7.2.23.3 Western gateway neighbourhood plan code

7.2.23.3.1 Application

(1) This code applies to assessing a material change of use, reconfiguring a lot, operational work or building work in the Western gateway neighbourhood plan area if:
   (a) assessable development where this code is an applicable code identified in the assessment criteria column of a table of assessment for a neighbourhood plan (section 5.6);
   (b) impact assessable development.

(2) Land in the Western gateway neighbourhood plan area is identified on the NPM-023.3 Western gateway neighbourhood plan map and includes the following precincts:
   (a) Sumner precinct (Western gateway neighbourhood plans/NPP-001);
   (b) Darra precinct (Western gateway neighbourhood plans/NPP-002);
   (c) Wacol institutional precinct (Western gateway neighbourhood plans/NPP-003);
   (d) Wacol industrial precinct (Western gateway neighbourhood plans/NPP-004);
   (e) Inala precinct (Western gateway neighbourhood plans/NPP-005);
   (f) Monier Road precinct (Western gateway neighbourhood plans/NPP-006);
   (g) Carole Park / Ellen Grove precinct (Western gateway neighbourhood plans/NPP-007).

(3) When using this code, reference should be made to section 1.5, section 5.3.2 and section 5.3.3.

Note—This neighbourhood plan includes a table of assessment with level of assessment variations to those in sections 5.5, 5.7, 5.8, 5.9 and 5.10. Refer to Table 5.6.69.A, Table 5.6.69.B, Table 5.6.69.C and Table 5.6.69.D.

7.2.23.3.2 Purpose

(1) The purpose of the Western gateway neighbourhood plan code is to provide finer grained planning at a local level for the Western gateway neighbourhood plan area.

(2) The purpose of the Western gateway neighbourhood plan code will be achieved through overall outcomes including overall outcomes for each precinct of the neighbourhood plan area.

(3) The overall outcomes for the neighbourhood plan area are:
   (a) The Western gateway district provides a base for major industrial development and accommodates a diverse residential community.
   (b) The area exhibits well integrated living, working and recreation areas and is supported by high quality transport links, retail and commercial facilities.
   (c) The Darra precinct (insert) and Inala precinct (insert) contain a broad range of housing types catering for different lifestyles and provide convenient access to transport, community facilities and parks.
   (d) The Inala Civic Centre is to remain the major community and retail focus for the Western gateway area.
   (e) New shopping facilities complement the services provided by the older centres.
   (f) Major institutional uses in the Wacol Precinct preserve areas of regional environmental significance and the rural character.
   (g) Areas identified as subject to scenic constraints are recognised.
   (h) An accessible network of green spaces focused on environment and waterway corridors, natural area corridors and desirable parkland is developed throughout the area. These green spaces contain valuable bushland areas and public parks, and offer a wide range of recreational opportunities.

(4) Sumner precinct (Western gateway neighbourhood plans/NPP-001) overall outcomes are:
   (a) Industrial development remains the dominant form of development in this precinct.
   (b) Residential development is limited to the existing area in the west of the precinct.
(c) Once an approved alternative route for articulated vehicles (B–Doubles) access is available, avoiding the use of Station Road itself, the continued use of Station Avenue for B–Doubles in any redevelopment of the Cement Australia site is not consistent with the outcomes sought.

(d) In development of the site on the corner of Station Avenue and Westcombe Street, Limestone Street is continued to the rear of the Cement Australia site to allow access for B–Doubles.

(e) A green space link (desirable parkland, environment and waterway corridor) is established to correct the catchments of Jindalee Creek and Bullockhead Creek.

(5) Darra precinct (Western gateway neighbourhood plans/NPP-002) overall outcomes are:

(a) This precinct remains a predominantly residential area, supported by a neighbourhood centre at Railway Parade, Darra.

(b) If extractive industry and manufacturing activities cease on the Boral brickworks site, redevelopment for residential purposes is encouraged.

(c) New residential development in the west of this precinct is integrated with the established Centenary Village community.

(d) A road connection linking Pannard Street at Darra with the Ipswich Motorway may be required.

Note—Further investigations will determine the need for this road and the preferred route. This may be affected by the rate of development in adjoining areas and by residential redevelopment of the Boral brickworks site.

(6) Wacol institutional precinct (Western gateway neighbourhood plans/NPP-003) overall outcomes are:

(a) Future development within this area ensures the preservation of the area’s environmental and cultural significance.

(b) Areas of significant rural amenity, biodiversity and other open space values are to remain in their current state or be developed for low intensity rural or open space uses.

(c) Low impact industrial and commercial activities are to be consolidated around the intersection of Wacol Station Road and the Ipswich Motorway.

Note—This precinct is to contain a variety of significant government facilities. Primary responsibility for the management of these facilities and surrounding lands rests with a number of State Government agencies.

(7) Wacol industrial precinct (Western gateway neighbourhood plans/NPP-004) overall outcomes are:

(a) Showroom development in the vicinity of the intersection of Blunder Road and the Ipswich Motorway is consistent with the outcomes sought.

(b) Low impact industrial and commercial activities occur in the area fronting the Ipswich Motorway service road between Oxley Road and Douglas Street, Oxley. Industrial development in these areas does not generate high volumes of traffic.

(8) Inala precinct (Western gateway neighbourhood plans/NPP-005) overall outcomes are:

(a) This precinct remains primarily a residential area supported by a range of retail, recreation and community facilities.

(b) Residential development is intensified around local centres and major open space areas.

(c) A variety of low-medium density residential housing types, up to 3 storeys, is consistent with the outcomes sought for this precinct.

(d) New residential areas in the northwest corner of the precinct and east of Blunder Road are integrated with the existing urban area.

(e) Community activities are focused on the Inala Civic Centre, maintaining its role as the main retail and commercial focus for Inala and the surrounding suburbs.

(f) Mixed use development clustered around the Inala Civic Centre is consistent with the outcomes sought.
(g) Further residential development east of Blunder Road in close proximity to the Inala Waste Water Treatment Plant is not compatible while it is in operation.

(9) Monier Road precinct (Western gateway neighbourhood plans/NPP-006) overall outcomes are:
(a) Redevelopment of existing medium impact industry activities for low impact industry activities will be encouraged. Residential developments are not consistent with the outcomes sought for this precinct.
(b) Reconfiguring lots of less than 0.8 ha (other than volumetric subdivision or for a utility installation) is not consistent with the outcomes sought for this precinct to prevent sporadic and premature subdivision of land, particularly on small and isolated sites.
(c) The neighbourhood centre on Monier Road services local residents and industries.

(10) Carole Park / Ellen Grove precinct (Western gateway neighbourhood plans/NPP-007) overall outcomes are:
(a) Carole Park is to remain predominantly a residential area.
(b) Initiatives to broaden the range of housing forms and to reduce the concentration of public housing in Carole Park are consistent with the outcomes sought for the precinct.

7.2.23.3.3 Assessment criteria
The following table identifies the assessment the criteria for assessable development.

**Table 7.2.23.3.3.A—criteria for assessable development**

<table>
<thead>
<tr>
<th>Performance outcomes</th>
<th>Acceptable outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>If in the Sumner precinct (Western gateway neighbourhood plan/NPP-001)</strong></td>
<td></td>
</tr>
<tr>
<td>PO1 Development contributes to open space corridors connecting the Jindalee Creek and Bullock Head Creek catchments.</td>
<td>AO1 Development provides an open space corridor along the eastern and southern boundaries of the former QCL site to connect under the Centenary Highway. The indicative width of this corridor is 20m. Hydraulic, ecological and visual landscape investigations may be required to determine the appropriate width in a particular location.</td>
</tr>
<tr>
<td>PO2 Development proposals contribute to upgrading the district’s road network.</td>
<td>AO2 Development contributes towards the construction of Wolston Road through to Wacol Station Road.</td>
</tr>
<tr>
<td><strong>If in the Darra precinct (Western gateway neighbourhood plan/NPP-002)</strong></td>
<td></td>
</tr>
<tr>
<td>PO3 Development for residential subdivisions in the area adjoining Ashridge Road and Pannard Road demonstrates that leachate from the former Cardiff Road landfill site will not affect the development.</td>
<td>AO3 No acceptable outcome is prescribed.</td>
</tr>
<tr>
<td>PO4 Development contributes to upgrading the district’s road network.</td>
<td>AO4.1 Development contributes towards the construction of Monier Road to a suburban road.</td>
</tr>
<tr>
<td>AO4.2</td>
<td>Development in Centenary Village contributes towards the construction of Warrender Street to a district road.</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
</tr>
</tbody>
</table>

**If in the Wacol institutional precinct (Western gateway neighbourhood plan/NPP-003)**

<table>
<thead>
<tr>
<th>PO5</th>
<th>Development, particularly for government facilities, must proceed according to an approved structure plan.</th>
</tr>
</thead>
</table>
| AO5 | Development in areas of regional environmental and scenic significance are:
(a) retained in public ownership and designated as parkland or reserves;
(b) linked by habitat areas and ecological corridors and are not required to be publicly accessible. |

<table>
<thead>
<tr>
<th>PO6</th>
<th>Development provides for a publicly accessible corridor along the Brisbane River.</th>
</tr>
</thead>
<tbody>
<tr>
<td>AO6</td>
<td>Development provides the publicly accessible corridor at an indicative width of 120m from the top of the Brisbane River high bank. Hydraulic, ecological and visual landscape investigations may be required to determine the approximate width in a particular location. Site design should prevent adjoining proposals from having a detrimental effect upon the visual landscape of these lands.</td>
</tr>
</tbody>
</table>

**If in the Wacol industrial precinct (Western gateway neighbourhood plan/NPP-004)**

<table>
<thead>
<tr>
<th>PO7</th>
<th>Development for industrial activities provide a buffer, shown as 'Transitional area' in Figure a between adjacent residential areas to protect residential amenity and industrial activity.</th>
</tr>
</thead>
<tbody>
<tr>
<td>AO7.1</td>
<td>Development provides vegetated buffers with an indicative width of 30m from the street kerb to the proposed structure. The appropriate width and height of the vegetated buffer will be determined on a site by site basis and should address issues of the height and form of the proposed structure, and the likely impacts of the proposed activity.</td>
</tr>
<tr>
<td>AO7.2</td>
<td>Development in buffer areas may provide drainage functions and limited car parking in buffer areas.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PO8</th>
<th>Development proposals contribute to upgrading the district’s road network.</th>
</tr>
</thead>
<tbody>
<tr>
<td>AO8</td>
<td>Development contributes towards the construction of Monier Road to a Suburban Route.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PO9</th>
<th>Development involving subdivision for industrial activities occurs only in a way that supports the transition from Medium impact industry uses to uses supported in the Low impact industry zone.</th>
</tr>
</thead>
<tbody>
<tr>
<td>AO9</td>
<td>Development for any new lots is a minimum of 0.8ha.</td>
</tr>
</tbody>
</table>
Figure a—Western Gateway