building must be responsive to its heritage and/or character significance	A12 No acceptable solution is prescribed
P13 New development greater than 10 storeys demonstrates that occupants will not be adversely affected by the operation of the North South Bypass Tunnel Southern Ventilation Outlet	A13 Proposals for development of more than 10 storeys prepare air quality modelling, demonstrating regard to the operation of the North South Bypass Tunnel Southern Ventilation Outlet <i>Note: All air quality modelling should be undertaken in consultation with the Major Infrastructure Project Office</i>
P14 Development must contribute towards high quality streetscape outcomes for key streets	A14.1 Development is in accordance with <i>Map B—Woolloongabba Centre Streetscape Requirements and Public Realm Improvements</i> A14.2 New development contributes towards the implementation of the streetscape improvements
Where within the Logan Road Corridor and Ipswich Road and Stanley Street Corridor Precincts	
P15 New development must protect the amenity of adjacent residential uses and character of low scale residential streetscapes	A15.1 Where a site adjoins a residential area not located in the Neighbourhood Plan area, building height is no more than: <ul style="list-style-type: none"> 2 storeys for a distance of 10m from the common property boundary; AND 4 storeys for a distance of 10m to 20m from that same boundary A15.2 Where a site fronts a local road fronted by a residential area not located in the Neighbourhood Plan area, building height is no more than 2 storeys for a distance of 10m from the front property boundary A15.3 Where a site is adjacent to a residential area development is set back 3m from the side and rear boundaries
P16 Space must be provided for inground planting of semi-mature trees and provide a buffer to adjoining residential areas	A16 10% of the site is to be utilised for deep planting <i>Note: Preferred location is along side and rear boundaries to assist in achieving residential privacy and amenity.</i>

Performance Criteria	Acceptable Solutions
P17 Development must contribute towards high quality streetscape outcomes for key streets	<p>A17.1 Development is in accordance with <i>Map B—Woolloongabba Centre Streetscape Requirements and Public Realm Improvements</i></p> <p>A17.2 Development provides for street tree planting, street furniture, lighting and footpath and kerb treatment to a Council approved standard</p>
P18 Towers on sites greater than 8,000m ² must be designed and sited to ensure the desired corridor streetscape outcomes and ameliorate amenity impacts on adjacent development	<p>A18.1 A 10m wide set back is provided between the tower and any street alignment</p> <p>A18.2 Any part of the building above 8 storeys is setback from a side or rear boundary a minimum of half the height of the building at that point</p> <p>A18.3 Tower element has a maximum horizontal dimension of 20m</p> <p><i>Note: The terms “tower” and “podium” are used to describe the acceptable three dimensional form of development on large development sites. However, the use of these terms does not preclude other types of built form such as towers sleeved by separate low scale development, provided desired building heights, setbacks and corridor streetscapes are achieved</i></p>
Where for development within the Logan Road Corridor Precinct	
P19 New development must provide for a mix of business and residential uses	<p>A19 Individual sites have:</p> <ul style="list-style-type: none"> • a maximum of 30% of the floor space for non-residential centre activities • a maximum of 90% of the floor space for residential uses
Where for development within the Ipswich Road and Stanley Street Corridor Precinct	
P20 New development is to provide for a mix of business and residential uses	<p>A20 Individual sites have:</p> <ul style="list-style-type: none"> • a maximum of 60% of the floor space for non-residential centre activities • a maximum of 60% of the floor space for residential uses

Table 1—Maximum gross floor area

Precinct	Site Area	Maximum gross floor area	Applicable Design Codes
Woolloongabba Core	On sites less than 2,000m ²	3.0 x site area	Residential Design—Medium Density Residential Design—High Density Centre Design Centre Performance and Amenity
	On sites greater than 2,000m ²	6.0 x site area	Residential Design—High Density Centre Design Centre Performance and Amenity

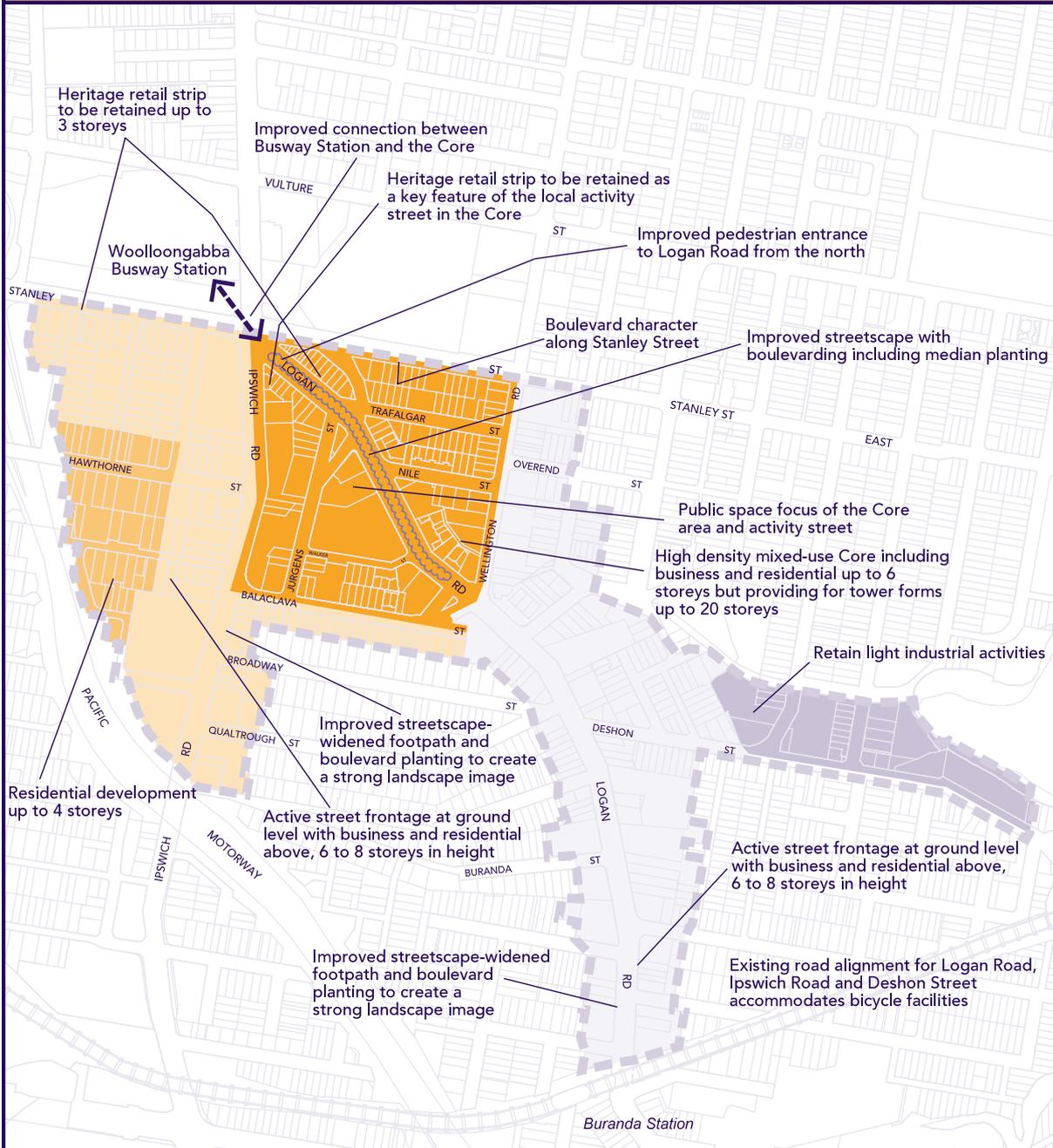
Precinct	Site Area	Maximum gross floor area	Applicable Design Codes
Woolloongabba Hill	On sites less than 1,000m ²	0.5 x site area	Residential Design—Low–medium Density
	On sites 1,000m ² to 1,999m ²	1.0 x site area	Residential Design—Medium Density
	On sites greater than 2,000m ²	1.5 x site area	Residential Design—High Density
Ipswich Road and Stanley Street Corridor and Logan Road Corridor	On sites less than 1,000m ²	0.5 x site area	Residential Design—Low–medium Density Centre Design Centre Performance and Amenity
	On sites 1,000m ² to 1,999m ²	1.0 x site area	Residential Design—Medium Density Centre Design Centre Performance and Amenity
	On sites 2,000m ² to 3,499m ²	1.7 x site area	Residential Design—High Density Centre Design Centre Performance and Amenity
	On sites 3,500m ² to 5,999m ²	2.0 x site area	Residential Design—High Density Centre Design Centre Performance and Amenity
	On sites 6,000m ² to 7,999m ²	3.0 x site area	Residential Design—High Density Centre Design Centre Performance and Amenity
	On sites 8,000m ² to 9,999m ²	3.5 x site area	Residential Design—High Density Centre Design Centre Performance and Amenity
	On sites greater than 10,000m ²	4.0 x site area	Residential Design—High Density Centre Design Centre Performance and Amenity

Table 2—Maximum building height

Precinct	Site Area	Maximum Building Height
Woolloongabba Core	On sites less than 2,000m ²	5 storeys
	On sites greater than 2,000m ²	20 storeys with a 3–6 storey podium
Woolloongabba Hill	On sites less than 1,000m ²	3 storeys
	On sites greater than 1,000m ²	4 storeys
Ipswich Road and Stanley Street Corridor and Logan Road Corridor	On sites less than 5,999m ²	6 storeys
	On sites 6,000m ² to 7,999m ²	8 storeys
	On sites 8,000m ² to 9,999m ²	12 storeys with a 3–6 storey podium
	On sites greater than 10,000m ²	15 storeys with a 3–6 storey podium

Note: Where MP3 sites form part of a larger development parcel, they can be included in the calculation of site area, plot ratio and building height under the Neighbourhood Plan

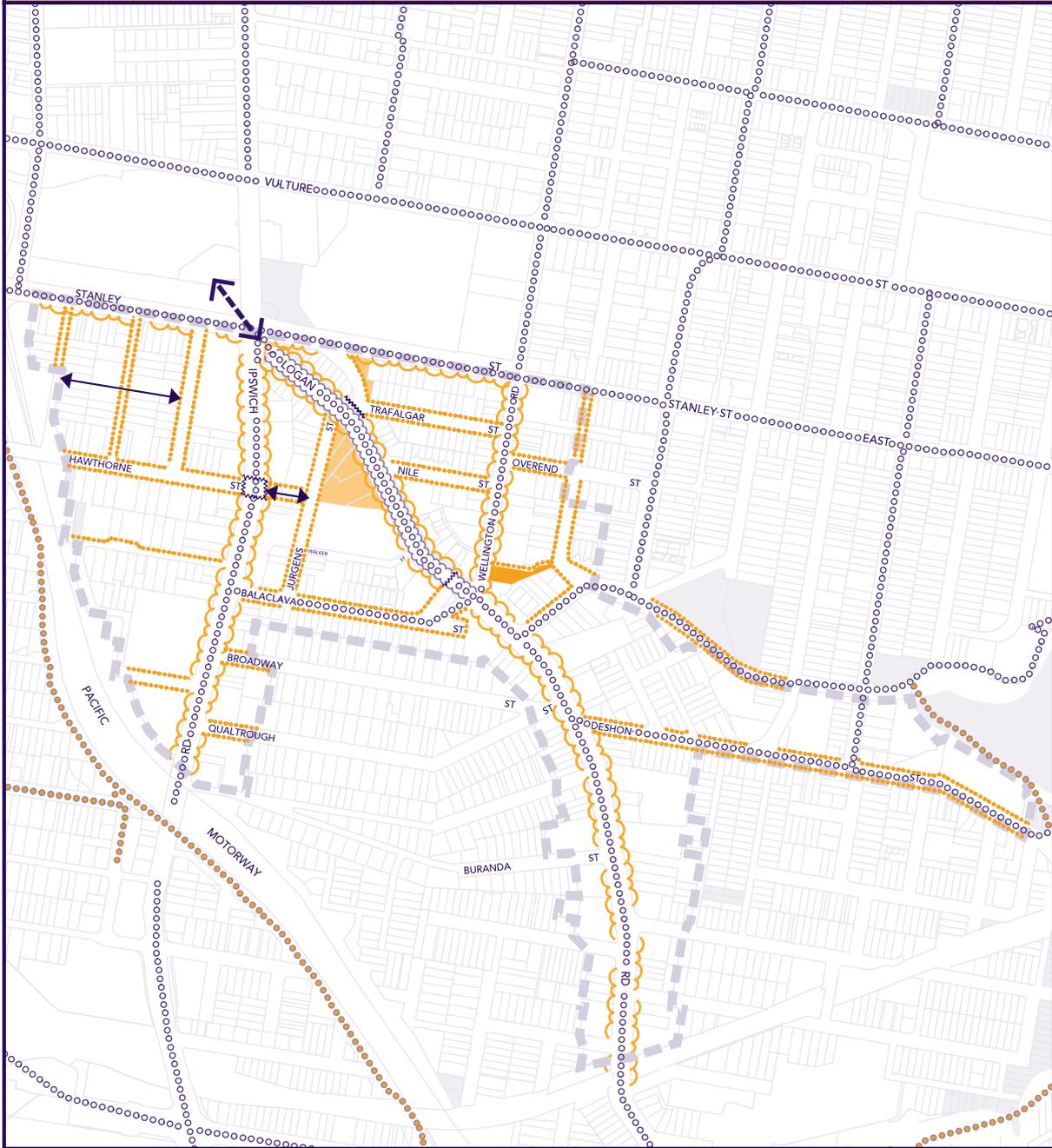
Map A: Woolloongabba Centre Neighbourhood Plan Map



-  Neighbourhood Plan boundary
-  Woolloongabba Core
-  Woolloongabba Hill
-  Ipswich Road and Stanley Street Corridor
-  Logan Road Corridor
-  Deshon Street



Map B: Woolloongabba Centre Streetscape and Public Realm Improvements



- | | | | |
|---|---|---|-----------------------------------|
|  | Neighbourhood Plan boundary |  | Proposed pedestrian enhancements |
|  | Existing open space |  | Proposed tree lined boulevard |
|  | New open space link |  | Proposed tree lined median |
|  | New public space |  | Proposed streetscape improvements |
|  | Improved link between Core and Busway Station |  | Existing bikeways |
|  | Proposed vehicular linkage |  | Proposed bikeways |

