

Western Gateway Local Plan

1 Introduction

This Local Plan contains specific additional local planning requirements. Where it conflicts with the generic 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 Western Gateway district is to provide a base for major industrial development and accommodate a diverse residential community. The area is to exhibit well integrated living, working and recreation areas and is to be supported by high quality transport links, retail and commercial facilities.
- 2.2 The Seventeen Mile Rocks, Darra, Inala and Richlands precincts are to contain a broad range of housing types catering for different lifestyles, and should provide convenient access to transport, community facilities and parks.
- 2.3 The Inala Civic Centre is to remain the major community and retail focus for the Western Gateway area. New shopping facilities are to complement the services provided by the older centres.



- 2.4 Major industrial development is to be concentrated south of the Ipswich Motorway and is to be supported by a specialised retail and commercial centre and an efficient, appropriately designed road network. The impact of industrial activities on residential areas is to be minimised through strict environmental controls and landscaped buffers.
- 2.5 Development is to occur in an orderly manner facilitating the efficient provision of sewerage, water, stormwater and road infrastructure.
- 2.6 Major institutional uses in the Wacol Precinct are to preserve areas of regional environmental significance and the rural character.
- 2.7 An accessible network of green spaces focused on the Brisbane River and waterway corridors is to be developed throughout the area. These green spaces are to contain valuable bushland areas and public parks, and offer a wide range of recreational opportunities. The waterway corridors are to be rehabilitated and make a significant contribution to the metropolitan green space network.

3 Precinct intents

There are eight precincts described in this Local Plan. These are depicted on *Map A—Preferred Land Uses*.

3.1 Seventeen Mile Rocks Precinct

This precinct is to be predominantly developed for residential purposes. A new suburban shopping centre is to be established to support emerging residential communities.

Redevelopment of existing industrial areas for residential purposes will be encouraged. Remaining industrial areas in Seventeen Mile Rocks will be limited to low impact activities with a high standard of amenity and environmental performance.

A riverfront park of regional significance is to be established at Seventeen Mile Rocks. Green space corridors are also to be provided along the Brisbane River and Jindalee Creek.

Land shown on *Map D—Riverside Area, Seventeen Mile Rocks Precinct* and included in the Emerging Community Area will be for low density residential development. Residential development that is adjacent to the Parkland Area is not to be visible above the ridgeline from the Brisbane River.

Vegetation structure in rehabilitation, restoration and buffer areas is to replicate existing local vegetation as closely as possible, providing a ground layer, a shrub layer, a small tree layer and canopy species. Plant species are to be local to the immediate area.

3.2 Sumner Park Precinct

Industrial development is to remain the dominant form of development in this precinct. Residential development will be limited to the existing area in the east of the precinct.

Bicycle and pedestrian links are to be established between Darra and Sumner Park.

3.3 Darra Precinct

This precinct is to remain a predominantly residential area, supported by a large Convenience Centre at Railway Parade, Darra. If extractive industry and manufacturing activities cease on the brickworks site, redevelopment for residential purposes will be encouraged.

New residential development in this area is to be integrated with the established Centenary Village community.

A road connection linking Pannard Street at Darra with the Ipswich Motorway may be required. Further investigations will determine the need for this road and the preferred route. Demand for this road is not expected to exist before 2011. However, this time frame may be affected by the rate of development in adjoining areas and by residential redevelopment of the Boral Brickworks.

3.4 Wacol Institutional Precinct

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

Future development within this area is to be coordinated to ensure preservation of the area's environmental and cultural significance. Areas of significant rural

amenity and open space value are to remain in their current state or be developed for low intensity rural or open space uses.

Residential and industrial development is to be limited to existing locations. Residential and industrial development in the vicinity of Wolston Park Hospital will not be supported prior to 2011.

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

3.5 Wacol Industrial Precinct

This precinct is to become an industrial area of Citywide and regional significance. Industrial activity is to generally be contained by the Ipswich Motorway, the Centenary Highway and elements of the green space network. Residential development in this precinct will not be supported.

An Industry Service Centre (ISC) is to be established south-west of the intersection of the Ipswich Motorway and Centenary Highway. This centre is to contain commercial and limited retail activities to meet the needs of the local workforce and industries. The centre is not to include access directly from the Ipswich Motorway.

The preferred site for the ISC is north of Boundary Road between Bullockhead Creek and its eastern tributary.

The ISC site does not need to be in one ownership. Council may not support applications for development that would prejudice the future development of an ISC.

Development in the Bullockhead Creek catchment is constrained by the lack of sewerage and stormwater drainage infrastructure. Only a limited number of road crossings of the Bullockhead Creek waterway corridor will be supported. Indicative locations for these crossings are identified on Map A. To ensure orderly provision of this infrastructure, only 'in sequence' development will be supported. This infrastructure is to be substantially funded through development contributions from local projects.

To facilitate stormwater and water quality management a Bullockhead Creek waterway corridor is to be acquired and rehabilitated. This corridor is to also form part of a publicly accessible regional open space link to the Flinders Peak area.

Retail warehousing development may be supported in the vicinity of the intersection of Blunder Road and the Ipswich Motorway. Low impact industrial and commercial activities will be supported in the area fronting the Ipswich Motorway service road between

Oxley Road and Douglas Street, Oxley. Industrial development in these areas should not generate high volumes of traffic.

Some land in this precinct may be unsuitable for industrial purposes due to its environmental, scenic and cultural qualities. Lower intensity forms of development may be required to respond to these constraints. These matters will be required to be assessed in detail for a particular site when its development is proposed. Additional studies may be required for these purposes.

3.6 Inala Precinct

Refer to *Map C—Inala Precinct*.

This precinct is to remain primarily a residential area supported by a range of retail, recreation and community facilities. Residential development may be intensified around local centres and major open space areas. A variety of medium density housing types will be supported in this area.

New residential areas in the north-west corner of the suburb and east of Blunder Road are to be integrated with the existing urban area.

Community activities are to be focused on the Inala Civic Centre, which is to maintain its role as the main retail and commercial focus for Inala and the surrounding suburbs. Mixed use development clustered around the Inala Civic Centre may also be supported.

Residential development east of Blunder Road may only be supported after the Inala Waste Water Treatment Plant has ceased operation.

3.7 Richlands Precinct

This precinct is to develop as a Low Density Residential Area with strong physical links to the communities of Inala and Forest Lake. Residential development may be intensified around centres and major open space areas.

A new convenience centre may be located at the intersection of the Centenary Highway and Progress Road.

3.8 Carole Park/Ellen Grove Precinct

Carole Park is to remain predominantly a residential area. Initiatives to broaden the range of housing forms and to reduce the concentration of public housing in Carole Park will be supported.

In the long term Ellen Grove is to be developed as a Low Density Residential Area. However, due to environmental and scenic constraints, and the long time delay to the provision of sewerage, more intensive residential development of Ellen Grove is not intended prior to 2011.

4 Level of Assessment

The following tables contains 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 this table.

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

4.1 Seventeen Mile Rock Precinct—Riverside Area where in the Emerging Community Area

Code Assessment	Applicable Codes
1. House and ancillary structures where in the Emerging Community Area and shown on <i>Map D—Riverside Area, Seventeen Mile Rocks Precinct</i> and north of the proposed road and adjacent to the ridgeline and Parkland	Western Gateway Local Plan Code and House Code
2. Reconfiguring a lot where in the Emerging Community Area and shown on <i>Map D—Riverside Area, Seventeen Mile Rocks Precinct</i> and all resulting lots are 450m ² with an average of at least 600m ² and an average width of equal to or greater than 15m and all resulting rear lots are equal to or greater than 600m ² or greater (excluding access way)	Western Gateway Local Plan Code and Subdivision Code

The level of assessment is not varied for any other precinct by this Local Plan.

5 Western Gateway Local Plan Code

This Code provides additional or alternative Acceptable Solutions to the Codes in Chapter 5 and take 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.

Preferred Staging of Development

The preferred staging of development for future residential and industrial land uses is identified on *Map B—Preferred Staging of Development*. The preferred staging represents a cost effective and logical way for development to proceed in the Western Gateway area up to 2011. It is based on the coordinated planning and provision of public utilities such as sewerage, water supply, stormwater drainage and roads.

The preferred staging of development is intended to encourage, but not to impose, an efficient development sequence.

Sewerage

Sewerage is the most critical utility influencing the staging of development in this sector of the City. Waste Water Treatment Plant capacity is not a significant constraint. However, over 50% of the Western Gateway area does not have reticulated sewerage. With the exception of the Wacol Institutional Precinct, sewerage infrastructure can generally be provided by augmenting and extending trunk sewers, redirecting sewerage from the Progress Road pump station to the Wacol Wastewater Treatment plant and increasing pump station capacity.

Some sewerage infrastructure works may be undertaken by Council as part of its 10 Year Capital Works Program. However, most trunk mains and the reticulation system from individual sites are to be provided by the land owner.

Development Staging

Based on current trends, it is estimated that there is sufficient supply of both residential and industrial land in the Western Gateway area to meet demand until at least 2011. Some land will not be required for development prior to 2011.

All land in the Local Plan with potential for development has been identified in one of the following Development Staging Categories. Development Staging areas are identified on Map B. The category in which land is included may change over time as infrastructure is provided to adjacent areas.

Category R: Ready without major constraints

This land is generally not constrained by infrastructure requirements and does not rely on linking infrastructure from other developments. Much of this area is subject to current development approvals.

Category S: Subject to major constraints

Development of this land is generally constrained by the supply of sewerage and other infrastructure, the need for other development to provide linking infrastructure, and/or the need to preserve areas of environmental and scenic significance.

Category I–R: Industrial to Residential

Industrial activities must cease or relocate prior to residential development proceeding in these areas.

Category P: Post–2011 development

There are significant constraints to the supply of sewerage and other services to these areas. Other areas are more strategically located to meet demand for development up to 2011.

Development approvals

Development is unlikely to be supported where there is a significant gap between existing infrastructure and the requirements of a particular site, and this infrastructure is not in Council's 10 Year Capital Works Program. However, development approval may be given where an applicant is prepared to fund such infrastructure subject to an agreement with Council.

Performance Criteria and Acceptable Solutions

5.1 Seventeen Mile Rocks Precinct

Performance Criteria	Acceptable Solutions
Potential development areas	
P1 Residential development must proceed in an efficient development sequence, and in a cost effective and logical way, based on coordinated planning and provision of public utilities	<p>A1.1 Development proposals demonstrate integration into the existing urban fabric of Darra, Seventeen Mile Rocks and Sinnamon Park, particularly through the expansion of the road and street system, and by use of walk/bikeway networks and elements of the open space system. Proposals that do not achieve this integration are unlikely to be supported</p> <p>A1.2 Development contributions are provided to assist in the construction of Monier Road and upgrading of Seventeen Mile Rocks Road to Suburban Road status</p> <p>A1.3 Road crossings of the Jindalee Creek Environmental and Waterway Corridor are minimised</p>
P2 A new Suburban Centre must service any activity in this precinct	<p>A2.1 Development proposals for any new Centre provide direct access to an Arterial or Suburban Road</p> <p>A2.2 Development proposals for any new Centre show how the proposed facility can complement and coexist with the existing Centre at Railway Parade, Darra</p>
Green space	
P3 A regionally significant riverside park must be provided on part of the land previously occupied by QCL	A3 The extent of this park is as identified on <i>Map A—Preferred Land Uses</i> . Areas of environmental significance are rehabilitated
P4 A publicly accessible corridor must be provided along the River	A4 The indicative width of this corridor is 80m from the top of the high bank. Hydraulic, ecological and visual landscape investigations may be required to determine the appropriate width in a particular location. Site design should prevent adjoining proposals from having a detrimental effect upon the visual landscape of these lands
P5 A green space corridor must be established along Jindalee Creek	<p>A5.1 The green space corridor is a minimum width of 60m</p> <p>A5.2 Bicycle and pedestrian links are provided along Jindalee Creek between the riverside park and Westcombe Road</p>

5.2 Riverside Area, Seventeen Miles Rocks Precinct where in the Emerging Community Area

Performance Criteria		Acceptable Solutions for Code Assessment	
Visual impact			
P1	House and ancillary structures must not be visible above the ridgeline from the Brisbane River	A1.1	No part of the house is more than 8.5m above ground level
		A1.2	Areas of filling and excavation is limited to 50% of the site area
		A1.3	Houses and structures are not to include the use of bright, reflective or intrusive roof and wall colours and materials. Houses must incorporate colour schemes of muted, natural tones to complement the surrounding bushland
		A1.4	Walls of rear elevation are predominantly shaded between midday and sunset
		Refer to <i>Figure a</i>	
P2	Development includes a significant vegetated area between the rear boundary and any built structure to achieve the following: <ul style="list-style-type: none"> complementary planting of species endemic in the surrounding parkland so as to visually screen built structures from view from the Brisbane River maintenance of a soft-edge ridgeline silhouette when viewed from surrounding areas 	A2.1	Development includes a setback to the rear boundary of a minimum of 10m
		A2.2	Development has a minimum front setback of 3m from the street frontage boundary alignment
		Refer to <i>Figure a</i>	
Where involving subdivision			
P3	The proposed stormwater drainage network must not adversely impact on adjacent properties	A3	All stormwater run off is directed into Fremont Street
P4	New residential development must be screened from adjoining Residential development on Fremont Street, incorporating a privately owned and maintained vegetated buffer	A4	Development contributes towards the provision of a privately owned 10m vegetated buffer along Fremont Street
P5	Access to the new Residential Area must integrate with the surrounding road system and minimise impacts on adjoining residents	A5.1	All access to residential development is from Fort Road
		A5.2	Development contributes toward the construction of intersection treatment at the corner of Fort Road and Fremont Street
		A5.3	Development contributes to the construction of Fremont Street as a 5.5m carriageway with kerb and channel. The existing bank remains untouched and new banks are stabilised and planted out
P6	New residential development adjacent to the ridgeline must not be exposed to unreasonable risk from bushfire	A6	A Bushfire Management Plan is prepared in accordance with the State Policy <i>Bushfire Prone Areas—Siting and Design of Residential Buildings</i> and endorsed by Queensland Fire and Rescue

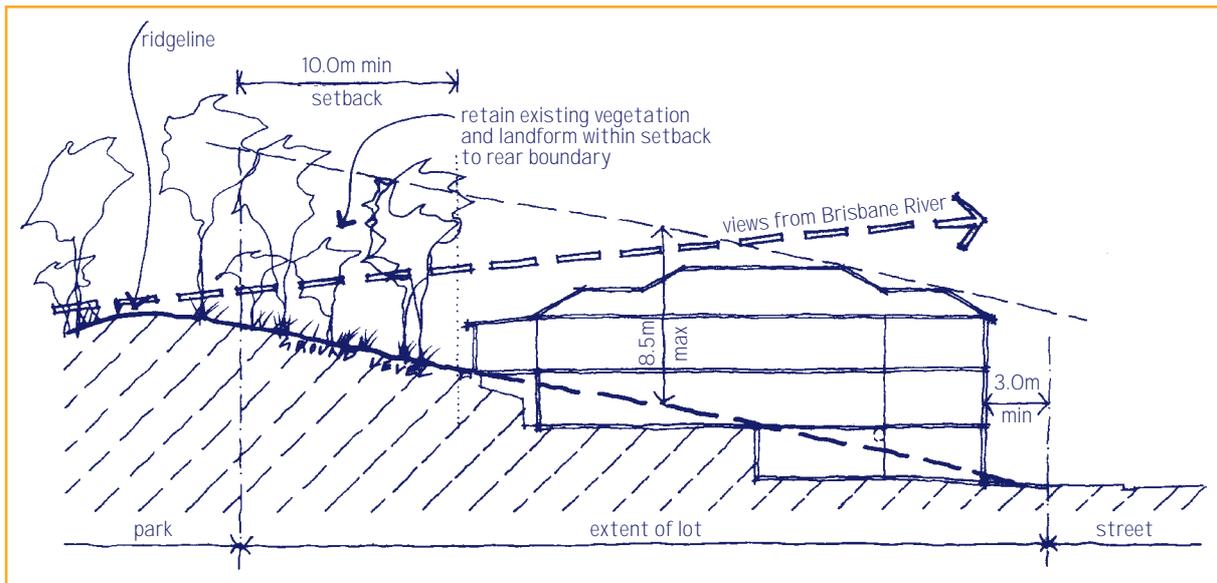


Figure a

5.3 Sumner Park Precinct

Performance Criteria	Acceptable Solutions
<p>P1 Any activity must contribute to community infrastructure requirements</p>	<p>A1.1 An open space link is provided along the eastern and southern boundaries of the former QCL site to connect under the Centenary Highway with the Bullockhead Creek waterway corridor. The minimum width of this corridor is 20m. This area is revegetated and incorporates bicycle and pedestrian links</p> <p>A1.2 Infrastructure contributions are provided to assist in the construction of Wolston Road through to Wacol Station Road</p>

5.4 Darra Precinct

Performance Criteria	Acceptable Solutions
<p>P1 Any activity, particularly for residential purposes, must proceed in a planned manner</p>	<p>A1.1 Residential subdivision proposals in the area adjoining Ashridge Road and Pannard Road, Darra demonstrate that:</p> <ul style="list-style-type: none"> leachate from the former Cardiff Road land fill site will not affect the development local wetlands will be rehabilitated and protected interface issues with the rail line and the high voltage power lines are appropriately addressed

Performance Criteria	Acceptable Solutions
	<p>A1.2 Residential subdivision proposals at Centenary demonstrate that:</p> <ul style="list-style-type: none"> • flooding issues are appropriately addressed • environmental values are preserved • appropriate access is provided • interface issues with the railway line and the adjacent Arthur Gorrie Correction Centre are appropriately addressed <p>A1.3 Where appropriate, development contributes towards the construction of Warrender Street to District Access Road level</p> <p>A1.4 Adequate separation and/or physical buffers are provided to minimise noise and air impacts from adjoining industrial areas and the Ipswich Motorway</p>
<p>P2 Any activity must integrate with the adjoining residential area, contribute to streetscape amenity and manage the impacts of industrial activities</p>	<p>A2.1 Vegetated buffers are provided to protect residential amenity and industrial activity. Buffer areas may contain drainage functions and limited carparking</p> <p>A2.2 The indicative width of a buffer is 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 such issues as the height and form of the proposed structure and the likely impacts of the proposed activity</p> <p>A2.3 Where appropriate, development contributes towards the construction of Monier Road to Suburban Road status</p>
<p>P3 Any activity, particularly that for residential purposes, must proceed in a planned manner</p>	<p>A3 Residential development in areas that adjoin established industrial activities provides adequate separation and/or physical buffers to facilitate the continued operation of established industrial activity</p>

5.5 Wacol Institutional Precinct

Performance Criteria	Acceptable Solutions
P1 Any activity, particularly for government facilities, must proceed in a planned manner	A1 Areas of regional environmental and scenic significance are retained in public ownership and designated as parkland or reserves. These areas are linked by natural area corridors. These corridors are not required to be publicly accessible
P2 A publicly accessible corridor must be provided along the River	A2 The indicative width of this corridor is 120m from the top of the high bank. Hydraulic, ecological and visual landscape investigations may be required to determine the appropriate width in a particular location. Site design should prevent adjoining proposals from having a detrimental effect upon the visual landscape of these lands

5.6 Wacol Industrial Precinct

Performance Criteria	Acceptable Solutions
P1 Any activity for industrial purposes must minimise impacts upon nearby residential landuses	A1 All applications for industrial development demonstrate: <ul style="list-style-type: none"> • on-site measures to avoid erosion, nutrient contaminated run-off and localised flooding • that there will be no noticeable increase in background noise levels or odour at the closest residential boundary or any detectable reduction in safety, or air quality in the area • that building appearance, signage, screening and landscaping contribute positively to streetscape amenity
P2 Industrial activities must integrate with the adjoining residential area, contribute to streetscape amenity and manage the impacts of industrial activities	A2.1 Vegetated buffers are provided to protect residential amenity and industrial activity. Buffer areas may contain drainage functions and limited car parking A2.2 The indicative width of a buffer is 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 such issues as the height and form of the proposed structure and the likely impacts of the proposed activity
P3 Any activity, particularly for industrial purposes, must proceed in a planned manner	A3.1 A centre concept plan is prepared to guide the development of the Industrial Service Centre. The theme, exact location and focus of the ISC will be determined by landowners in consultation with Council

Performance Criteria	Acceptable Solutions
	<p>A3.2 The ISC is conveniently accessible by public transport and by vehicle from the Ipswich Motorway, the Centenary Highway and Boundary Road, but does not involve direct access from the Ipswich Motorway</p> <p>A3.3 Development applications for an ISC demonstrate a high level of urban design and provide sufficient site area to provide for a comprehensively planned integrated development featuring a wide mixture of land uses</p> <p>A3.4 Industrial development within the Bullockhead Creek catchment contributes towards stormwater drainage infrastructure in the Bullockhead Creek catchment. This infrastructure will convey and manage the quality of storm run-off</p> <p>A3.5 Infrastructure contributions fund the extension of Boundary Road through the Wacol Army Barracks site and a series of service roads to cater for future industrial traffic</p>

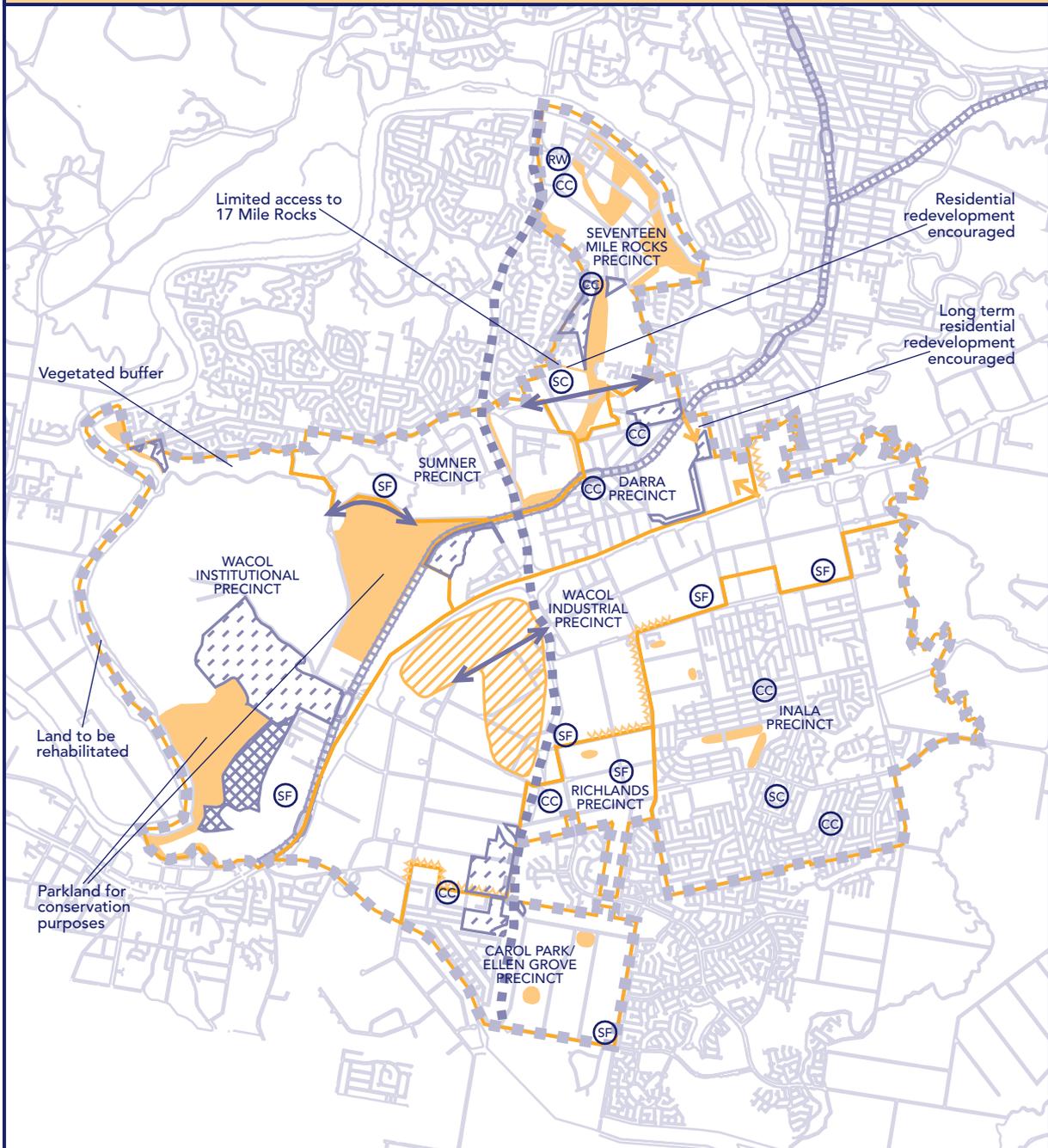
5.7 Inala Precinct

Performance Criteria	Acceptable Solutions
<p>P1 Any activity, particularly for residential purposes, must proceed in a planned manner</p>	<p>A1.1 Low-medium density residential uses are appropriate where:</p> <ul style="list-style-type: none"> • within 200m of Centres • fronting major open space areas • integrated into the surrounding area <p>A1.2 Residential subdivision is appropriate where applications demonstrate:</p> <ul style="list-style-type: none"> • site area is in excess of 4ha • integration of development into the existing urban fabric of Inala and Durack • access to community services • provision of open space, pedestrian and bikeway links to Inala <p>A1.3 Proposals for Convenience Centres demonstrate need on social, economic and planning grounds, and address the impact of the proposed Centre on existing Centres</p>

5.8 Richlands Precinct

Performance Criteria	Acceptable Solutions
<p>P1 Any activity, particularly for residential purposes, must proceed in a planned manner</p>	<p>A1.1 Subdivision to facilitate low density residential uses is appropriate where applications demonstrate:</p> <ul style="list-style-type: none"> • adequate noise and visual buffering from the Centenary Highway • integration of development into the existing urban fabric of Forest Lake and Inala • access to community services <p>To achieve an integrated layout, subdivisions of at least 4ha will be preferred</p> <p>Low–medium density residential uses are appropriate where:</p> <ul style="list-style-type: none"> • within 200m of Centres or fronting major open space areas • integrated into the surrounding area <p>A1.2 Development proposals for Convenience Centres demonstrate successful integration with a transport interchange and medium density housing</p>

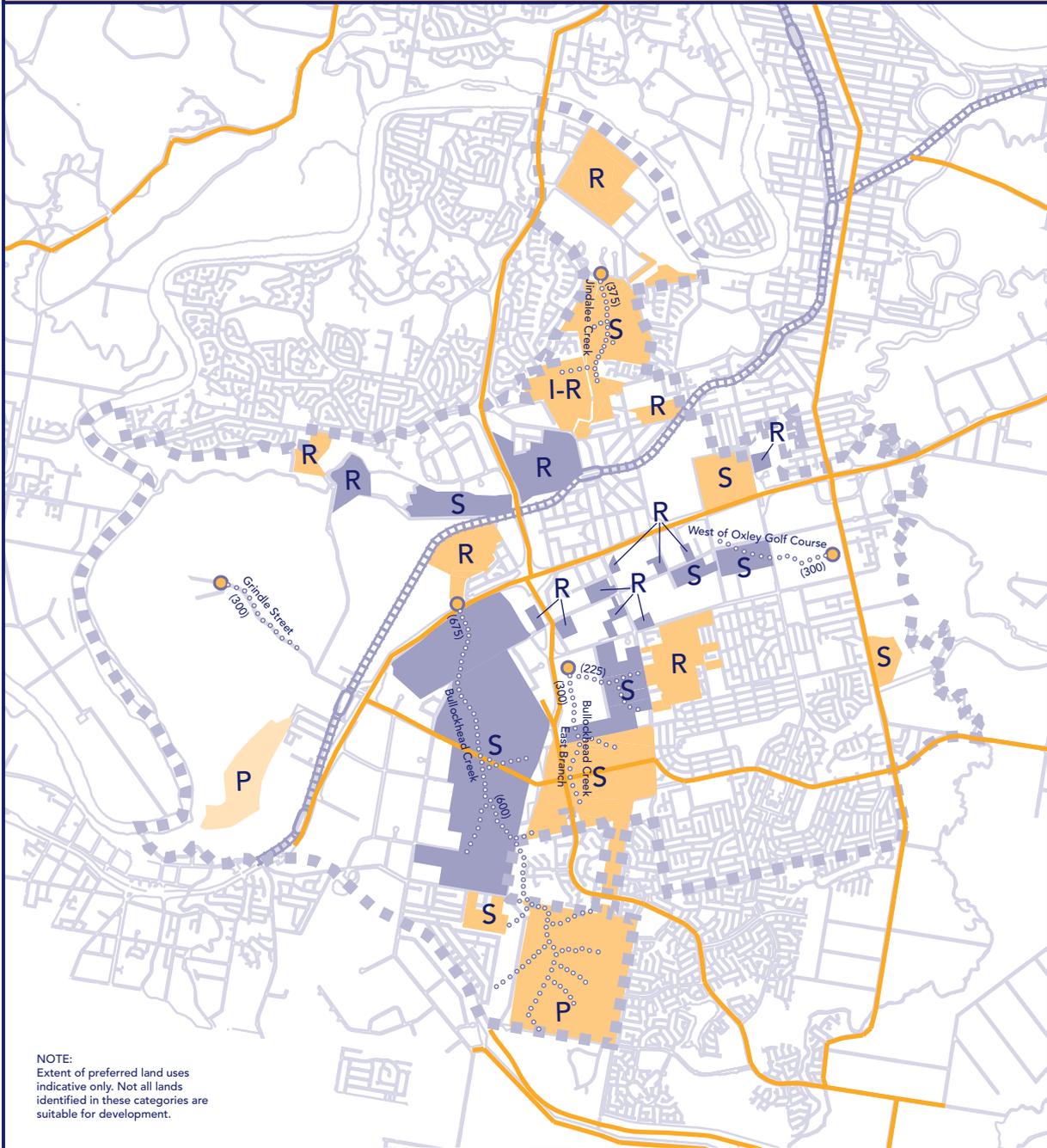
Map A: Preferred Land Uses



- | | | |
|---|--|------------------------------|
| ■ ■ ■ ■ Local Plan boundary | ▨ Land for post 2011 development | ⊙ CC Convenience Centre |
| — Precinct boundary | ⚡ Transitional area | ⊙ RW Retail Warehouse Centre |
| ■ Open space | ↔ Future road lines | ⊙ SC Suburban Centre |
| ▨ Area subject to environmental and scenic constraint | ➔ Potential road for investigation | ⊙ SF Sporting Facility |
| ▨ Possible industry service centre | ■ ■ ■ ■ Proposed public transport corridor | |



Map B: Preferred Staging of Development

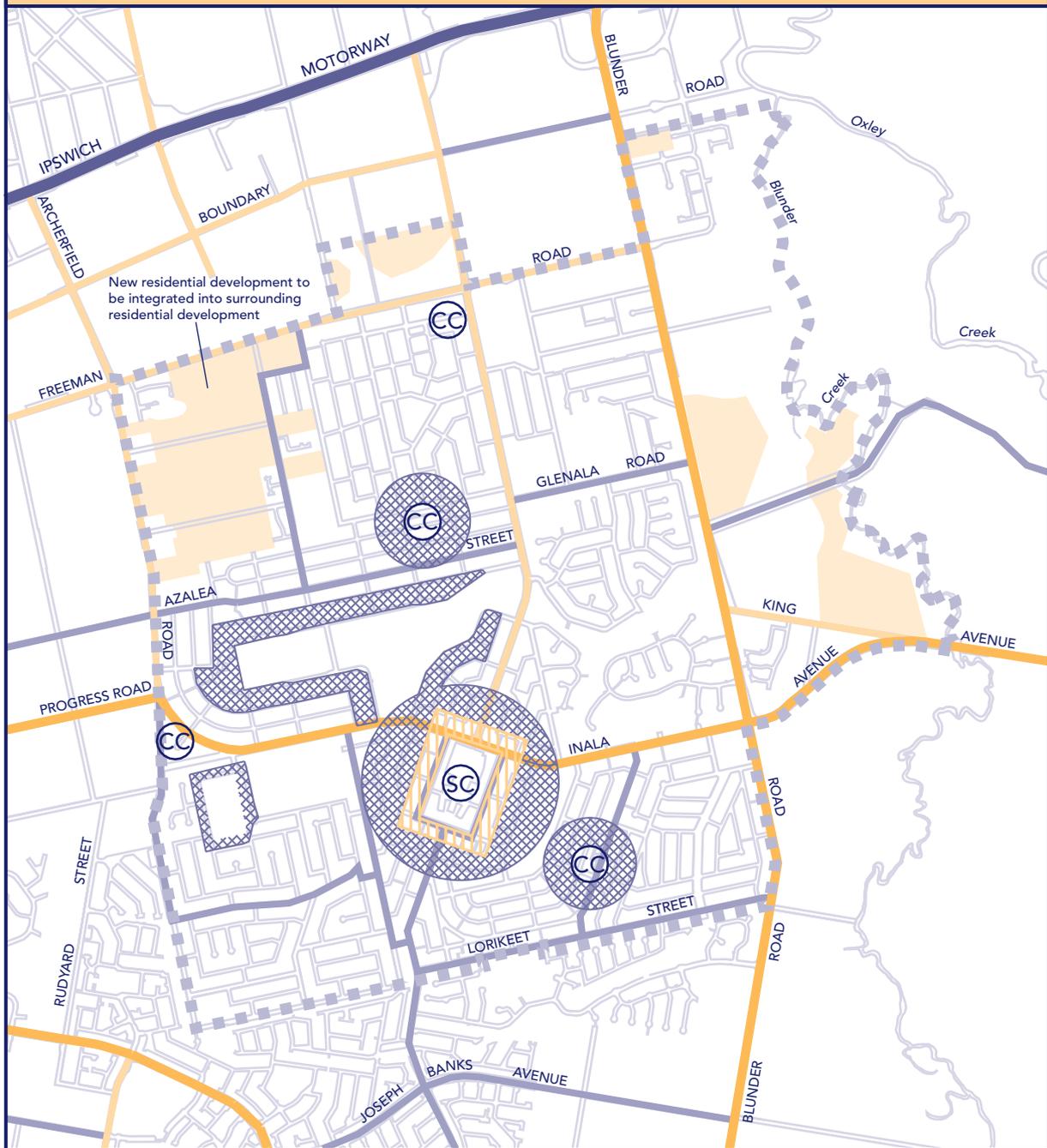


NOTE:
Extent of preferred land uses
indicative only. Not all lands
identified in these categories are
suitable for development.

- | | |
|---|--|
|  Local Plan boundary | R Ready without major constraints |
|  Motorway or arterial road | S Subject to constraints |
|  Industrial | I-R Industrial to Residential |
|  Residential | P Post 2011 |
|  Uncommitted |  Extent of existing sewer
(at the commencement of this Plan) |
| |  (375) Future sewer
(225mm or greater) |



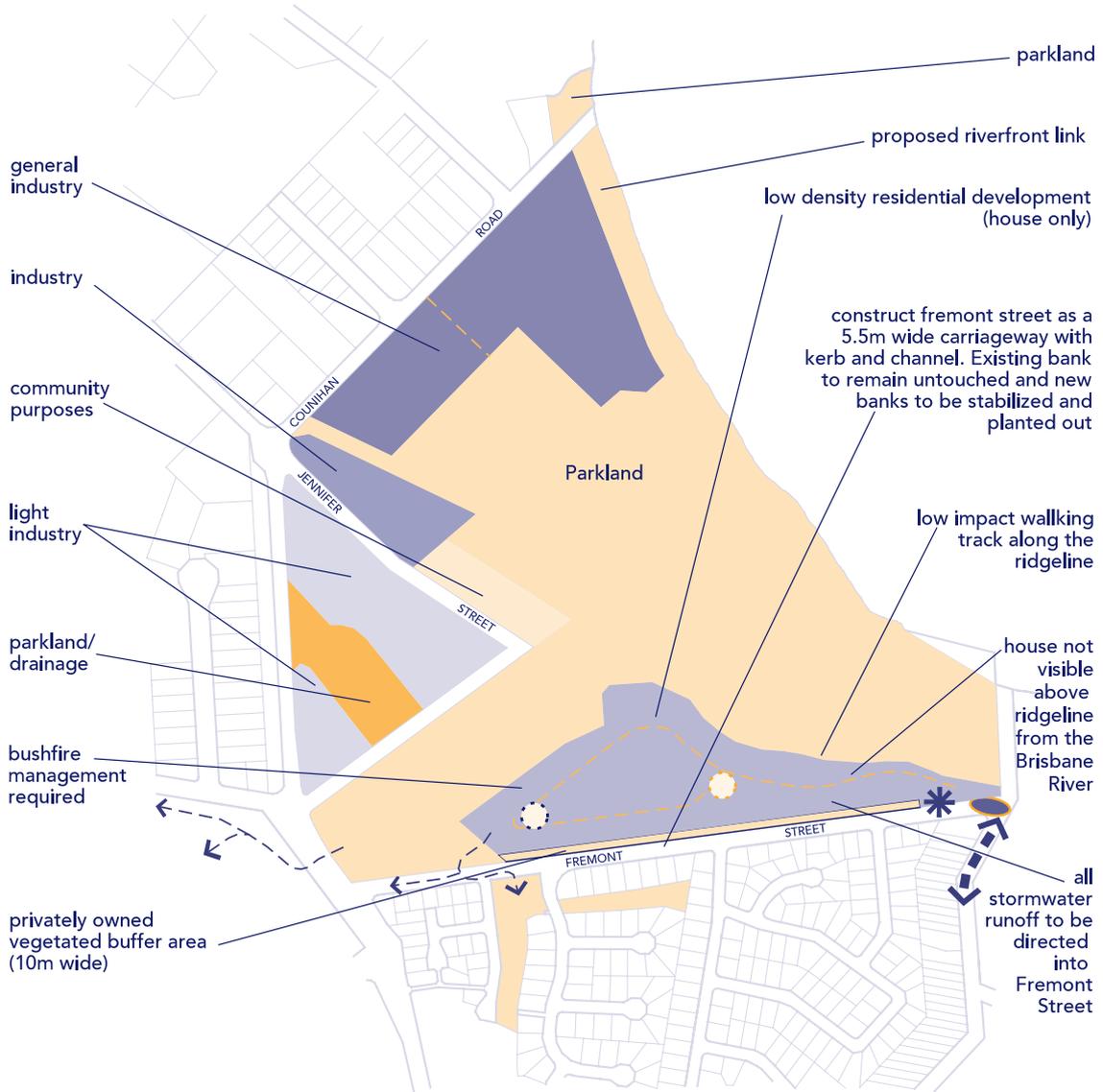
Map C: Inala Precinct



-  Precinct boundary
-  Potential development area
-  Opportunity for low-medium residential
-  Mixed use development
-  Motorway
-  Arterial route
-  Suburban route
-  District access
-  Convenience Centre
-  Suburban Centre



Map D: Riverside Area, Seventeen Mile Rocks Precinct



- | | | | |
|--|----------------------------|--|------------------------|
| | Access to residential area | | Node - secondary |
| | Possible road layout | | Node - primary |
| | Pedestrian connection | | Vegetative buffer |
| | Precinct entry node | | Intersection treatment |

