

DRAFT SUBMISSION ON SALISBURY NATHAN NEIGHBOURHOOD PLAN

Sources: I use a wide range of images obtained from Brisbane City Council or Qld Government or State Library of Queensland

MY PROPOSAL

- Council's proposal is unacceptable. It does not do any examination of any potential issue with increased density – no high level traffic assessment, nothing.
- The Neighbourhood Plan will have more densities in Salisbury – it is clearly flagged in the Planning Scheme now. People who don't want any increase in density needed to fight the planning scheme several years ago.
- With Cross River Rail, there will need to be increased density around Salisbury Station, but this should not be at the expense of Character Residential.
- The other area density could occur is along Orange Grove Road where the standard of existing housing and subdivision is generally poor.
- There is a sensible middle ground:
 - It is right for people to be worried about units going up next door – we need provisions to manage the minimum development area required to start a unit development.
 - It is right for people to want Council to clearly identify now as part of the Neighbourhood Plan the amount of parkland required and the traffic upgrades to be done.

MY PROPOSAL IN DETAIL

Increased density to be located near Station, and Orange Grove Rd only.

The start of both Blackwood Road and Lillian Ave is strongly Pre-1946 Traditional Building Character (TBC) area. It is close to the Station so if it is to be up zoned it should be to 8 Storeys like Moorooka Station area or left as is.

To protect the amenity of existing residents, and to give current residents more power in negotiations with developers, certain areas of the proposed multi unit dwellings should only be developed when enough land has been obtained/amalgamated (see NEXT SLIDE for further details).

Council must make traffic upgrades/road extensions part of the LGIP, including:

- New Road extension to meet Kessels Rd intersection with OG Road / improve Golda Ave traffic and parking.
- Install a cul-de-sac at Ainsworth St to allow traffic to turn around safely.

A number of houses and parts of industrial sites along Rocky Water Holes to be purchased (voluntarily when available) to create easily accessible continuous parkland along both sides of the creek.



PROPOSED REQUIREMENT TO ESTABLISH A MINIMUM DEVELOPMENT AREA FOR MULTI UNIT DWELLING

To protect the amenity of existing residents, and to give current residents more power in negotiations with developers, certain areas of the proposed multi unit dwellings should only be developed when enough land has been obtained/amalgamated.

Council need to identify the minimum developable area that is needed and identify Precincts.

There could be a few options given so one person doesn't unfairly block something.

This would provide existing residents some certainty that they can't easily be pushed to sell, and that their amenity is better protected than under Council's proposal.



EXAMPLE OF CREATING PRECINCTS TO PROTECT AMENITY OF EXISTING RESIDENTS

- To ensure that there is an orderly development of units in the area, and developers have to pay owners their fair share, Council should create precincts in areas being up zoned to units.
- These precincts must show the minimum amount of sites that need to be amalgamated to allow for multiple dwellings to be constructed.
- An example used for protecting residential from industrial development contained in Acacia Ridge Archerfield is shown on the right.

If in the Archerfield north (Granard Road) and Archerfield east (Desgrand Street) precinct (Acacia Ridge—Archerfield neighbourhood plan/NPP-002)

PO8

Development for ~~industry~~ ^{multiple Dwelling} uses:

- does not occur in a residential area nor result in the fragmentation and isolation of a residential area.
- ensures that it can protect residential amenity; ^{detached dwellings}
- must not result in an area of isolated residential use within the precinct, as residential amenity is likely to be compromised.

AO8.1

Development is only to occur as a result of whole amalgamated site areas being developed in their entirety as shown in Figure a and Figure b.

Example from
Acacia Ridge
Archerfield
Neighbourhood
Plan



DEVELOPMENT OF SALISBURY & NATHAN RESIDENTIAL AREA

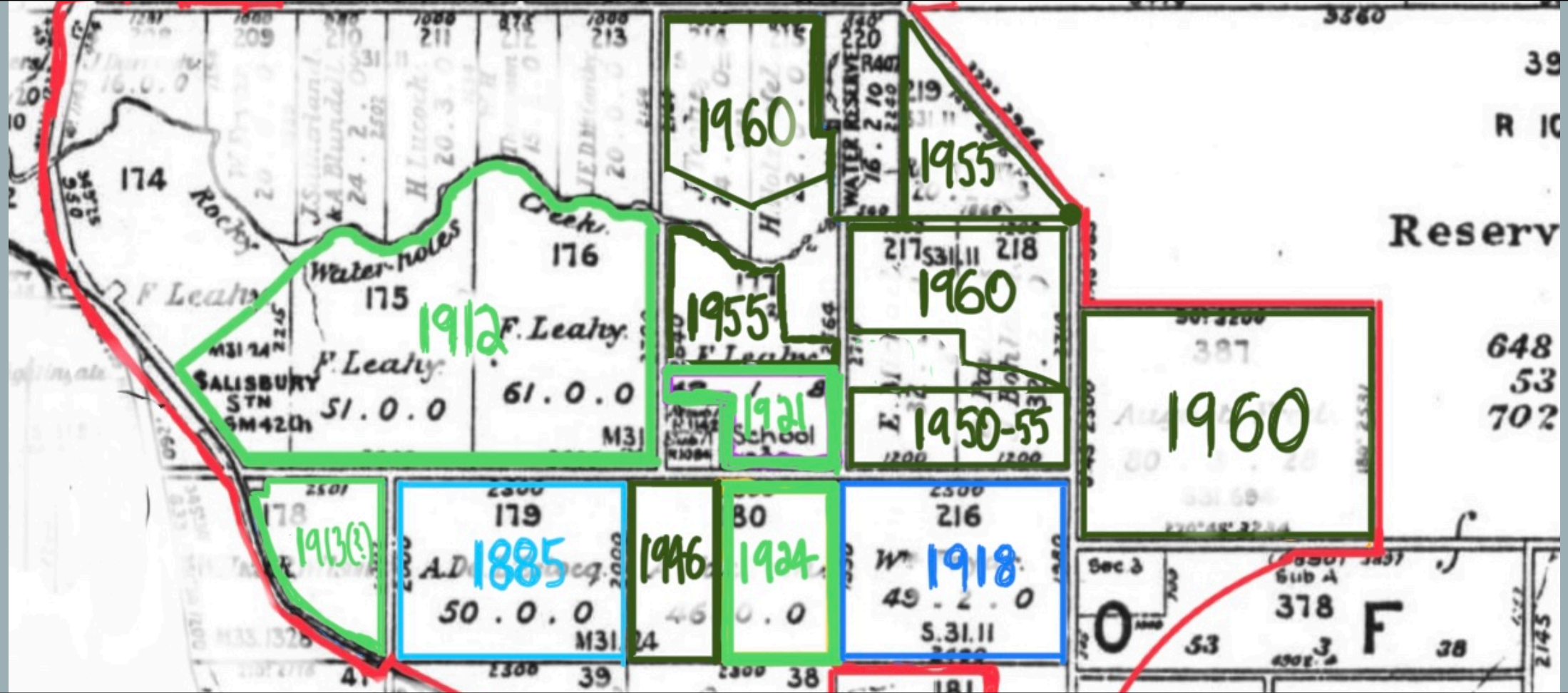
Quick Look at Development of the Area

RESIDENTIAL DEVELOPMENT OF PRE 1946 SALISBURY

Estate	Developer	Date of Estate Subdivision	Total Lots	Size/s of Lots	Houses Built (1936 Aerial)	Houses Built (1946 Aerial)	% of Total Salisbury Houses in 1946	% of House Developed in each Estate
Blackwood's Great Salisbury Township Estate	Arthur Blackwood Ltd	1912	442	32 Perches	126	169	60.14%	38.24%
Salisbury Station Estate	A.E.Oatley & Co	1913	80	32 Perches	27	31	11.03%	38.75%
Mountain View Estate	A.S.Phillips & Sons Ltd	1918	59	48 X 1/2 Acre, 11 X 2 Acre	18	23	8.19%	38.98%
School Estate	Cameron Bros	1921	75	32 Perches	4	7	2.49%	9.33%
Waratah Heights	Arthur Blackwood Ltd	1924	90	18-37 Perches	14	17	6.05%	18.89%
Salisbury Estate	J.B. Ellis	1885	46	1 Acre	30	34	12.10%	73.91%
TOTAL			792		219	281		

- By 1946, Salisbury had been subdivided in 792 lots.
- Only 281 lots of the 791 lots had been developed with housing.
- Compared to Moorooka (top left of image), Salisbury is still very rural residential.
- 25 years after the School Estate was subdivided, there are only 7 houses on the 75 lots.
- The bulk of houses are located close to the Railway Station

Source of 1946 Aerial: Brisbane City Council



RESIDENTIAL DEVELOPMENT OF SALISBURY

The residential subdivision of Salisbury largely developed from the Railway Station outwards. Four areas subdivided from 1912-1924 provided all the lots required prior to 1946, with only around half of the lots actually having a house built on them.

AUCTIONEER'S NOTICE.

The King of All Estates.

Blackwood's

GREAT

Salisbury Township

Estate.

TO BE SOLD

To-morrow (Saturday),

8 O'CLOCK, ON THE GROUND.

AT 12 O'CLOCK.

Make a note of it.

Business has declined severely.

Make after that, his splendid Estate for

SALE.

PAY THE 10% and it is yours to take

the business with you.

Can you be made.

Sandy river, no traffic.

Just the place for baby.

CALL FOR PLAN

AND

FREE TICKET.

Remember, Absolutely No Interest Charged

Arthur Blackwood,

TELEGRAPH CHAMBERS,

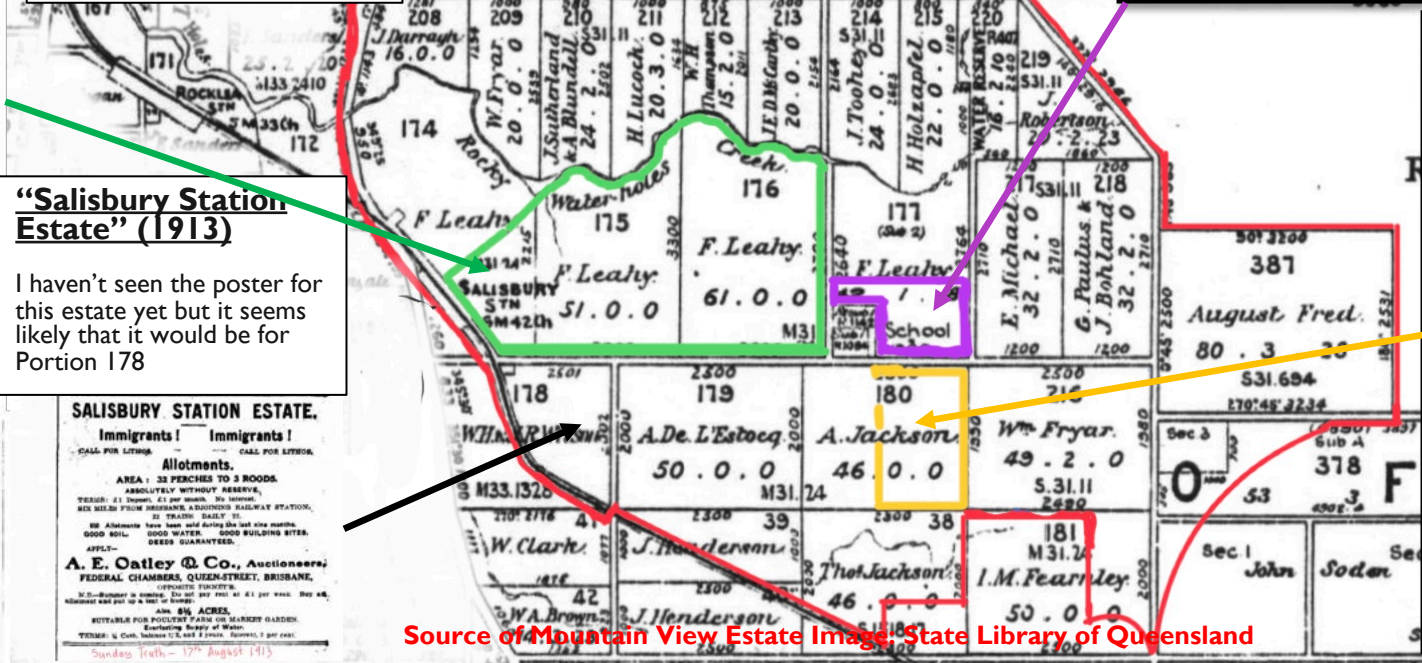
QUEEN STREET, BRISBANE.

159 AT HAYMARKET, FERRY, ESTABLISHED 1840.

KEY URBAN RESIDENTIAL SUBDIVISION IN PRE-1946 SALISBURY

Blackwood's "Salisbury Township Estate" (1912)

This estate was the original urban subdivision in 1912 to try and create a new town along the railway line. It cut up a small part of Portion 174, and all of Portions 175 and 176 into 442 lots 32 Perch (800m²) lots, accessed by Henson, Ness and Douglas Roads.



75 SPLENDID RESIDENTIAL SITES

SCHOOL ESTATE

SALISBURY

Within 10 Minutes walk of Salisbury Railway Station

SITUATED ON SLENDID ELEVATION

EACH CONTAINING 32 PERCHES GROUND

SALE ON SATURDAY

14TH MAY 1921

AT 3:15 PM

CAMERON BROS.

SALISBURY RAILWAY STATION AUCTIONEERS. FUTURE CHAMBERS OFFICE

EASY TERMS

10% Per centum Deposit

Balance 5% Per Month

"School Estate" (1921)

This estate was the subdivision of part of Portion 177 into 32 Perch (800m²) lots, accessed by Henson Road, Aird St (then proposed as Morris St) and Ainger Road (School St).

"Salisbury Station Estate" (1913)

I haven't seen the poster for this estate yet but it seems likely that it would be for Portion 178

SALISBURY STATION ESTATE.

Immigrants! Immigrants!

CALL FOR LISTING.

Allotments.

AREA: 32 PERCHES TO 3 ROADS.

ABSOLUTELY WITHOUT RESERVE.

TERRACE: 41' Deep, 21' per block. No house.

NO SILEN FROM HENSON'S RAILWAY STATION.

BE TRADED DAILY.

BE ALTIMAN HERE AND SEE THE LOTS.

GOOD SOIL. GOOD WATER. GOOD BUILDING SITES.

DEEDS GUARANTEED.

APPLY-

A. E. Oatley & Co., Auctioneers,

FEDERAL CHAMBERS, QUEEN-STREET, BRISBANE.

CONVEYANCING.

It is a money to make. Do not get lost at all per cent. Do not miss and get a lot of money.

RETURABLE FOR PORTLAND CEMENT MARKET GARDEN.

Extending 300' of Water.

TERRACE: 41' Deep, 21' per block. No house. 1 per cent.

Sunday Truth - 17th August 1913

WARATAH HEIGHTS ESTATE

SALISBURY

BRISBANE

90

MACQUARIE BUILDING SITES & FARMERS OLD RIVERS FERTILE LAND ON THE HILL DIRECTLY OPPOSITE THE STATE SCHOOL.

These sites cannot be separated. They must be applied for together to meet their own needs.

EASIEST OF TERMS

NO INTEREST AND NO DEPOSIT FOR CASH PURCHASE.

10% DEPOSIT FOR CASH PURCHASE.

10% DEPOSIT FOR CASH PURCHASE.

10% DEPOSIT FOR CASH PURCHASE.

SALISBURY IS

BRISBANE'S SUBURB ONLY A FEW MILES FROM BRISBANE WITH A SLEEK AND TRIM SERVICE. THIS SERVICE FROM BRISBANE WITH THE CITY PEOPLE.

ARTHUR BLACKWOOD LTD

CELTIC CHAMBERS

246 GEORGE ST BRISBANE

"Waratah Heights Estate" (1924)

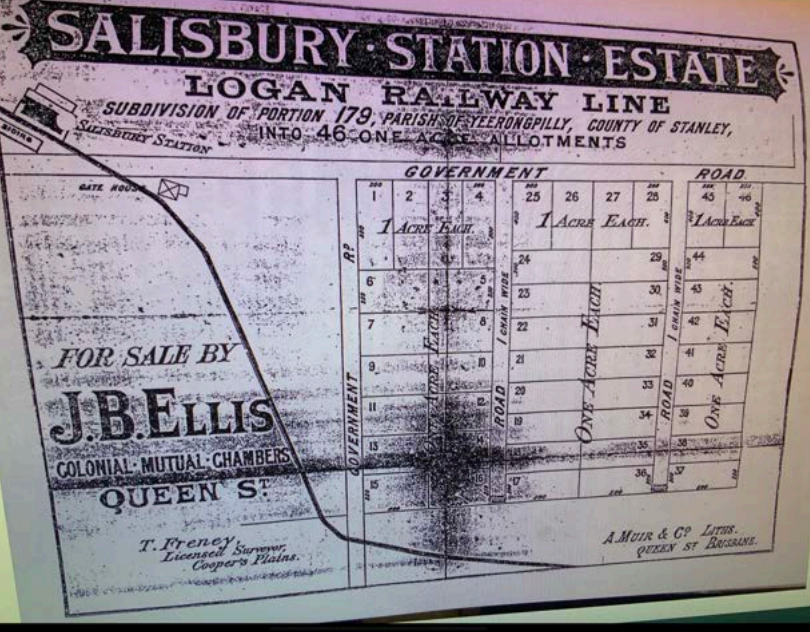
This estate was the subdivision of the Eastern part of Portion 180 into 18 Perch lots, 37 Perch (940m²) lots, accessed by Regis St, and then 10 x 1 Acre (4,000m²) lots accessed via Leah Ave.

Source of Mountain View Estate Image, State Library of Queensland

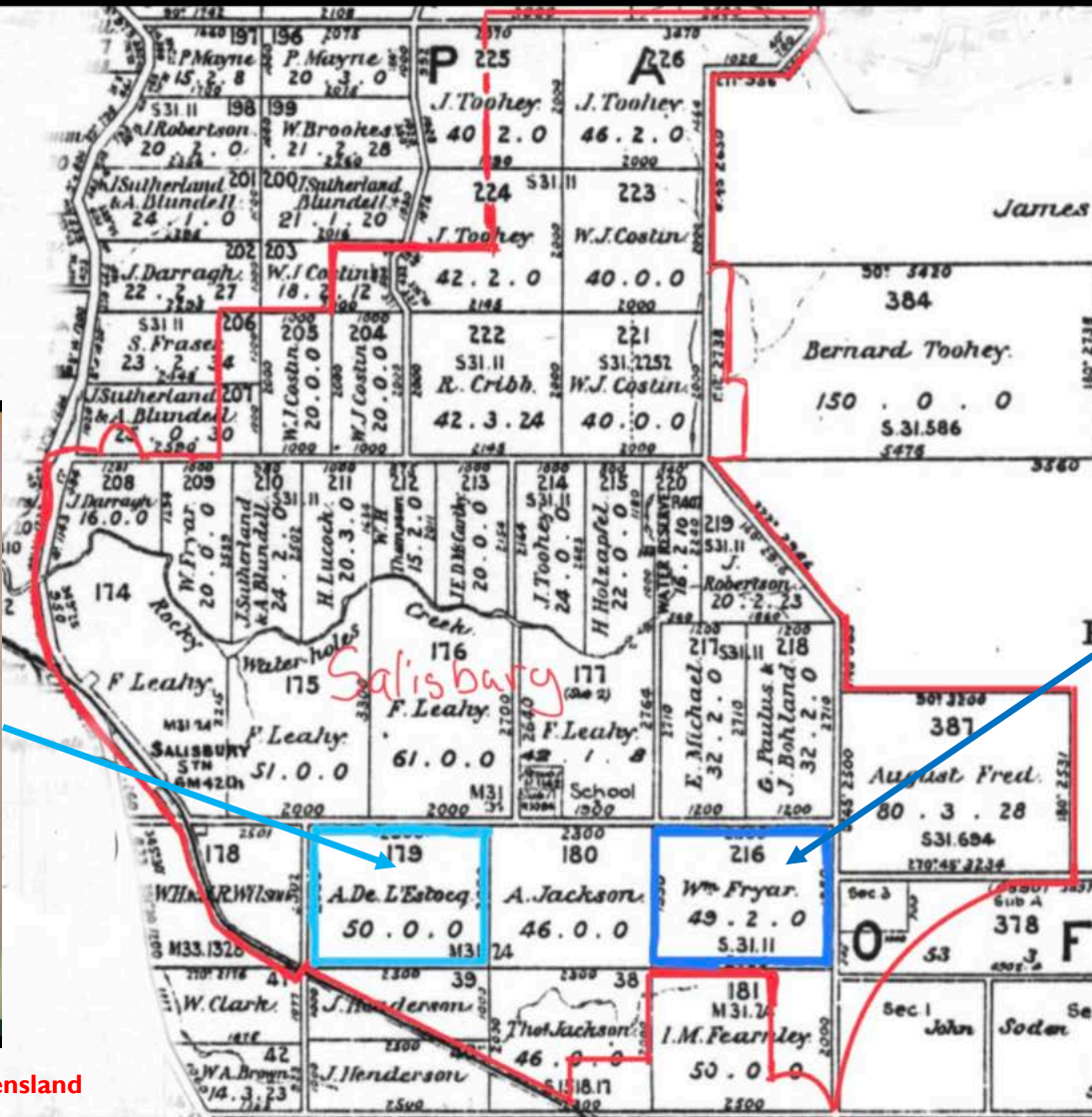
KEY RURAL RESIDENTIAL ESTATE IN PRE-1946 SALISBURY

“Salisbury Estate” (1885)

This Subdivision of Portion 179 into One Acre (4,000m²) lots, accessed by Greer, Tuckett & Harlan Roads.



Source of Mountain View Estate Image: State Library of Queensland



“Mountain View Estate” (1918)

The subdivision of Portion 216 into 48 x 1/2 Acre (2,000m²) lots & 11 x 2 Acre lots accessed by Golda Ave.

REVIEW OF COUNCIL PROPOSAL

Impacts and Benefits of Proposed on
Salisbury Pre-1946 Housing

HOW MUCH PRE-1946 HOUSING REMAINS?

- There is around 194 pre-1946 houses left in Salisbury out of around 281 that were there when the 1946 aerial was taken.

Estate	Developer	Date of Estate Subdivision	Total Lots	Size/s of Lots	Houses Built (1936 Aerial)	Houses Built (1946 Aerial)	% of Total Salisbury Houses in 1946	% of House Developed in each Estate	No of Pre-1946 Houses still in existence (Still Existing Houses that were on 1946 Aerial)	1946 Aerial
Blackwood's Great Salisbury Township Estate	Arthur Blackwood Ltd	1912	442	32 Perches	126	169	60.14%	38.24%	114	58.76%
Salisbury Station Estate	A.E.Oatley & Co	1913	80	32 Perches	27	31	11.03%	38.75%	23	11.86%
Mountain View Estate	A.S.Phillips & Sons Ltd	1918	59	48 X 1/2 Acre, 11 X 2 Acre	18	23	8.19%	38.98%	23	11.86%
School Estate	Cameron Bros	1921	75	32 Perches	4	7	2.49%	9.33%	2	1.03%
Waratah Heights	Arthur Blackwood Ltd	1924	90	18-37 Perches	14	17	6.05%	18.89%	9	4.64%
Salisbury Estate	J.B. Ellis	1885	46	1 Acre	30	34	12.10%	73.91%	23	11.86%
TOTAL			792		219	281			194	

- Council is proposing to up-zone areas for units that would see the loss of 56 of the remaining 194 houses or 29% of the remaining pre-1946 houses.
- Council are proposing to investigate other areas of Salisbury which could see up to 43 pre-1946 houses be added to the Traditional Building Character Overlay.



Analysis of Salisbury Pre 1946 Flouising

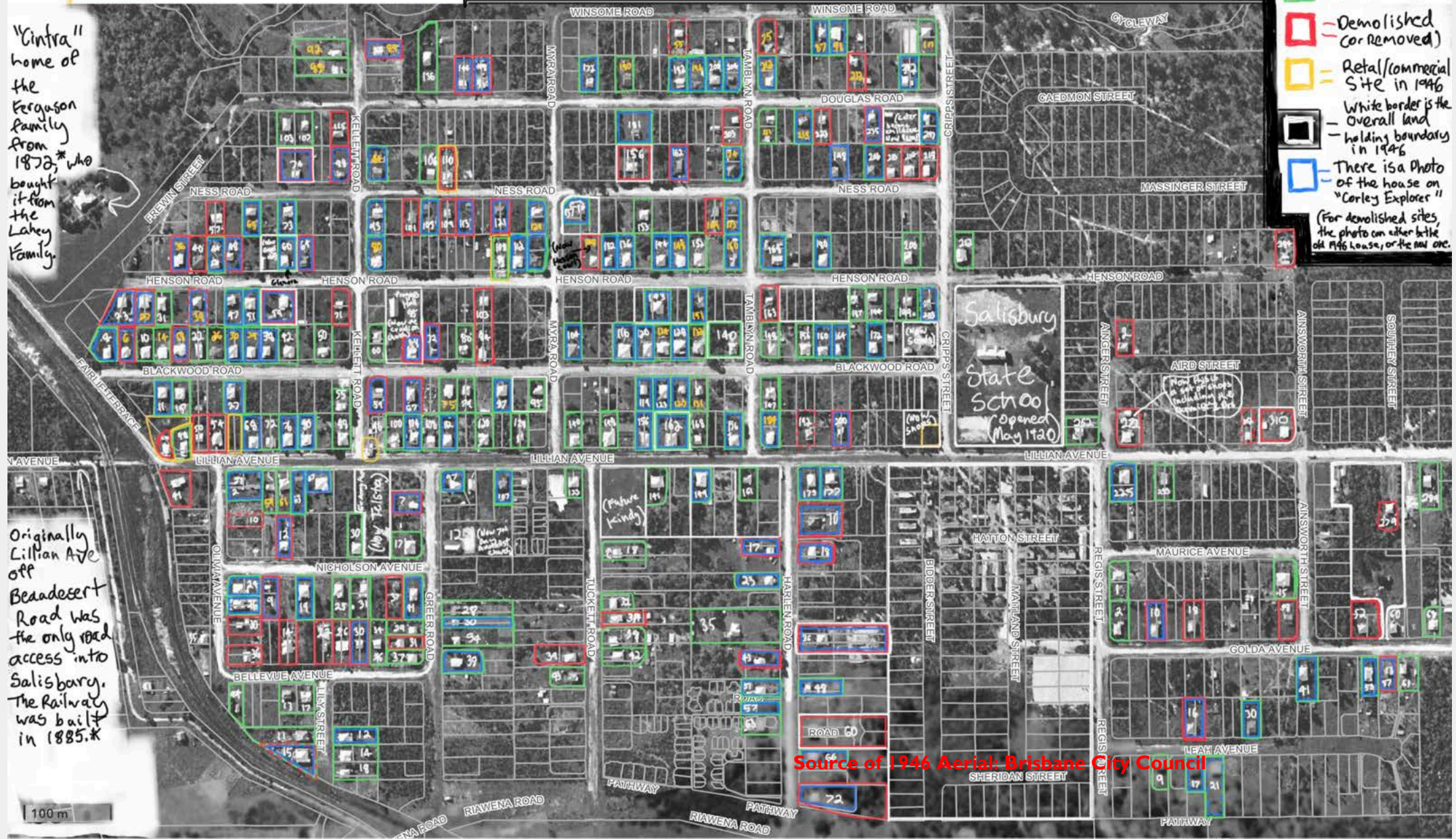
Legend

- = Existing
- = Demolished (or removed)
- = Retail/commercial site in 1946
- White border is the overall land holding boundary in 1946
- There is a photo of the house on "Corley Explorer"

(For demolished sites, the photo can either be the old 1946 house, or the new one.)

"Cintra" home of the Ferguson family from 1872, who bought it from the Lahey family.

Originally Lillian Ave off Beaudesert Road was the only road access into Salisbury. The Railway was built in 1885.*



Source of 1946 Aerial: Brisbane City Council

* Beryl Roberts - Stories of the Southside Volumes I & II

BCC PROPOSAL FOR SALISBURY

Brisbane City Council are proposing three areas of “up zoning” land to units of 3-5 stories. These areas would include around 56 sites with pre-1946 houses. To compensate Council have identified other investigation areas which could add around 43 houses to the Traditional Building Character Overlay.

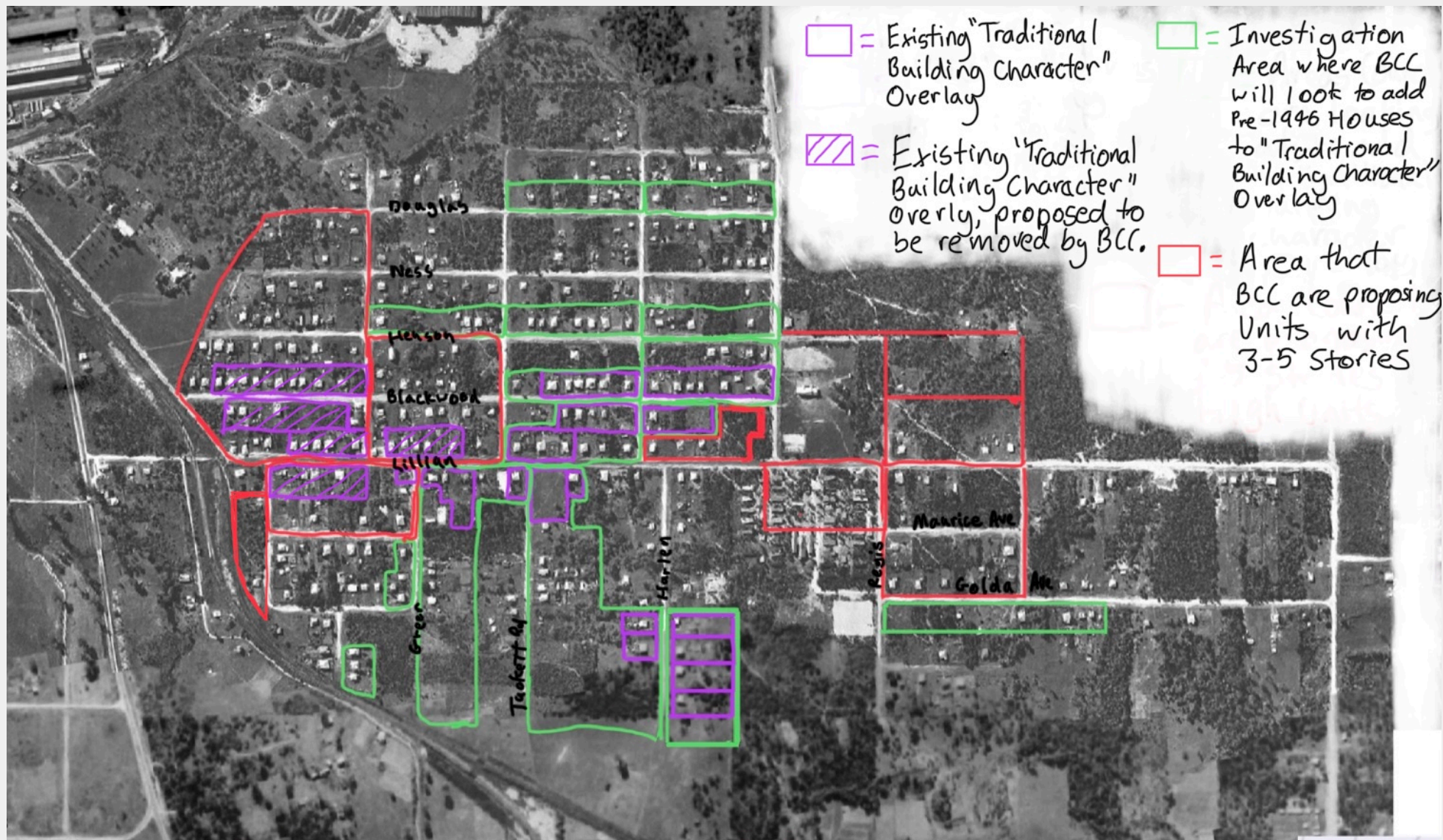
The three areas:

- The Western Area around Salisbury Station. This covers the only part of Salisbury with any real density of Pre-1946 housing. This area was part of the original Salisbury Township Estate.
- The Central area covers land around the Cripps St shops. This area was originally the School Estate and the northern part of the Waratah Heights Estate, and these areas didn't really develop until post WW2.
- The Eastern area covers land around Orange Grove Road. The South-West part of this area was originally part of the Mountain View Estate. The other areas were post war developments.

BCC PROPOSAL FOR SALISBURY



BCC PROPOSAL MARK UP OF THE 1946 AERIAL



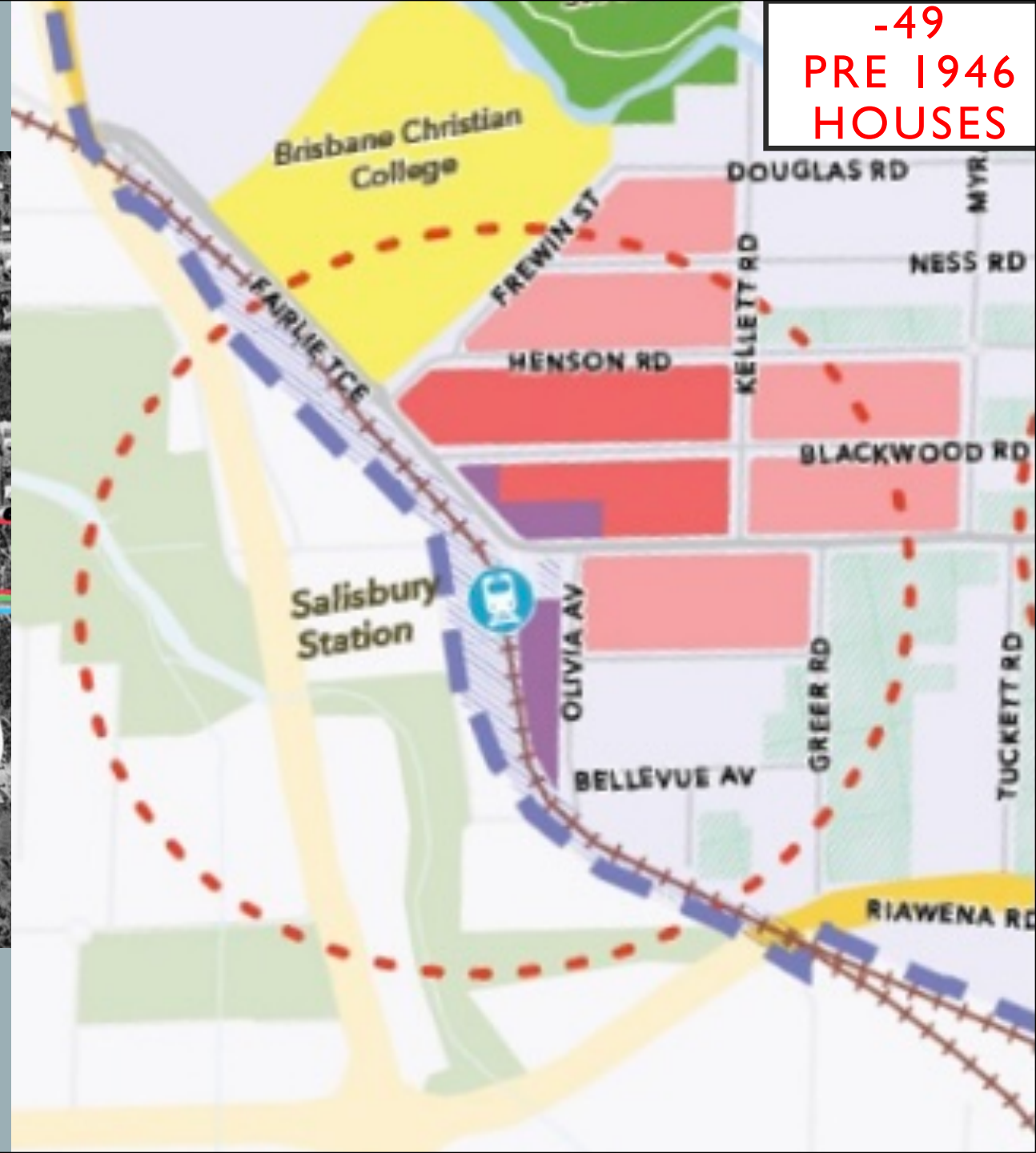
-49
PRE 1946
HOUSES

REVIEW OF WESTERN AREA IMPACT ON PRE-1946 HOUSING



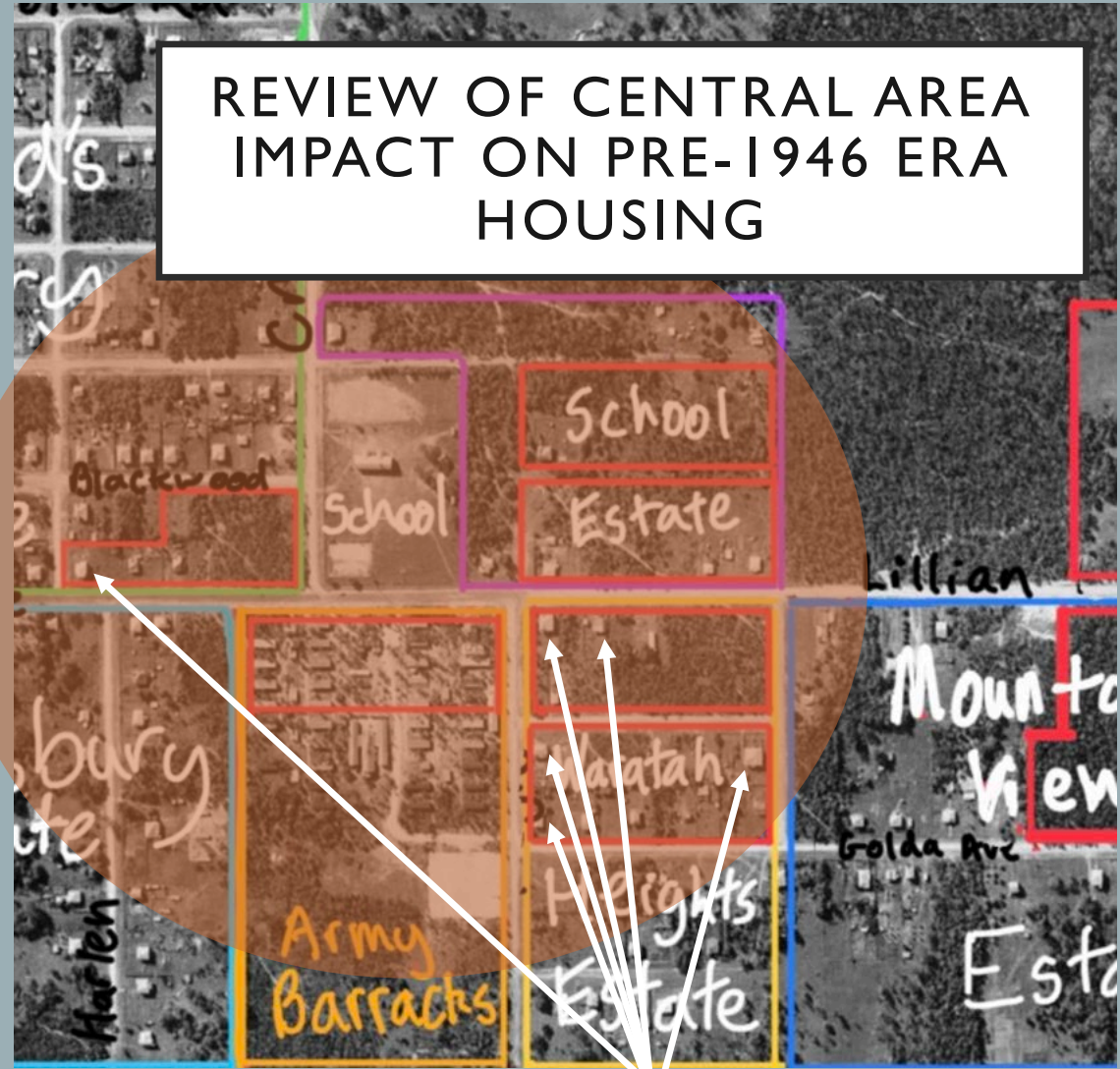
Source of 1946 Aerial: Brisbane City Council

The Western Area seems to impact the most densely packed area in Salisbury of pre-1946 housing, affecting 49 out of around 194 remaining pre 1946 houses in Salisbury!



-6
PRE 1946
HOUSES

REVIEW OF CENTRAL AREA IMPACT ON PRE-1946 ERA HOUSING

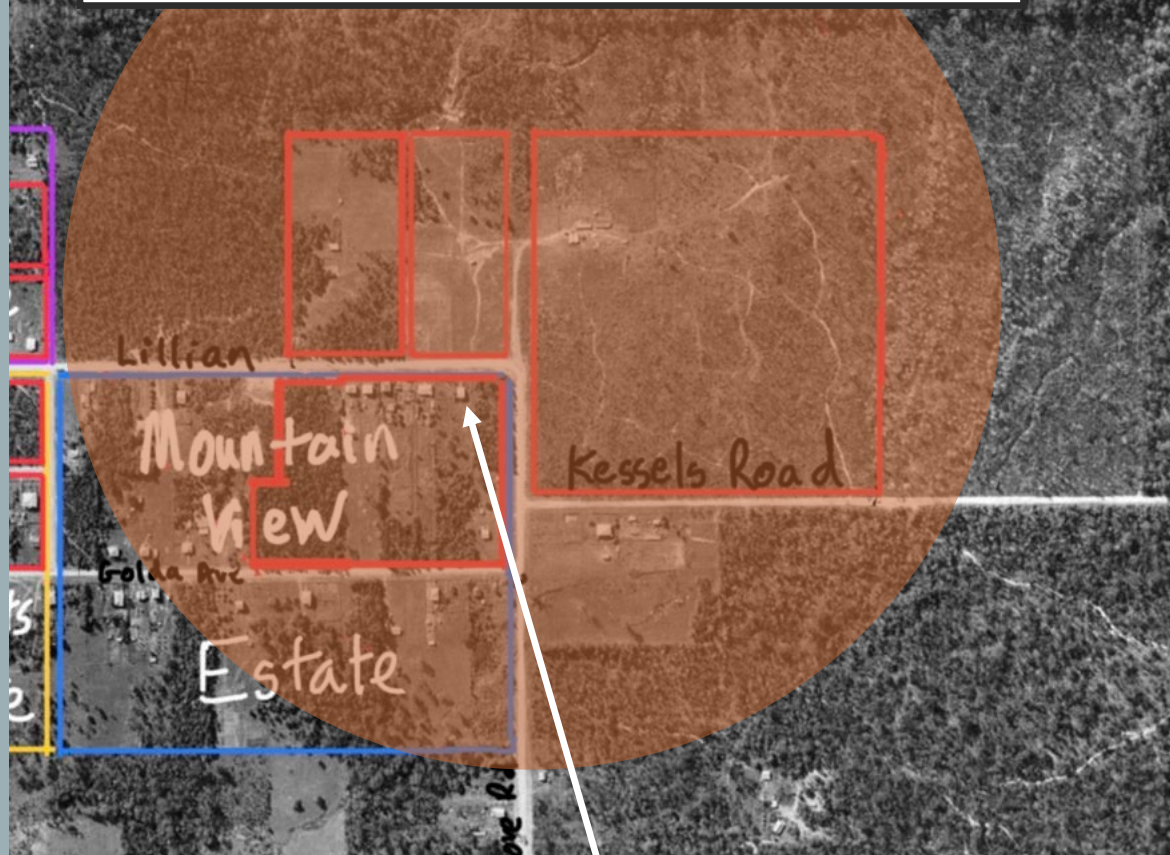


Source of 1946 Aerial: Brisbane City Council

The Central Area seems to impact only six surviving pre-1946 house, with seemingly no other surviving pre-1946 houses remaining, in this area which largely developed post war.



REVIEW OF EASTERN AREA IMPACT ON PRE-1946 HOUSING



Source of 1946 Aerial: Brisbane City Council

The Eastern Area seems to impact only one surviving pre-1946 house, with seemingly no other surviving pre-1946 houses remaining, in this area which largely developed post war.

PRE 1946 HOUSES



REVIEW OF BCC PROPOSAL TO INVESTIGATE ADDING TRADITIONAL BUILDING CHARACTER OVERLY

Since BCC's up-zoning affects a quarter of the remaining pre-1946 housing in the areas around the station where pre-1946 housing is most prevalent, they are clearly trying to compensate by investigate adding protections elsewhere.

Council are proposing to investigate 6 areas:

- 1) Existing TBC area of Salisbury Township Estate (Lillian Ave and Blackwood Rd).
- 2) New TBC area of Salisbury Township Estate (Henson Road and Douglas Road).
- 3) New TBC area of Salisbury Station Estate area (Greer Road & Lily St)
- 4) Mostly New TBC area of Salisbury Estate area (East side of Greer Road and East side of Tuckett Road).
- 5) Existing TBC area of Harlen Road,
- 6) Proposed new TBC area of Golda Ave



I. EXISTING AREA COVERED BY TBC OVERLAY IN LILLIAN AVE & BLACKWOOD RD

This is the area protected by the TBC overlay.

It includes the most valuable stretch of pre-1946 Housing – the section of Blackwood Road between Myra and Tamblyn Roads, and the north side of Blackwood Road between Tamblyn and Cripps Street.

The area along Lillian Ave is not as valuable – with an on off pattern of pre-1946 houses and post war houses.



UP TO +25
PRE 1946
HOUSES

2. PROPOSED NEW AREA OF SALISBURY TOWNSHIP ESTATE

There is one very intact stretch of 5 houses in a row along Douglas Street, with three other pre-1946 houses also along that stretch

There is certainly some pre-1946 housing along the North side of Henson Road with 108 to 168 Henson Road consisting of predominantly pre-1946 houses, with few exceptions.

Council are also proposing to investigate a much smaller stretch of pre-1946 houses on the Southern side of Henson Road, where there appears to be 4 houses at the Cripps St end of pre-1946 housing remaining.



3. SALISBURY STATION ESTATE (1913) AREA

Council are proposing a very tight layer of TBC overlay here over around 8 properties, in two locations:

- Four-Five houses on the east side of Greer Road and
- 3 on the east side of Lily Street.

7 of the 8 houses seem to be intact pre-1946 houses.

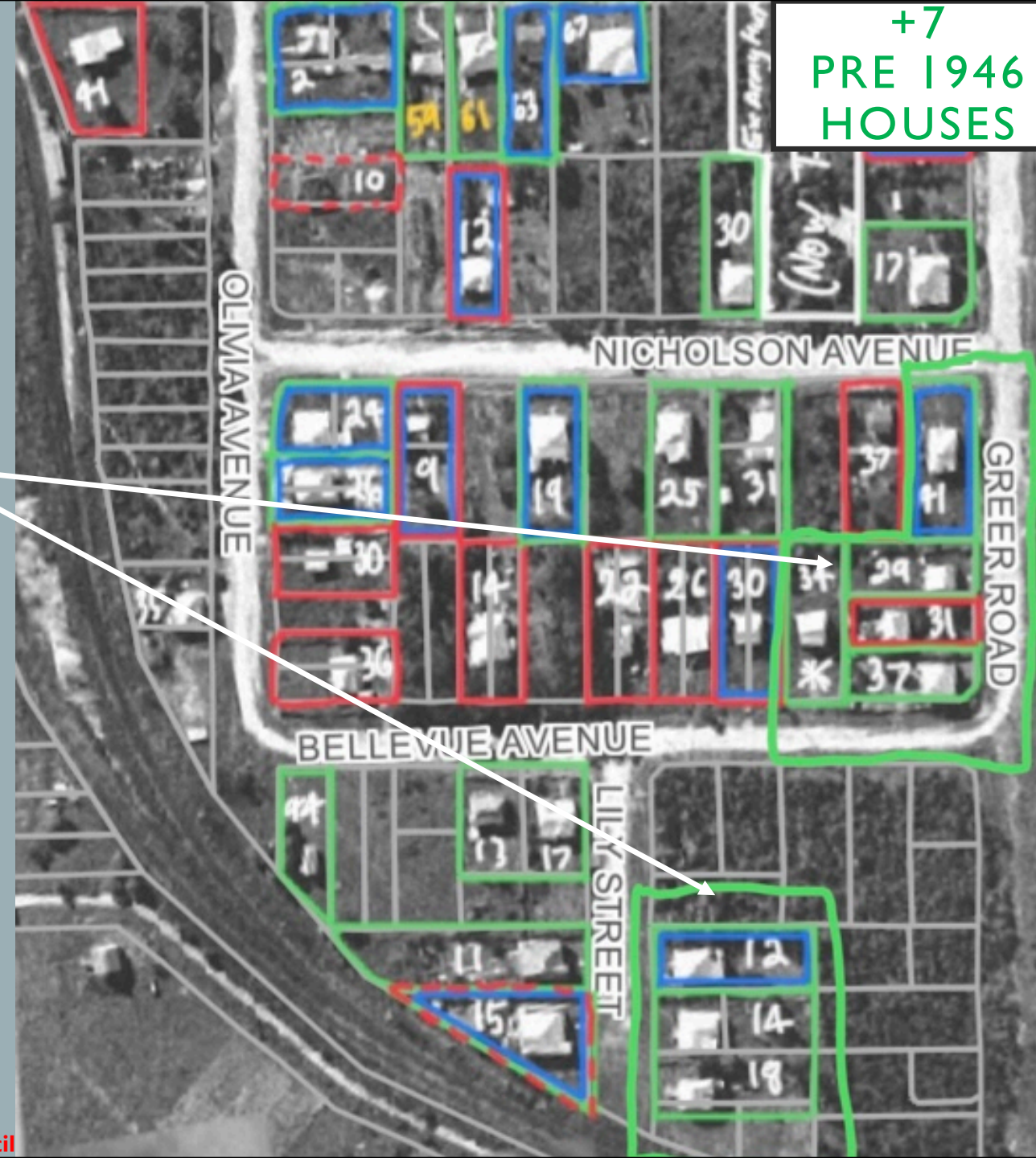
More interesting is what isn't covered by the Investigation Area for Adding TBC Overlay:

- 13 & 17 Bellevue Ave
- Four houses on Southern side of Nicholson Ave.

So it seems BCC don't want to protect the character of the area, and potentially are hoping that any constraints due to industrial uses on the other side of the railway will change over time.

- Overall Analysis: It seems good for BCC to investigate adding this area to TBC, but it seems that the area should be expanded to cover at least some of the other pre-1946 houses where they are in close proximity.

+7
PRE 1946
HOUSES



4 & 5. SALISBURY ESTATE
(1885) AREA – EAST SIDES
OF GREER & TUCKETT
ROADS & SOUTHERN END
OF HARLEN ROAD

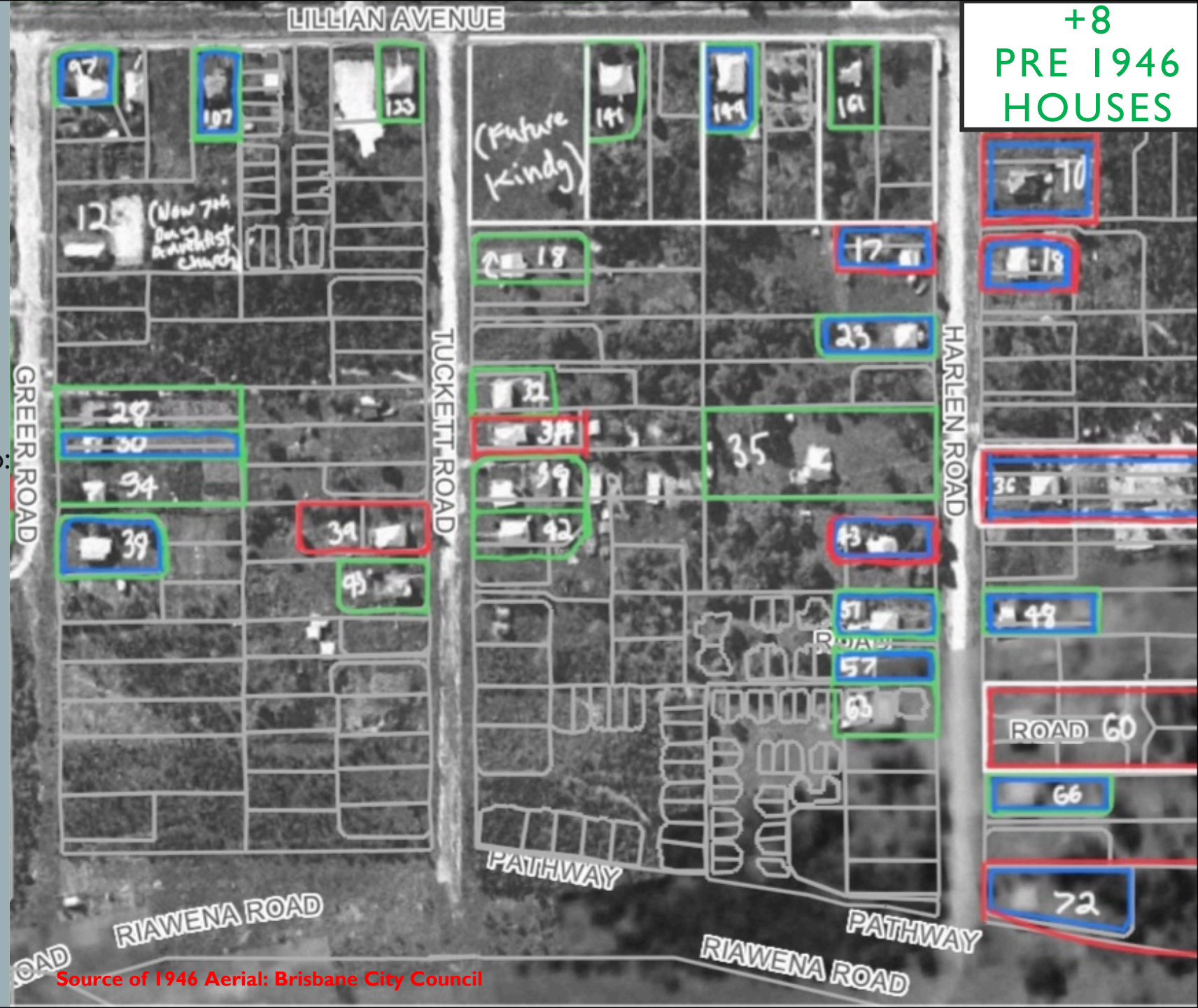
This area was developed as a Rural Residential area, so it seems very strange to be highlighting this area to protect character!

Looking at the BCC proposal you would think that 50 houses were being protected.

Instead, it might result in protection for up to:

- 4 Houses on the East side of Greer Road.
- 3 or 4 Houses on East side of Tuckett Rd.
- 5 houses are already covered by the TBC overlay on Southern end of Harlen Rd.

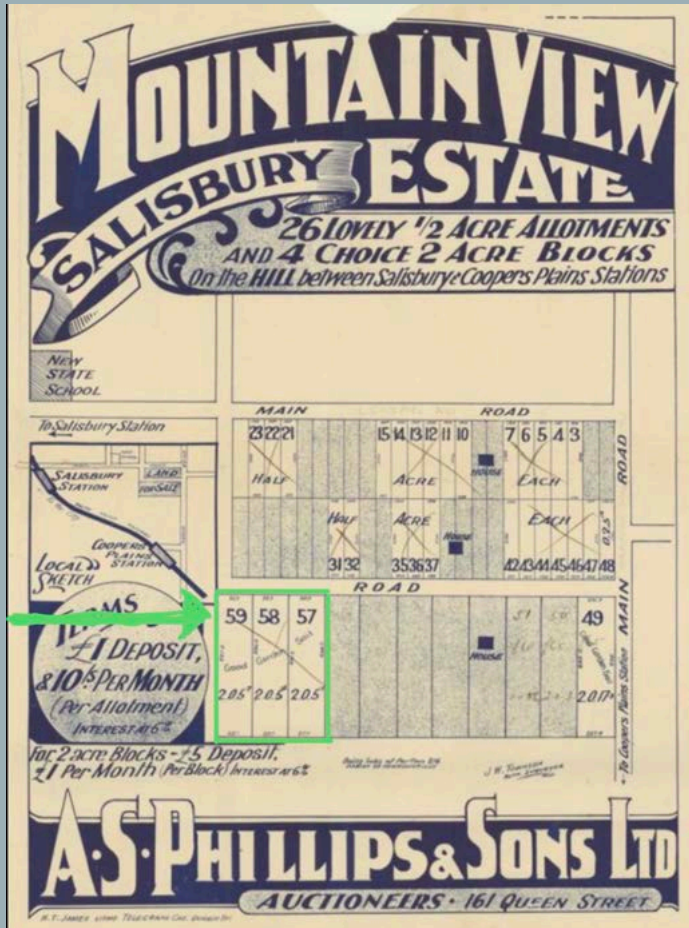
Tiny numbers compared to what is proposed to be removed elsewhere!



6. GOLDA AVE

Council are proposing to investigate Golda Ave. There appears to only be around 3 surviving houses on the 1946 aerial along this stretch.

The houses are the old homesteads for old rural lots 57, 58 & 59. They have since been subdivided into 9-11 blocks each.



+3
PRE 1946
HOUSES

Source of 1946 Aerial: Brisbane City Council

Source of Mountain View Estate Image: State Library of Queensland
https://digital.slq.qld.gov.au/delivery/DeliveryManagerServlet?change_lng=en&dps_pid=IE427854

REVIEW OF COUNCIL PROPOSAL

What is the yield of what Council are proposing
if it all was developed to the maximum?

AREAS OF PROPOSED UP-ZONING

- Council are proposing to up-zone an area of 51,000m² to 5 storey units.
- Council are also proposing to up-zone 312,000m² to 3 storey units.



THEORETICAL YIELD OF PROPOSED COUNCIL UP- ZONING

- Obviously these are rough calculations and depend on developers being able to acquire enough land to suitably develop.
- It seems if you assume 3 storeys will result in 2 storeys of units over 1 storey of garage there could be 2800 units built in Salisbury.
- If you assume 3 storey will result in 3 storeys of units over 1 storey of garage, then there could be 5000 units built in Salisbury.
- Either way, with 6,290 people in Salisbury in the 2016 census, there would be a lot more if these units developed.

	CURRENT YIELD (Houses)	AREA (m2)		PROPOSED HEIGHTS	POTENTIAL MAXIMUM YIELD (3 Storey Units On Top of Garage/Carpark)	POTENTIAL YIELD (2 Storey Units On Top of Garage/Carpark)		
Western Circle (Railway Station)	19	10,000	129,000	3 Storeys	128	2094	64	1306
	25	18,000		3 Storeys	230		115	
	37	25,000		5 Storeys	540		400	
	28	20,000		5 Storeys	432		320	
	26	22,000		3 Storeys	282		141	
	27	14,000		3 Storeys	179		90	
	30	14,000		3 Storey	179		90	
	12	6,000	5 Storeys	124	86			
Middle Circle	19	10,000	94,000	3 Storeys	128	1202	64	601
	21	12,000		3 Storeys	154		77	
	26	18,000		3 Storeys	230		115	
	28	18,000		3 Storeys	230		115	
	31	18,000		3 Storeys	230		115	
	27	18,000		3 Storeys	230		115	
Eastern Circle (Orange Grove Road)	21	12,000	140,000	3 Storeys	154	1797	77	897
	28	12,000		3 Storeys	154		77	
	60	40,000		3 Storeys	512		256	
	29	17,000		3 Storeys	218		109	
	24	16,500		3 Storeys	215		106	
	59	42,500		3 Storeys	544		272	
	577	363,000			5093		2804	

PROPOSED CHANGES TO PROPOSED AREAS OF 3 & 5 STOREY UNITS

How appropriate are the areas Council are
proposing to up-zone?

REVIEW OF WESTERN AREA PROPOSED UP-ZONING



The Western Area needs to be greatly changed. Council's proposal currently wipes out too much Traditional Building Character (TBC)

LEGEND

- Study area
- Major road
- Street
- Railway station
- Busway station
- Parks and open space
- Creek corridors
- Centre areas
- Schools/Community facilities
- State heritage place
- Local heritage place
- Easy walking distance from key public transport stops

Areas for Investigation

- Up to 3 storeys residential
- Up to 5 storeys residential
- Up to 5 storeys as part of mixed commercial and residential
- Up to 8 storeys as part of mixed commercial and residential
- Investigate and update character protections (including retaining intact streetscapes)



REVIEW OF CENTRAL AREA PROPOSED UP-ZONING

- LEGEND**
- Study area
 - Major road
 - Street
 - Railway station
 - Busway station
 - Parks and open space
 - Creek corridors
 - Centre areas
 - Schools/Community facilities
 - State heritage place
 - Local heritage place
 - Easy walking distance from key public transport stops
- Areas for Investigation**
- Up to 3 storeys residential
 - Up to 5 storeys residential
 - Up to 5 storeys as part of mixed commercial and residential
 - Up to 8 storeys as part of mixed commercial and residential
 - Investigate and update character protections (including retaining intact streetscapes)



The Central Area has a 400m radius around a bus stop. In the heart of Salisbury – which is just not going to be accepted by the community. Either remove this layer or just up-zone the whole suburb so everyone can sell out to a developer if you want that many units. The block that is next to the Cripps St shops could be up zoned still, but all the other areas shouldn't be.

REVIEW OF EASTERN AREA PROPOSED UP-ZONING



The Eastern Area seems non-sensical – rather than claim that the bus stops on Orange Grove Road are “Key Public Transport Stops”, the proposed 3 Story area should be limited to the area in green, which is the area near major roads and the ALDI shops.

(C) Google Imagery, 2021

The density should be driven by proximity to Aldi shops and sites along the major transport corridors, 2



COUNCIL PLANNING SCHEME EXTRACTS

Have Council met these requirements?

3.7.6 Element 5.5 – Brisbane's Suburban Living Areas

Table 3.7.6.1—Specific outcomes and land use strategies

Specific outcomes	Land use strategies
<p>SO1 Suburban Living Areas experience growth in response to local context and needs including centres, community facilities, medium and high density residential and industrial uses.</p>	<p>L1 The zoning pattern shows the development intent that is consistent with local values, constraints and opportunities in the Suburban Living Areas.</p>
<p>SO2 Suburban Living Areas experience limited growth, providing predominantly detached housing for residents.</p>	<p>L2.1 Development for housing is restricted to detached housing and any on-site secondary dwelling in the majority of Suburban Living Areas.</p> <p>L2.2 Development is restricted in terms of the lot sizes, configurations and circumstances suitable for subdivision and small-scale housing infill development.</p>
<p>SO3 Suburban Living Areas allow for adaptable small-scale multiple dwellings, retirement facilities and residential care facilities on well-located sites to provide for intergenerational housing options catering to young people, families and supporting ageing in place and ageing in neighbourhood.</p>	<p>L3.1 Development for small-scale multiple dwellings is restricted to well-located sites in Suburban Living Areas. Zone, neighbourhood plan and development codes, and mapping indicate various criteria for determining well-located sites in those localities and circumstances. Development for retirement facilities and residential care facilities occurs on well-located sites in Suburban Living Areas. The scale and built form of retirement facilities and residential care facilities is commensurate with the size of the site and sensitive to the surrounding character and amenity of Suburban Living Areas.</p> <p>L3.2 Development for multiple dwellings in the Emerging community zone: a. is restricted to locations provided for in a neighbourhood plan; or b. is within 400m walking distance from a dedicated public pedestrian access point of a public transport stop or station with a service frequency of 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm and the edge: i. of a centre zone other than the Neighbourhood centre zone; or ii. of a zone that provides for the Special Centres identified in Section 3.7.5.1 L1.1 in Theme 5 of the Strategic Framework.</p>
<p>SO4 The local character which is typically defined by features such as consistent block size and house spacing, an established road pattern, a predominance of detached housing, the presence of mature vegetation and gardens and by local typography is maintained.</p>	<p>L4.1 Infill development is limited to instances where the resulting lot size reflects that which predominates in the neighbourhood.</p> <p>L4.2 The siting, scale and lot coverage of new housing is consistent with the existing neighbourhood character of well-spaced houses and vegetated backyards.</p> <p>L4.3 Development supports high levels of local amenity and air quality and enhances these areas, contributing to the sustainability of the city through: a. the retention of mature and significant vegetation; b. the retention of private open space capable of supporting trees and gardens; c. increasing local shade cover along streets; d. local sustainability initiatives such as water-sensitive urban design.</p>
<p>SO5 District centres serve local and district catchments and accommodate slightly higher densities than surrounding neighbourhoods.</p>	<p>L5.1 District centres are located at nodal points within residential neighbourhoods and function as community destinations, providing localised access to goods and services, including retail, community facilities and low impact industry and localised employment.</p> <p>L5.2 District centres are the focus for the public transport network within the local catchment of the district centres.</p>

<p>SO6 Neighbourhood centres offer small-scale, low-impact local convenience services.</p>	<p>L6.1 Neighbourhood centres are interspersed within residential neighbourhoods and function as local neighbourhood service providers.</p> <p>L6.2 Neighbourhood centres are of a scale which is consistent with surrounding detached housing.</p> <p>L6.3 A new neighbourhood centre which is not in a location provided for in a zone, zone precinct, or neighbourhood plan is to: a. have a gross floor area of 2,500m² or less and a maximum tenancy size of 2,000m² or less; b. have a frontage predominantly to a major road; c. have vehicle site access from a suburban road, a district road or a neighbourhood road; d. be 400m or less walking distance from a dedicated public pedestrian access point of a public transport stop or station with a service frequency of 3 or more services per hour in peak periods; e. be more than 400m from an existing retail based centre; f. manage the impact on the amenity and character of adjacent uses and the locality consistent with the overall outcomes for the zone, zone precinct and neighbourhood plan for the surrounding uses and locality.</p>
<p>SO7 Non-residential uses support local character and amenity.</p>	<p>L7 A range of non-residential land uses that generally support the needs of those Suburban Living Areas include the following: a. local and district services and shopping with access to public transport services, as well as centres in specific locations and other small-scale non-residential uses such as those within commercial character buildings, providing neighbourhood convenience services within a walkable catchment; b. schools and other community facilities; c. a range of parks, from district sports parks to local recreation parks; d. vegetation and open space, including in backyards, that support local and district ecological functions, including biodiversity and fauna movement, as well as helping reduce the urban heat island effect; e. pedestrian-friendly traffic environments and pedestrian and cyclist connectivity to surrounding areas including some buffered industrial areas that offer locally accessible employment opportunities for residents in the Suburban Living Areas.</p>
<p>SO8 Development of Emerging community zoned land reinforces intended local character and amenity, positively contributes to the creation of sustainable and functional communities that are fully integrated within the Suburban Living Area and is serviced by appropriate supporting infrastructure and services.</p>	<p>L8 Development: a. considers and responds to known development constraints and those identified through the assessment process; b. preserves valued character and environmental attributes and mitigates unavoidable impacts; c. provides corridors and linkages required to physically integrate development within the locality; d. concentrates the most intense land uses on well-located sites serviced by appropriate supporting infrastructure; e. is consistent with the scale and pattern of development intended in the zone, zone precinct, or neighbourhood plan.</p>

3.7.9 Element 5.8 – Brisbane's Growth Nodes on Selected Transport Corridors

Table 3.7.9.1—Specific outcomes and land use strategies

Specific outcomes	Land use strategies
<p>SO1</p> <p>Growth Nodes on Selected Transport Corridors provide opportunities for a range of more intense urban form, mix of land uses and activities that are tailored to the locality and catchment's community needs in accordance with the applicable land use strategies.</p>	<p>L1.1</p> <p>Growth Nodes on Selected Transport Corridors, identified on the Brisbane selected Transport Corridors and Growth Nodes Strategic Framework Map, are focused on land within the centre zone on the following transport corridors that are described in more detail below:</p> <ol style="list-style-type: none"> a. Logan Road transport corridor—Kangaroo Point to Upper Mount Gravatt; b. Gympie Road and Northern Busway transport corridor—Royal Brisbane Hospital to Carseldine; c. Old Cleveland Road and Eastern Busway transport corridor—Stones Corner to Carindale; d. Brisbane South Rail transport corridor—Princess Alexandra Hospital to Coopers Plains; e. Kingsford Smith Drive transport corridor—Newstead to Hamilton; f. Brisbane South-west Rail transport corridor—Milton to Wacol; g. Enoggera Road and North-west Rail transport corridor—Kelvin Grove to Mitchelton; h. Brisbane North-east Rail transport corridor—Bowen Hills to Northgate; i. Brisbane East Rail transport corridor—Buranda to Cannon Hill.

3.7.9 Element 5.8 – Brisbane's Growth Nodes on Selected Transport Corridors

Table 3.7.9.1—Specific outcomes and land use strategies

Specific outcomes	Land use strategies
	<p>L1.2</p> <p>Planned Growth Nodes on Selected Transport Corridors provide for future growth in accordance with a neighbourhood plan.</p>
	<p>L1.3</p> <p>Future Growth Nodes on Selected Transport Corridors are:</p> <ol style="list-style-type: none"> a. to be the subject of the following: <ol style="list-style-type: none"> i. a future neighbourhood plan prepared by the Council during the life of the planning scheme; or ii. a comprehensive planning process which involves a local area and precinct approach, community consultation and consideration of the planning matters consistent with the scope of a neighbourhood plan prepared by the Council; b. only to be developed for future growth beyond the character, scale and density provided for in the current balance of zones in the planning scheme area where the following are satisfied: <ol style="list-style-type: none"> i. development is on land other than land in the Low density residential zone or identified in the Traditional building character overlay; ii. development is within: