

3 CITYWIDE OUTCOMES

Historic Version
Redcliffe City Planning Scheme

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3.1 DESIRED ENVIRONMENTAL OUTCOMES

- 1) The desired environmental outcomes are based on ecological sustainability principles established by the IPA and are the basis for the measures of the planning scheme.
- 2) Each desired environmental outcome is sought to be achieved to the extent practicable having regard to each of the other desired environmental outcomes.
- 3) The desired environmental outcomes for Redcliffe City are as follows -
 - A) Sustainable economic development in Redcliffe City that provides employment and supports, but does not diminish, the role and function of the urban villages and the employment node.
 - B) The prevailing character of the City comprising of its bayside location, low to medium density development and the scenic coastal landscapes are enhanced and protected.
 - C) The distinctive local character of each urban village that is made up from a combination of its physical attractiveness, safety, accessibility and distinctive role on the Redcliffe Peninsula is enhanced and protected.
 - D) Quality, useable open space adequate for the recreation needs of Redcliffe City is provided and maintained for the community throughout the urban environment.
 - E) The ecological and biodiversity values of areas with identified natural values together with the economic values of the Fish Habitat Areas are not compromised.
 - F) Impacts on water and air quality by contamination, effluent disposal, loss of vegetation, soil erosion and disturbance of acid sulfate soils are minimised.
 - G) Public areas and places of cultural heritage significance are protected and the amenity and attractiveness enhanced to increase community well-being and community and cultural identity.
 - H) The range of housing types, facilities, services and community infrastructure reflects community need with medium density housing and community infrastructure located within urban villages where there is maximised transport efficiency, higher order facilities and amenity in the public realm.
 - I) The efficient supply, use and safe operation of infrastructure (including the water supply and treatment systems, transport networks and facilities, drainage, communication and energy networks, waste disposal, harbours and facilities for aircraft) is maximised.
 - J) Transport infrastructure (including roads, traffic control devices, dedicated public transport corridors and services, cycle ways and pathways) supports urban villages, the employment node and residential areas and the use of transport modes other than the private motor vehicle.

- K) Development has a high standard of amenity, safety and equity of access with the external impacts and appearance of development compatible and complementary with the location.
- L) The design and operation of development is appropriate with regard to drainage, soil types, stability, environmental impacts and the minimisation of the adverse impacts of flood, bushfire and landslide.
- M) Development and supporting infrastructure in the planning scheme area –
 - i) Is in accordance with the reasonable expectations of the existing and future residents of the location in which the development is located; and
 - ii) Is consolidated in a location intended for the development and is only developed outside of that location where:
 - (a) there is both an overwhelming economic need for the development; and
 - (b) the development is located at the edge of the location in which it is intended to be developed rather than in a stand alone or more isolated location that is not intended for the development; and
 - iii) Is of a scale, form and intensity intended for the location in which the development is located and is only developed at a greater scale, form and intensity where there is both an overwhelming community need and an overwhelming economic need for the development.
 - iv) Supports the area of the Redcliffe / Kippa-Ring urban villages as a Major Activity Centre within the region, under the provisions of the SEQ Regional Plan.

3.2 CITYWIDE CODE

The provisions in this division comprise the Citywide Code. They are -

- 1) Compliance with the Citywide Code (section 3.2.1);
- 2) Overall Outcomes (section 3.2.2); and
- 3) Assessment criteria (section 3.2.3)

3.2.1 COMPLIANCE WITH THE CITYWIDE CODE

Assessable Development that complies with the specific outcomes in section 3.2.3 complies with the Citywide Code.

3.2.2 OVERALL OUTCOMES

- 1) The overall outcomes are the purpose of the code.
- 2) The overall outcomes sought for the Citywide Code are the following -
 - A) General Citywide Overall Outcomes
 - i) There are 6 urban villages in Redcliffe City, identified on the Zoning Plan, that support a mix of uses including convenience retail, a range of housing styles and employment opportunities, being –
 - (a) Redcliffe Seaside Village;
 - (b) Kippa-Ring Village;
 - (c) Margate Village;
 - (d) Clontarf Gateway Village;
 - (e) Scarborough Seaside Village; and
 - (f) Woody Point Village.
 - ii) An Employment Node is located at Rothwell, identified on the Zoning Plan, that provides employment opportunities through a range of industry and business uses.
 - iii) Development supports the role and function of the urban villages and the employment node with commercial development outside of these areas not detracting from economic vitality of the urban villages and the employment node.
 - iv) Open spaces associated with natural systems including waterways or creeks and the foreshore are linked through open space corridors, or appropriate landscape treatments.
 - v) Ecological processes, natural systems, economic development and cultural, economic, physical and social well-being of people and communities are maintained and enhanced.
 - vi) Development contributes positively to the amenity of the locality and does not cause adverse affects at levels beyond those commonly accepted for the adjoining use or zone by emission of ash; dust; fumes; grit; light; noise; odour; oil; radio or electrical interference; smoke; soot; steam; vapour; vibration; waste water; waste products; and other materials or substances.
 - vii) The social impacts of development are positive through maintaining and enhancing the amenity and providing appropriate community services and facilities.

- viii) A sense of community and cultural identity is enhanced through landscaping, urban design, and streetscape works.
- ix) Development provides equitable access for the aged and people with disabilities.
- x) The City and individual developments have adequate transport, water, drainage, sewerage, electricity and telecommunications infrastructure.
- xi) Development does not create a traffic problem or increase an existing traffic problem.
- xii) Development provides safe access from the road, on-site parking, loading and manoeuvring areas.
- xiii) Buildings, the spaces around them and landscaping are attractive and contribute to the character and amenity of the City.
- xiv) Development is designed to mitigate its impacts on adjacent zones and land uses.
- xv) Development is of a scale and form which:
 - (a) enhances the amenity and attractiveness of the zone and preferred use area in which the development is located;
 - (b) protects and enhances the City's scenic landscapes, bayside location and low to medium density development;
 - (c) supports the preferred pattern of development for the City where medium density development and community infrastructure is located within urban villages, low density development is located within residential areas and industrial development is located in the Employment Node; and
 - (d) integrates with the existing and planned transport infrastructure including roads, public transport corridors and services, cycleways and pathways to maximise the efficient use and accessibility of the transport infrastructure.
- xvi) Development contributes to the creation of pedestrian links and connections throughout urban villages and to major destinations such as schools and hospitals.
- xvii) Development contributes to safe environments.
- xviii) Areas with indigenous cultural heritage significance are appropriately managed.
- xix) Development is designed to compliment topography and land form for drainage, soil suitability and stability.
- xx) All development, including structures is sited so as not to impede the flow of stormwater or the natural functions of a waterway.
- xxi) Renewable energy devices, water harvesting systems and other environmental design and construction techniques are incorporated into new development to address the effects of climate change.

B) Landscape Framework

- i) Scenic coastal landscapes and their contribution to the distinctive Redcliffe Peninsula landscape identity are maintained and enhanced.
- ii) Redcliffe City has a distinctive and memorable coastal architectural scale and character.

C) Urban Villages

- i) The function of the urban villages in supporting a mix of uses including convenience retail, a range of housing styles and employment opportunities is suitable for the scale, location and role of the individual urban village without adversely affecting the function of other urban villages.
- ii) Urban Villages have attractive, interesting, vibrant, comfortable and accessible streets, public places, open spaces, active shopfronts and streetscapes with visual interest and public safety.

- iii) Urban Villages create a sense of place and identity for its residents.
- iv) The identity and attractiveness of the urban village is enhanced by a high standard of design, landscaping and streetscape works.
- v) Urban villages foster community interaction.

D) The Employment Node

- i) The employment node provides employment opportunities in the City through a range of industry and business opportunities.
- ii) Convenience retailing facilities are provided for the local residential community.
- iii) The environmentally significant areas in and near the node are protected.
- iv) The employment node is developed to promote effective links to the future Rothwell Public Transport Corridor.

3.2.3 ASSESSMENT CRITERIA

(1) Assessment criteria for assessable development

Specific Outcome		Probable Solution
(A) GENERAL CITYWIDE OUTCOMES – APPLY TO THE WHOLE CITY		
1 Economy		
SO1	No urban villages or employment nodes in addition to those identified on the Zoning Plan are established.	
SO2	Convenience retailing and comparison retailing or shopping with floor areas over 200m ² are located in urban villages or in Preferred Use Area 12 or 14 of the Frame Business Zone or Preferred Use Area 23 of the Open Space and Recreation Zone when located outside an urban village.	
SO3	Showrooms/superstores with floor areas over 500m ² are located in Preferred Use Area 13 at the employment node and are not located elsewhere in the City.	
SO4	Retail development outside urban villages, the employment node, Preferred Use Area 23 of the Open Space and Recreation Zone or a Frame business Zone is a maximum of 200m ² and does not adversely affect the commercial viability of existing business areas.	
SO5	Any additional supermarket or substantial expansion of the existing facilities for Redcliffe City is located in the Urban Villages.	
2 Open Space		
SO6	Open space systems provide links between natural systems and the foreshore.	
3 Environment		
SO7	Development does not result in adverse impacts on the environment through contamination of air, water or land.	
SO8	Development does not adversely impact the Moreton Bay Marine Park directly or indirectly in construction or operation stages.	
SO9	Stormwater is treated and discharged or reused so as to contribute positively to the environment and not to increase contaminants or adverse impacts in the catchment as shown in Overlay Map 7.	
4 Amenity		
SO10	Development mitigates adverse impacts on adjoining zones and existing land uses.	PS 10.1 Development provides measures as detailed on s7.5, Schedule 5 – Separation of incompatible land uses.

Specific Outcome		Probable Solution
SO11	Business or Community Use Identification Signs are attractive, safe and contribute positively to the amenity and character of a locality.	PS 11.1 Business and Community Use Identification Signs comply with s 7.1, Schedule 1 –Signs.
SO12	Lighting does not extend beyond the development site boundaries.	
5 Waste management		
SO13	Waste receptacles are appropriately stored on site and disposed from the site.	PS 13.1 A common waste facility through a single waste container is used for all uses except where there are less than 5 dwelling units.
SO14	Where a multi-use refuse bin is used, there is sufficient room on site for a refuse truck to empty the container on site.	
6 Social and community issues		
SO15	Development supports the cultural, economic, physical and social well-being of people and communities.	
SO16	Development contributes to the community and cultural identity of Redcliffe.	
SO17	Development provides safe and equitable access to the site, within the site and linking the site with adjoining locations.	
SO18	New uses are compatible with the existing and intended future use of adjacent sites.	
SO19	Development provides for socially, visually and physically amenable work environments with on-site recreation areas that: <ol style="list-style-type: none"> 1. are located: <ol style="list-style-type: none"> a) separate from the public areas of the site; b) away from the noise or odorous activities on site; and 2. have adequate: <ol style="list-style-type: none"> a) protection from the weather; b) access to all staff; and c) seating, tables and rubbish bins. 	
7 Infrastructure provision		
SO20	Development sites are provided with transport, water drainage and sewerage infrastructure that is suitable in quantity and quality.	
SO21	Conduits are installed in conjunction with construction of buildings for telecommunications and other wired services providing street to premises access and access throughout the building itself; and a maximum of one (1) radio transceiver requiring suitable qualified professional installation, roof location, power and weatherproof storage area, is provided in all development other than houses, to facilitate a connection to a carrier network and qualified professional installation of broadband wiring (Category 5 or better) or equivalent broadband wireless communication linkage to each unit or tenancy within the development to provide owner/tenant with network access.	
8 Access, parking and provision for vehicles		
SO22	Development is provided with safe and practical access without adversely impacting on the traffic environment in the locality.	
SO23	The car parking area, design and numbers of bays are adequate and do not rely on the use of car stackers to	PS 23.1 Car parking is provided in accordance with s7.2, Schedule 2 - Car parking.

Specific Outcome		Probable Solution
meet the required number of spaces.		
SO24	Car park areas for commercial uses, industrial uses or for multiple dwellings have adequate separation from adjoining land uses to prevent vehicle headlight intrusion and minimise adverse noise impacts but maximise safety for users.	PS 24.1 Car parking spaces do not directly face residential properties or light sensitive uses; and PS 24.2 Car parking areas are designed in accordance with s 7.2, <i>Schedule 2 – Car Parking</i> ; and PS 24.3 Separation to incompatible land uses is undertaken in accordance with s7.5 <i>Schedule 5 – Separation of incompatible land uses</i> .
SO25	Loading, unloading and manoeuvring of delivery vehicles for commercial, business or industrial uses occurs on site.	
SO26	Loading docks and service vehicle storage areas are not visible from streets and other public spaces.	PS 26.1 Loading docks and service vehicle storage areas are located to the rear of the site; and PS 26.2 Back of house facilities (loading bays, service docks etc) a) are screened from view from any street by fencing or landscaping with a minimum of 50% transparency; OR b) roller shutter doors are set back at least 3m from the front boundary alignment where loading docks face the street PS 26.3 There is a maximum of 2 doors in any wall plane.
9 Pedestrians and non car transport		
SO27	Medium density development is located within walking distance of public transport stops.	PS 27.1 Medium density development with a density of 15 to 25 dwellings per hectare is located within 800m of a public transport stop.
SO28	Development provides pedestrian links that connect with adjoining paths and are clearly defined and safe.	
SO29	There are defined pedestrian accesses from streets through car parking areas to building entrances.	
SO30	Pathways incorporate: a) occasional widened areas with seating; b) shade trees close together and/or in two rows; c) curves in the path; d) nearby massed gardens; e) safety measures; f) shade/shelter structures; g) good lighting; and h) some artistic expression.	
10 Urban Design		
SO31	The height of buildings is in keeping with the character, amenity and location in the City, having a variation and range of building heights in the Urban Villages and foreshore in order to allow access to breeze, sunlight and views for the properties to the rear and complies with the Building Heights Plan.	
Note: Refer to the relevant Zone Code and use Code for further provisions relating to building height.		
SO32	Development is of a scale and form which:	

Specific Outcome	Probable Solution
<p>a) enhances the existing and planned amenity, environment and cultural contexts of the zone and preferred use area in which the development is located by ensuring that the development:</p> <ul style="list-style-type: none"> (i) integrates with the existing and planned development in the zone and preferred use area; (ii) is of a human scale; (iii) protects existing and planned buildings that contribute to the City's character; (iv) is sympathetic to the existing and planned character of the zone and preferred use area; (v) is designed so that residents and visitors can easily find their way around the City; (vi) does not result in the intrusion of an inconsistent use into the zone and preferred use area; and (vii) creates a place with a distinctive character and a feeling of belonging; and 	
<p>b) protects the existing and planned character of the zone and preferred use area in which the development is located by ensuring that:</p> <ul style="list-style-type: none"> (i) landscapes that enhance the amenity and character of the scenic coastal landscapes, bayside location and urban villages are protected; (ii) significant views of important natural and cultural character elements as seen from public use areas, the coast and the transport infrastructure network including roads, cycleways and pathways, are protected; (iii) the visual boundaries between zones and preferred use areas is established and maintained; (iv) the development is buffered and screened to separate visually incompatible development; and (v) the development complements the surrounding character and style of surrounding buildings and structure in the zone and preferred use area; and 	
<p>c) supports the preferred pattern of development for the zone and preferred use area by:</p> <ul style="list-style-type: none"> (i) maintaining consistency with the intended scale and form of development in the zone and preferred use area and the consequential infrastructure and development commitments; (ii) supporting more compact urban villages and the employment node; (iii) locating community infrastructure with medium density development in urban villages and industrial development in the Employment Node that are accessible by transport infrastructure including roads, cycleways, pathways and public transport; and (iv) ensuring that development occurs in areas that can efficiently and effectively be provided with infrastructure and services; and 	
<p>d) integrates with the existing and planned transport infrastructure including roads, public transport</p>	

Specific Outcome	Probable Solution
<p>corridors and services, cycleways and pathways by:</p> <ul style="list-style-type: none"> (i) matching the location and type of development with the capacity of the transport infrastructure; (ii) avoiding increased traffic conflicts or hazards; (iii) discouraging the use of neighbourhood and local access roads to service medium density development; and (iv) ensuring that development is consolidated in locations that support the accessibility, convenience and efficiency of public transport, such as including medium density development in urban villages and industrial development in the Employment Node and are well serviced by transport infrastructure'. 	
<p>SO33 Design elements reduce building bulk by:</p> <ul style="list-style-type: none"> a) a combination of balconies, verandahs or recesses; b) variation in materials, colours and/or textures between levels; c) variation in building form; d) roofs with pitch, skillions or gables; and e) service structures are screened or designed as part of the building. <p>And ensure that access to breezes is maintained for properties to the rear.</p>	<p>PS 33.1 A maximum of 60% of the front alignment of the building is on the one plane and have walls of no greater than 10m in length with a distinct recess / separation between wall elements.</p>
<p>SO34 Development contributes to active street frontages.</p>	<p>PS 34.1 The entry to the building is identifiable from the front boundary of the premises; and</p> <p>PS 34.2 Active uses face the street from which pedestrian access is gained; and</p> <p>PS 34.3 From the front of the building there are direct views out to the street; and</p> <p>PS 34.4 Walls of buildings fronting the street are not blank and have windows, doors or balconies; and</p> <p>PS 34.5 Buildings on corner allotments address both street frontages with windows, doors or balconies facing both street frontages.</p>
<p>SO35 Development contributes to personal safety through building and site design and use of appropriate landscaping to minimise dark spaces or recesses that provide hiding places and risks associated with criminal behaviour.</p>	<p>PS 35.1 Landscaping is provided in accordance with section 7.4, <i>Schedule 4 – Landscaping</i>; and</p> <p>PS 35.2 Buildings allow for natural surveillance with windows facing the street and public places; and</p> <p>PS 35.3 Fencing is a minimum of 50% transparent to allow vision into the site and minimise hiding places; and</p> <p>PS 35.4 Building and structures are not constructed under overhead electricity distribution lines or within electricity easements.</p>
<p>11 Brisbane Airport and Redcliffe Aerodrome</p>	
<p>SO36 Uses do not emit high velocity gaseous plumes, emit</p>	<p>NOTE: The <i>Electricity Regulation 1994</i> identifies requirements for the separation distances between uses and works and electricity infrastructure.</p>

Specific Outcome		Probable Solution
	airborne particulates or involve transient aviation activities or building or structures that interfere with the operational air space of Brisbane Airport or the Redcliffe Aerodrome.	
SO37	Uses do not attract wildlife such as birds, which may interfere with airport operations at the Brisbane Airport or Redcliffe Aerodrome.	
SO38	Development has lighting that is compatible with and maintains the safety and airspace of both the Redcliffe Aerodrome and Brisbane Airport operations.	PS 38.1 Lighting of development does not have the potential to: a) confuse pilots through similarity with runway lighting - use of parallel rows of lighting exceeding 500m in length does not occur; or b) distract or interfere with a pilot's visibility through brightness or glare while in control of approaching or departing aircraft (particularly where development may involve glare or flashes, flare plumes, upward shining lights, flashing or sodium (yellow) lighting).
12 Site suitably		
SO39	Development is designed to complement topography, land form, soil type, site stability and drainage.	
13 Aboriginal Cultural Heritage		
SO40	Where Aboriginal cultural heritage values are identified, they are preserved and maintained.	NOTE: The process for identifying these values is detailed in s8.2, <i>Planning Scheme Policy 2 – Cultural Heritage</i>
(B) LANDSCAPE FRAMEWORK		
SO41	Development identifies and accentuates the primary east-west connections as illustrated on Figure 1 and view corridors linking urban areas to the foreshore as illustrated on Figure 2 including: a) Fifth Avenue; b) Griffith Road and Newport Drive; c) Klingner Road; d) Anzac Avenue; e) MacDonnell Road; f) Duffield Road; and g) King Street.	PS 41.1 Buildings are not constructed at the end of streets that provide views through to the Bay and foreshore; and PS 41.2 Buildings or structures do not impede clear views along the corridors; and PS 41.3 Street tree planting is consistent using the same species of trees along the length of the street.
SO42	Development identifies and accentuates the main north - south access routes linking urban villages as indicated on Figure 1 – Landscape Framework, being: a) Oxley Avenue; and b) Elizabeth Avenue / Snook Street.	
SO43	The major intersections of the primary streets and main north-south access routes that result in key nodes (as identified in Figure 1 – Landscape Framework), are enhanced through: a) feature landscaping of the key nodes identified; and b) place names are located in these positions (eg Redcliffe Seaside Village).	
14 Scenic Coastal landscapes		
SO44	The following distinguishing coastal values of the coastal framework as identified on Figure 3 – Landscape Character are protected and maintained:	PS 44.1 Vegetation is retained.

Specific Outcome	Probable Solution
<ul style="list-style-type: none"> a) the topography of long flat stretches of coastline and crescent shaped beaches; b) headlands and points; c) esplanade roads almost continuously located adjacent to foreshore parkland; d) long avenues of pine trees, palms and pockets of mature fig and cotton trees; e) visually prominent pockets of vegetation on headlands, ridges and points; f) vegetation cover of Scott's Point; g) pedestrian access to the foreshore and beaches; h) nodes of retail and commercial development; i) glimpses or full views of the bays; j) ability to see into sites adjoining the foreshore; k) variation in the width and therefore the function of foreshore parks; l) red coastal cliffs; m) variation in the intensity of residential uses at different locations; n) red rocky outcrops; and o) coastal creeks and associated open space corridors. 	
<p>SO45 The design of buildings over 3 storeys tall within the bayside identity area on Figure 1 – Landscape Framework, respect and complement the scale and character of the foreshore landscape character.</p>	
<p>SO46 Buildings on public land along the foreshore are designed and located to ensure views from the beaches, foreshore, headlands and points are maintained as illustrated on Figure 4 – Landscape Elements of Public Land within the Coastal Landscape Framework.</p>	<p>PS 46.1 Buildings located within the foreshore are setback a maximum of 6 m from the foreshore road; and</p> <p>PS 46.2 Buildings are less than 7.5 m in height;</p>
<p>SO47 Building character responds to the dominant elements of the landscape framework being:</p> <ul style="list-style-type: none"> a) curved bays edged by Norfolk Pines; and b) serrated skyline. 	
<p>SO48 Building mass for buildings above 3 storeys step in at the middle and the top of the building as illustrated in Figure 6 – Building Scale and Mass.</p>	
<p>SO49 Development acknowledges the contextual elements of building character elements and incorporates:</p> <ul style="list-style-type: none"> a) vertical massing from articulation of building form with steps and recesses as illustrated on Figure 7; b) vertical blade feature walls and double blades as illustrated on Figure 8; c) articulation in the wall plane with engaged piers and modelling with small steps in the wall plane as illustrated in Figure 8; d) parapet walls that accentuate the vertical wall plane in Redcliffe Seaside Village as illustrated on Figure 9; e) use of curves and 'S' shapes in plan and elevation, particularly for verandah roofs, awnings and windows hoods as illustrated on Figures 8 and 10; f) shallow skillion roofs and propped eaves, particularly for verandah roofs, awnings and windows hoods as illustrated on Figure 11; g) tensile structures (materials that are capable of 	

Specific Outcome		Probable Solution
	being stretched or are slender in form), particularly for verandah roofs, awnings and windows hoods, and shade structures as illustrated on Figure 12; h) balconies and verandahs and combined with window or wall enclosed balcony rooms; i) roof top look-outs and belvederes as illustrated in Figure 12; j) light colours with bright colours on elements; k) structures that are made of lightweight materials as illustrated on Figure 13.	
15 Sites outside of Beach areas		
SO50	Views along streets, or open space corridors to the foreshore, the Bays and along Humpybong Creek are protected.	PS 50.1 Buildings or structures are not located on the foreshore in line with the end of streets.
SO51	A landscape connection between the open space corridor along Humpybong Creek and the Esplanade at Irene Street is provided.	
SO52	The natural and cultural heritage landscape framework comprising: a) Humpybong Creek open space; b) the Foreshore reserve; and c) visual and pedestrian links to these linear landscapes is enhanced.	
SO53	Landscaping recognises cultural heritage and is complimentary to existing cultural heritage landmarks.	PS 53.1 Avenue planting at Anzac Avenue east of Humpybong Creek does not obscure the vista to the Bay or the fig tree in the roundabout at the intersection of Anzac Avenue and Redcliffe Parade.
SO54	The outlook from Oxley Avenue to Bramble Bay is retained and is not obscured by buildings or new structures in the foreshore reserve.	PS 54.1 No buildings or structures on Crockatt Park, south of Lilla Street.
SO55	Development reinforces the gateway to Redcliffe at Rothwell.	
SO56	View corridors to the D'Aguilar Range along east- west roads are protected and enhanced.	
16 Urban Form		
SO57	Development in the bayside identity area identified on Figure 1 – Landscape Framework preserves and reflects the elements of the coastal landscape and the coastal architectural elements.	
SO58	Buildings contribute to experiencing a memorable coastal character with locally specific design responses contributing both to the physical design and enjoyment of a space.	
SO59	Outdoor areas take advantage of views but are protected from coastal winds and the sun through: a) roofed balconies; b) glazed screens on verandahs and balconies; c) awnings; d) sunhoods; and e) wide eaves. Figure 11 illustrates some appropriate design responses.	
(C) APPLICABLE TO DEVELOPMENT WITHIN COASTAL LANDSCAPE UNITS IDENTIFIED ON FIGURE 5		
SO60	Development, including landscape works and streetscape works is compatible with and	

Specific Outcome		Probable Solution
complimentary to the existing coastal landscape.		
SO61	Use of vegetation that is predominantly the species that is indigenous to or reflects the cultural landscape vegetation of the individual coastal landscape unit identified on Figure 5 – Coastal Landscape Units.	
17 Sites within Landscape Unit - Clontarf Gateway and Village		
SO62	The gateway at the Houghton Highway and Hornibrook Highway Bridges, as indicated on Figure 14, is enhanced by massed, simple low planting under the existing tall trees on the foreshore side north and south-west of the traffic lights.	
SO63	The existing trees over the escarpment immediately west of the Hornibrook Highway Bridge (pedestrian bridge) and the elevated area back to Haysmouth Parade contribute to the vegetated character and are retained where practicable and safe.	
SO64	The wide, curving esplanade foreshore and streetscape of Clontarf Point Beach is strengthened in character by tree planting to enhance its role as a gateway to the Redcliffe Peninsula.	
SO65	Views to the Bay from the urban village and Esplanade between the Hornibrook Highway Bridge and Bicentennial Park are retained with lightweight buildings or structures.	PS 65.1 Building heights are in accordance with the Building Heights Plan
18 Sites within Landscape Unit - Pelican Park, Crockatt Park and Woody Point		
SO66	The prominent natural landscape framework of the wide, curving Bay and foreshore with continuous natural vegetation along the skyline is retained.	PS 66.1 Development does not require the removal of healthy, mature vegetation along the foreshore or adjacent properties.
SO67	Development is not more visually prominent through the vegetation than the existing buildings seen from the beach and foreshore parklands around Bramble Bay.	PS 67.1 The width of buildings or structures facing the Bay is not wider than 20m; OR PS 67.2 Screening vegetation limits the visibility of the built structure to a maximum of width of 20m.
SO68	The cultural heritage value of Crockatt Park is protected.	PS 68.1 Retention of the old plantings of the cotton wood trees, fig and palms; and PS 68.2 More shade trees are planted in Crockatt Park around the boat ramp area.
19 Sites within Landscape Unit - Woody Point, Scott's Point to Progress Park		
SO69	The Woody Point Jetty continues as an important focal point and landmark within Woody Point Village.	PS 69.1 No structures are added to the jetty with the exception of shade structures.
SO70	Development reinforces and extends the headland coastal character along Whytecliffe Parade to Scotts Point and Progress Park.	PS 70.1 Development that abuts the esplanade incorporates the indigenous coastal species of: a) Pandanus; b) Banksias; c) Westringia; and d) coastal Eucalyptus.
20 Sites within landscape unit - Margate Beach		
SO71	Margate Beach has an open landscape character.	PS 71.1 Each site has a minimum of one small tree or large shrub providing semi-screening and softening of walls; and

Specific Outcome		Probable Solution
		PS 71.2 Walls or fences exceeding 1.2m in height are articulated with planting to screen the wall or fence.
S072	Fencing material is complimentary with the landscape works on the bay side of Margate Parade.	
21 Sites within landscape unit - Suttons Beach, Redcliffe Point and Queens Beach South		
S073	The urban and headland landscape character of Suttons Beach, Redcliffe Point and Queens Beach South frames corners of tall buildings, softens the view of the building from foreshore roads and beachside esplanades.	PS 73.1 Walls or fences higher than 1m that abut the foreshore or parks are stepped into terraces or setback to allow planting to screen the structure; and PS 73.2 Landscaping of the foreshore esplanade along Marine Parade comprises bold, coastal plants and trees such as Native eucalyptus and associated trees; or Norfolk Pines.
S074	Prince Edward Parade retains its distinctive streetscape character of the Ficus trees along the footpath.	PS 74.1 Development does not require or cause the removal of the Ficus trees.
22 Sites within Landscape Unit - Queens Beach and Queens Beach North		
S075	Development adjoining or adjacent to the foreshore compliments the landscape character of curved beaches and bays, visual appeal and useability of the foreshore and does not substantially alter the fall of the land to the foreshore.	PS 75.1 Retaining walls or fill within 5m of the foreshore side boundary are a maximum of 1m in height measured from the natural ground level of the foreshore edge. OR PS 75.2 Walls or fences are articulated where the height is more than 1.2m; and PS 75.3 All fences or walls or a combination have a maximum height of 2m from natural ground level with the exception of pool fencing for an approved pool; and PS 75.4 Planting on the foreshore side of development sites reflects the landscape character through the use of indigenous coastal species of: a) Cupaniopsis; b) cotton trees; c) pandanus; d) Acmena; and e) does not include palms; and PS 75.5 Tall trees such as Norfolk Pines are planted along the foreshore frontage of sites or between buildings so that part of the tree extends above the building.
23 Sites within Landscape Unit - Scarborough Beach		
S076	Scarborough Beach retains a cultural heritage character of a curving beach and foreshore park edged with Norfolk pines.	
S077	The crescent between the headlands of the natural landscape framework remains the focus for the landscape framework at Scarborough.	
24 Sites within Landscape Unit - Castlereagh Point and North Scarborough		
S078	The naturalistic foreshore character and low key residential edge between the headlands of the natural landscape framework is retained at North Scarborough.	
25 Sites within Landscape Unit - Tingiri and Jamieson Parks and North Reef		

Specific Outcome		Probable Solution
SO79	The foreshore and naturalistic landscape framework of the sand spit and shore of the foreshore and parks are retained for their amenity for passive family recreation.	
SO80	The panoramic outlooks over Deception Bay are retained.	
26 Sites within Landscape Unit - Scarborough Boat Harbour		
SO81	The Boat Harbour retains its role as an active recreational and commercial hub with a low rise built character and substantial public access to the water's edge.	
SO82	The amenity of public access areas is enhanced by landscape and streetscape treatments.	
27 Sites within Landscape Unit - Endeavour Park		
SO83	The panoramic views over Deception Bay to the Glasshouse Mountains are maintained from the long, formed foreshore.	PS 83.1 Development or structures in the parklands do not obscure views from the esplanade and parklands.
(D) APPLIES TO DEVELOPMENT IN ANY URBAN VILLAGE IDENTIFIED ON THE ZONING PLAN		
28 Role		
SO84	Urban villages are a hub for transport and transit services.	
29 Car parking		
SO85	The location of car parking areas enables direct pedestrian traffic past the majority of shops as they move towards the retail core.	
SO86	Public and private car parking facilities support the intensity and mixture of land uses.	PS 86.1 Car parking is provided in accordance with s7.2, <i>Schedule 2 - Car parking</i> .
NOTE: Please see s8.6, <i>Planning Scheme Policy 6 - Information that may be requested</i> for details on how to demonstrate that different car parking requirements to those in <i>Schedule 2 - Car parking</i> may be appropriate.		
30 Urban Design		
SO87	Gathering places defined by active frontages of buildings are provided and: <ul style="list-style-type: none"> a) are located at entrances to major developments; b) entrance statements have a human scale on the street frontage; c) are located on visually prominent corners; d) step backs in the building facade provide an area for use as a forecourt or similar vestibule; e) have a north or east orientation; f) are located where distinctive views to local landmarks are available; g) incorporate high quality landscaping, seating areas and public art; and h) are useable and accessible during all weather conditions. 	
SO88	The image of the urban village is enhanced through a high standard of building and external space design in new developments.	
SO89	Buildings are designed to define and activate high quality streets and public spaces that allow a high level of pedestrian accessibility, connectivity, legibility and comfort.	
SO90	Buildings and structures contribute positively to the streetscape and neighbouring buildings and do not	

Specific Outcome		Probable Solution
	result in a loss of privacy, overshadowing, glare, or wind turbulence.	
SO91	Development improves building edge and street relationships through buildings with: <ul style="list-style-type: none"> a) active frontages; b) open forecourts; c) vestibules; d) pedestrian access points into and through buildings; and e) windows of active uses overlooking streets and public spaces. 	
SO92	Buildings incorporate: <ul style="list-style-type: none"> a) massing elements; b) facade articulation; c) facade and shop-front treatments; d) balconies; and e) roof lines that are attractive and appropriate to their function and location within the urban village. 	
31 Streetscape and Landscape		
SO93	There is a high quality streetscape distinctive to each urban village through the use of compatible: <ul style="list-style-type: none"> a) design; b) tree species; c) lighting; d) materials and colours; e) appropriate signage; and f) treatment of surfaces. 	
(E) FOR SITES LOCATED IN REDCLIFFE SEASIDE VILLAGE IDENTIFIED ON THE ZONING PLAN		
32 Role		
SO94	Development in Redcliffe Seaside Village supports its role as Redcliffe's major specialty retail and commercial and town centre serving residents and visitors.	
SO95	Development in Redcliffe Seaside Village does not diminish the role or function of other urban villages.	
33 Urban Design		
SO96	Development facilitates the elements shown on Figure 15 including: <ul style="list-style-type: none"> a) active frontages (in the Retail Core and Frame Business zones this includes shop fronts, in residential zones this means buildings address the street); b) awnings; c) pedestrian routes; d) streetscape improvements; e) focal places; f) pedestrian gathering places; g) building landmarks; h) car parking; i) access routes; and j) retention of Norfolk Pines. 	<div> NOTE: The elements shown in Figure 15, and their location, are not final but are only a strategic indication of appropriate locations which will be subject to further investigation and revisions as development in the Urban Village takes place. A review of such elements and locations would also be undertaken as part of the preparation of any future Urban Renewal Master Plan for this Urban Village. </div>
NOTE: Vehicular access (particularly in relation to the residential component of new development) will not be permitted from		

Specific Outcome	Probable Solution
Redcliffe Parade. All vehicular access to new development proposed in Redcliffe Parade is to be provided from Sutton Street or an alternative street frontage to Redcliffe Parade.	
SO97 New buildings incorporate and compliment the scale and character elements of existing buildings in Redcliffe Seaside Village.	
SO98 Development, where the building or structure is 3 or more storeys in height, does not cast a shadow which has an adverse effect upon any part of a park, reserve (other than a road reserve), beach, foreshore or public waterway, and in particular Suttons Beach or the Lagoon.	
NOTE: Council may require a shadow impact analysis to be prepared at the time of lodging any development application for a building or structure of 3 or more stories in height.	
34 Circulation and Pedestrian Routes	
SO99 There is a network of pedestrian links that: a) are readily identified; b) are comfortable and convenient to use; and c) connect major pedestrian destinations.	PS 99.1 Pedestrian routes are provided in the locations shown on Figure 15.
SO100 Public car parks are located in the Frame Business Zone or Retail Core Zone.	
SO101 Parking for leisure and recreation uses on the foreshore is conveniently located.	
35 Streetscape and Landscape	
SO102 The identity and attractiveness of the Redcliffe Seaside Village is enhanced by a high standard of streetscape and landscaping in new development for locations shown on Figure 15.	PS 102.1 Locations for streetscape improvements are identified on Figure 15; and PS 102.2 Street trees are Cupaniopsis anacardioides – tuckeroo; and PS 102.3 Landscaping within the development site is provided in accordance with s 7.4, <i>Schedule 4 – Landscaping</i>
36 Cultural Heritage Value	
SO103 The Cultural Heritage value of the site of the First Settlement as shown in Overlay Map 8, Site 14, is recognised, retained and preserved.	
NOTE: The Council may require a Cultural Heritage Management Report or Plan to be submitted for development on land located within the site of the First Settlement (Overlay Map 8, Site 14). Requirements for a Cultural Heritage Management Report are discussed further in Planning Scheme Policy 2 – Cultural Heritage section 8.2.	
SO104 The significance of the Pier Theatre as a meeting place is maintained by the retention of the building's façade during any redevelopment of the site.	

Specific Outcome	Probable Solution
(F) FOR SITES LOCATED IN KIPPA-RING VILLAGE IDENTIFIED ON THE ZONING PLAN	
37 Role	
SO105 Development in Kippa-Ring Village supports its role and function as the dominant retail destination in the City for both convenience and comparison shopping.	
38 Urban Design	
SO106 Development facilitates the elements shown on Figure 16 including: <ul style="list-style-type: none"> a) active frontages (in the retail core and frame business zones this includes shop fronts, in residential zones this means buildings address the street); b) awnings; c) pedestrian routes; d) streetscape improvements; e) focal places; f) pedestrian gathering places; g) building landmarks; h) car parking; and i) access routes. 	<p>NOTE: The elements shown in Figure 16, and their location, are not final but are only a strategic indication of appropriate locations which will be subject to further investigation and revisions as development in the Urban Village takes place. A review of such elements and locations would also be undertaken as part of the preparation of any future Urban Renewal Master Plan for this Urban Village.</p>
SO107 The external public environment of the existing retail developments are improved by: <ul style="list-style-type: none"> a) additional active frontage facing streets and public spaces; b) additional outdoor pedestrian gathering places c) improved pedestrian routes to surrounding developments; and d) pedestrian routes to the proposed railway station at Kippa-Ring. 	
39 Circulation and and Pedestrian Routes	
SO108 There is a network of pedestrian routes that: <ul style="list-style-type: none"> a) are readily identified; b) are comfortable and convenient to use; and c) connect major pedestrian destinations. 	PS 108.1 Pedestrian routes are provided in the locations shown on Figure 16.
40 Streetscape and Landscape	
SO109 The identity and attractiveness of Kippa-Ring Village and surrounds is enhanced by a high standard of landscaping and streetscape works for locations shown on Figure 16.	<p>PS 109.1 Locations for streetscape improvements are shown on Figure 16; and</p> <p>PS 109.2 Street trees are <i>Corymbia tessellaris</i> Moreton Bay ash, <i>Cupaniopsis anacardioides</i> tuckeroo, <i>Tabebuia palmeri</i>, <i>Pongamia pinnata</i>; and</p> <p>PS 109.3 Landscaping is provided in accordance with s 7.4, Schedule 4 - Landscaping.</p>

Specific Outcome		Probable Solution
(G) FOR SITES LOCATED IN MARGATE VILLAGE IDENTIFIED ON THE ZONING PLAN		
41	Role	
SO110	Development in Margate Village supports its role and function as a centre with some higher order retail and commercial functions serving mainly Redcliffe City residents.	
SO111	Development in Margate Village does not diminish the role and function of other urban villages.	
42	Urban Design	
SO112	Development facilitates the elements shown on Figure 17 including: <ul style="list-style-type: none"> a) active frontages (in the retail core and frame business zones this includes shop fronts, in residential zones this means buildings address the street); b) awnings; c) pedestrian routes; d) streetscape improvements; e) focal places; f) pedestrian gathering places; g) building landmarks; h) car parking; i) access routes; and j) retention of Norfolk Pines. 	<div style="border: 1px solid black; padding: 5px;"> <p>NOTE: The elements shown in Figure 17, and their location, are not final but are only a strategic indication of appropriate locations which will be subject to further investigation and revisions as development in the Urban Village takes place. A review of such elements and locations would also be undertaken as part of the preparation of any future Urban Renewal Master Plan for this Urban Village.</p> </div>
43	Circulation and Pedestrian Routes	
SO113	There is a network of pedestrian routes that: <ul style="list-style-type: none"> a) are readily identified; b) are comfortable and convenient to use; and c) connect major pedestrian destinations. 	PS 113.1 Pedestrian routes are provided in the locations shown on Figure 17.
44	Streetscape and Landscape	
SO114	The identity and attractiveness of the Margate Village is enhanced by a high standard of streetscape and landscaping in new developments for locations shown on Figure 18.	PS 114.1 Locations for streetscape improvements are shown on Figure 17; and PS 114.2 Street trees are Cupaniopsis anacardioides – tuckeroo; and PS 114.3 Landscaping is provided in accordance with s7.4, Schedule 4 – Landscaping.
SO115	Oxley Avenue has a distinct identity, with: <ul style="list-style-type: none"> a) a different streetscape treatment on the north and south approaches to the remainder of Oxley Avenue; and b) gateway landscape treatments at the Duffield Road and Beaconsfield Street intersections; and c) a focus of avenue treatments through the centre between Duffield Road and Beaconsfield Street. 	

Specific Outcome		Probable Solution
(H) FOR SITES LOCATED IN CLONTARF GATEWAY VILLAGE IDENTIFIED ON THE ZONING PLAN		
45 Role		
SO116	Development at Clontarf Gateway Village supports its role and function as a centre providing convenience retailing or shopping to residents, passing trade and to visitors.	
SO117	Development providing a retail function is located to meet the needs of residential catchments not adequately met by existing or approved development.	
46 Urban Design		
SO118	Development facilitates the elements shown on Figure 18 including: <ul style="list-style-type: none"> a) active frontages (in the frame business zones this includes shop fronts, in residential zones this means buildings address the street); b) awnings; c) pedestrian routes; d) streetscape improvements; e) focal places; f) pedestrian gathering places; g) building landmarks; h) car parking; i) access routes; and j) retention of Norfolk Pines. 	<div style="border: 1px solid black; padding: 5px;"> NOTE: The elements shown in Figure 18, and their location, are not final but are only a strategic indication of appropriate locations which will be subject to further investigation and revisions as development in the Urban Village takes place. A review of such elements and locations would also be undertaken as part of the preparation of any future Urban Renewal Master Plan for this Urban Village. </div>
47 Circulation and Pedestrian Routes		
SO119	There is a network of pedestrian routes that: <ul style="list-style-type: none"> a) are readily identified; b) are comfortable and convenient to use; and c) connect major pedestrian destinations. 	PS 119.1 Pedestrian routes are provided in the locations shown on Figure 18.
SO120	Pedestrian routes connect residential areas and recreational opportunities on the foreshore: <ul style="list-style-type: none"> a) the intersection of Roland Street and the pedestrian crossing all have streetscape treatments and distinctive tree planting; b) Thomas Street has enhancement treatments and a bicycle path south from King Street; and c) pedestrian and cycle pathways link the high school with the foreshore. 	
48 Streetscape and Landscape		
SO121	The identity and attractiveness of the Clontarf Gateway Village is enhanced by a high standard of streetscape and landscaping in new developments for locations shown on Figure 18.	PS 121.1 The location for streetscape improvements are indicated on Figure 18; and PS 121.2 Landscaping is provided in accordance with s7.4, <i>Schedule 4 – Landscaping</i> .
NOTE: Please see s8.10, <i>Planning Scheme Policy 10 – Works (Development Standards Manual)</i> for guidance on construction techniques.		

Specific Outcome (I) FOR SITES LOCATED IN SCARBOROUGH SEASIDE VILLAGE IDENTIFIED ON THE ZONING PLAN		Probable Solution
49 Role		
SO122	Scarborough Seaside Village continues to be a centre with a strong leisure, entertainment, arts and crafts focus catering to both residents and visitors.	
50 Built Form		
SO123	Development facilitates the elements shown on Figure 19 including: <ul style="list-style-type: none"> a) active frontages (in the Retail Core and Frame Business zones this includes shop fronts, in residential zones this means buildings address the street); b) awnings; c) pedestrian routes; d) streetscape improvements; e) focal places; f) pedestrian gathering places; g) building landmarks; h) car parking; i) access routes; and j) retention of Norfolk Pines. 	<p>NOTE: The elements shown in Figure 19, and their location, are not final but are only a strategic indication of appropriate locations which will be subject to further investigation and revisions as development in the Urban Village takes place. A review of such elements and locations would also be undertaken as part of the preparation of any future Urban Renewal Master Plan for this Urban Village.</p>
<p>NOTE: Vehicular access (particularly in relation to the residential component of new development between Anderson Street and Rock Street) will not be permitted from Landsborough Avenue. All vehicular access to new development proposed in Landsborough Avenue is to be provided from Mein Street or an alternative street frontage to Landsborough Avenue.</p>		
51 Circulation and Pedestrian Routes		
SO124	There is a network of pedestrian routes that: <ul style="list-style-type: none"> a) are readily identified; b) are comfortable and convenient to use; c) connect major pedestrian destinations; and d) are shown on Figure 19. 	PS 124.1 Pedestrian routes are provided in the locations shown on Figure 19.
SO125	Pedestrian routes and circulation is facilitated through: <ul style="list-style-type: none"> a) mid-block pedestrian routes between Landsborough Avenue and Mein Street; b) pedestrian routes between key activity areas and car parking areas; and c) priority to uninterrupted pedestrian flows over car parking facilities and vehicle access points. 	
52 Streetscape and Landscape		
SO126	The identity, safety and attractiveness of the Scarborough Seaside Village is enhanced by a high standard of streetscape including lighting and landscaping in new developments for locations shown on Figure 19.	<p>PS 126.1 Location of streetscape works are indicated on Figure 19; and</p> <p>PS 126.2 Landscaping is provided in accordance with s7.4, <i>Schedule 4 – Landscaping</i>.</p>
<p>NOTE: Please see s 8.10 Planning Scheme Policy 10 – Works (Development Standards Manual) for guidance on construction techniques.</p>		

Specific Outcome		Probable Solution
SO127 Distinctive streetscape works present a gateway to the village at the intersections of: a) Rock Street and Landsborough Avenue; and b) Anderson Street and Landsborough Avenue; as indicated on Figure 19.		
SO128 The foreshore park retains its dual role as: a) an integral part of the street environment; and b) the Landsborough Avenue pedestrian system.		
(J) FOR SITES LOCATED IN WOODY POINT VILLAGE IDENTIFIED ON THE ZONING PLAN		
53 Role		
SO129 Woody Point Village continues to be a centre with a strong leisure and arts and crafts focus catering to both residents and visitors.		
SO130 The significance of Filmer's Palace Hotel and the Belvedere Hotel as meeting places is maintained.		PS 130.1 The retention of the building façade of the Filmer's Palace Hotel.
54 Urban Design		
SO131 Development facilitates the elements shown on Figure 20 including: a) active frontages (in the Retail Core and Frame Business zones this includes shop fronts, in residential zones this means buildings address the street); b) awnings; c) pedestrian routes; d) streetscape improvements; e) focal places; f) pedestrian gathering places; g) building landmarks; h) car parking; i) access routes; and j) retention of Norfolk Pines.		<div style="border: 1px solid black; padding: 5px;"> NOTE: The elements shown in Figure 20, and their location, are not final but are only a strategic indication of appropriate locations which will be subject to further investigation and revisions as development in the Urban Village takes place. A review of such elements and locations would also be undertaken as part of the preparation of any future Urban Renewal Master Plan for this Urban Village. </div>
55 Circulation and Pedestrian Routes		
SO132 There is a network of pedestrian routes that: a) are readily identified; b) are comfortable and convenient to use; and c) connect major pedestrian destinations.		PS 132.1 Pedestrian routes are provided in the locations shown on Figure 20.
SO133 Improved pedestrian routes and circulation is facilitated by: a) mid-block routes between Lilla Street and Woodcliffe Crescent; b) emphasising a route between the two parks through enhanced landscape treatments along Woodcliffe Crescent; and c) improved pedestrian routes along the foreshore from the jetty to the parks; as illustrated on Figure 20.		
56 Streetscape and Landscape		
SO134 The identity and attractiveness of the Woody Point Village is enhanced by a high standard of streetscape and landscaping in new developments for the locations shown on Figure 20.		PS 134.1 Locations for streetscape improvements are indicated on Figure 20; and PS 134.2 Landscaping is provided in accordance with s7.4, Schedule 4 - Landscaping
NOTE: Please see s 8.10, Planning Scheme Policy 10 – Works for guidance on construction techniques.		
SO135 Woody Point Village is defined by a distinctive landscape "gateway": a) on the Oxley Avenue approach at the intersection		

Specific Outcome	Probable Solution
<ul style="list-style-type: none"> of the Hornibrook Esplanade; and b) on Gayundah Esplanade at the intersection with Caroline Street; 	
<p>SO136 The footpath along the east side of Oxley Avenue has improved amenity through climate protection of the whole footpath with:</p> <ul style="list-style-type: none"> a) awnings to the kerb (for commercial premises only); or b) shade trees. 	
<p>SO137 The Gayundah Esplanade streetscape is maintained with a traditional low key and heritage character by:</p> <ul style="list-style-type: none"> a) maintaining view opportunities by locating planted trees on the landward side of the Esplanade in the footpath or between car parking spaces; b) along the upper edge of the park, construction of a path with seating; and c) along the mid level terrace, facilitates access and walking recreation. 	
(K) FOR SITES LOCATED IN THE EMPLOYMENT NODE IDENTIFIED ON THE ZONING PLAN	
57 General	
<p>SO138 The employment node provides for a complimentary mix of uses focussed on:</p> <ul style="list-style-type: none"> a) industrial uses with a low impact; b) service trades; c) specialised retailing; d) convenience retailing; e) public transport facilities; f) recreation uses; and g) tourism. 	
<p>SO139 Development within 500m of an education centre does not have an adverse impact on the education centre by way of:</p> <ul style="list-style-type: none"> a) odour; b) noise; and c) other emissions. 	PS 139.1 A 50m buffer between incompatible uses and education centres.
58 Environment Management	
<p>SO140 The values of Hays Inlet are recognised by:</p> <ul style="list-style-type: none"> a) the retention of vegetation along the southern boundary of the employment node; and b) incorporation of appropriate stormwater quality management controls. 	
<p>SO141 Buildings are sited to minimise:</p> <ul style="list-style-type: none"> a) risks from flooding; and b) the extent of filling; and c) to reinforce the legibility of the area. 	<p>PS 141.1 All buildings have minimum floor levels, including servicing areas, 0.3m above the 100 year ARI flood level; and</p> <p>PS 141.2 Kerb levels are above the 100 year ARI flood level.</p>
<p>SO142 Stormwater runoff from the Employment Node is directed to the drainage channels:</p> <ul style="list-style-type: none"> a) along the eastern boundary of the employment node; or b) to the channel west of Bremner Road. 	
<p>SO143 Water treatment facilities are adequate and are installed to treat all run off entering the main drainage channels.</p>	PS 143.1 Stormwater channels accommodate the 100 year ARI flood flows.
<p>SO144 The hydrological conditions of the paperbark woodland are maintained.</p>	PS 143.1 Roof water from buildings in the Employment Node east of Bremner Road are discharged to the existing overland flow path midway along the southern boundary.

Specific Outcome	Probable Solution
<p>SO145 Stormwater treatment is provided and includes:</p> <ul style="list-style-type: none"> a) individual on-site facilities provided by each premises; b) grass swales and infiltration beds; c) downstream facilities including gross pollutant traps and wetland treatment basins to treat run-off from the area prior to the point of discharge to each channel; and d) the preferred location of these facilities is shown on Figure 21. 	
<p>SO146 A buffer is retained along the southern boundary of the site west of Bremner Road to filter stormwater that cannot be directed to the wetland south of Buchanan Street.</p>	<p>PS 146.1 The buffer is at least 10m wide.</p>
59 Access, Transport infrastructure and parking	
<p>SO147 An internal public street system:</p> <ul style="list-style-type: none"> a) provides linkages outside the employment node; b) provides circulation and exposure to traffic for all parts of the employment node; c) is designed to serve as a public transport route; and d) integrates with the proposed Rothwell Railway Station. 	<p>PS 147.1 The location of internal access roads are shown in Figure 21.</p>
<p>SO148 Pedestrian and cycle access is provided through the employment node to the proposed rail station; adjoining land uses and existing pedestrian and cycle routes.</p>	
<p>SO149 The pedestrian and cycle network connects the proposed Rothwell Station to areas west, north and east of the employment node.</p>	
<p>SO150 There is no direct vehicular access between individual sites and Anzac Avenue.</p>	<p>PS 150.1 All development abutting Anzac Avenue has access to Anzac Avenue via a service road only; and</p> <p>PS 150.2 The location of the service road is show on Figure 21; and</p> <p>PS 150.3 The service road along the Anzac Avenue frontage east of Bremner Road is:</p> <ul style="list-style-type: none"> a) 1-way from east to west; b) a minimum width of 7m; and c) adequate width for emergency vehicles. <p>AND</p> <p>PS 150.4 The service road along the Anzac Avenue frontage west of Bremner Road is:</p> <ul style="list-style-type: none"> a) 2-way; b) has a minimum width of 13m; and c) adequate for emergency vehicles.
<p>SO151 The volumes of traffic generated by the employment node are effectively managed.</p>	<p>PS 151.1 The intersection of Anzac Avenue and Bremner Road is signalised.</p>
<p>SO152 Access in proximity of the Anzac Avenue and Bremner Road intersection is restricted.</p>	<p>PS 152.1 Access for the right turn movement to or from Bremner Road is not located within 50m of the Anzac Avenue intersection.</p> <p>PS 152.2 Shared access ways or internal roads are provided.</p>
<p>SO153 Bremner Road and Buchanan Street have streetscape works that:</p> <ul style="list-style-type: none"> a) reflect their role as the primary thoroughfares in 	

Specific Outcome	Probable Solution
<ul style="list-style-type: none"> the employment node; b) create a sense of arrival at the employment node; and c) create a sense of attractive passage through the employment node. 	
SO154 Car parking at the front of buildings contains less than 15% of the total number of spaces required for one building.	
SO155 The majority of parking is located at the side and rear of the building or site where there is no building.	
60 Urban design	
SO156 Building heights are suitable for the intended uses and are not imposing.	PS 156.1 The maximum height of buildings is 15m.
SO157 Buildings reinforce the legibility of the area by: <ul style="list-style-type: none"> a) emphasising key corner sites and entries; and b) addressing street frontages and public spaces. 	
SO158 At the intersection of Anzac Avenue and Bremner Road, building design reflects the importance of the locality as a gateway to Redcliffe.	
SO159 All buildings fronting the Anzac Avenue service road are designed to address that road and promote the location as an inner gateway to the city of Redcliffe.	
SO160 Substantial and quality building forms are located on strategic street corners and at highly visible locations to provide legibility to and from the Employment Node as indicated on Figure 21.	
SO161 Buildings along the Anzac Avenue frontage have quality commercial form.	
SO162 All service areas are located so that they are not between the building and the road.	
SO163 Buildings along Anzac Avenue present varying and interesting facade treatments.	
SO164 Buildings along Anzac Avenue do not include large areas of blank facade.	
SO165 Buildings address the street frontage.	
SO166 Landscaping enhances the appearance of buildings on all street frontages.	PS 166.1 Landscaping is provided in accordance with s7.4, Schedule 4 – Landscaping.
SO167 Existing vegetation along the Anzac Avenue frontage is retained and incorporated into the landscaping treatment.	
SO168 The intersection of Anzac Avenue and Bremner Road is landscaped to reinforce the role of the intersection as the gateway to the area.	
SO169 A 3m wide landscaped strip is retained or provided between the service road and development fronting Anzac Avenue.	
SO170 Landscaping is provided around the existing Council sewage pump station in Bremner Road.	

FIGURE 1 – LANDSCAPE FRAMEWORK



FIGURE 2 – BAY VIEWS ALONG EAST-WEST STREETS



Views to the bay along east-west streets.

FIGURE 3 – LANDSCAPE CHARACTER



Curving bays and prominent headlands



Headlands and points dominated by the natural landscape with no tall buildings above the tree canopy.



Norfolk Pines on the foreshore, strong vertical character, dense in the middle with a serrated and finer skyline

FIGURE 4 – LANDSCAPE ELEMENTS OF PUBLIC LAND WITHIN THE COASTAL LANDSCAPE FRAMEWORK



Foreshore parklands and amenity, esplanade relationships to water, building scale integrated with foreshore vegetation

FIGURE 5 – LANDSCAPE UNITS

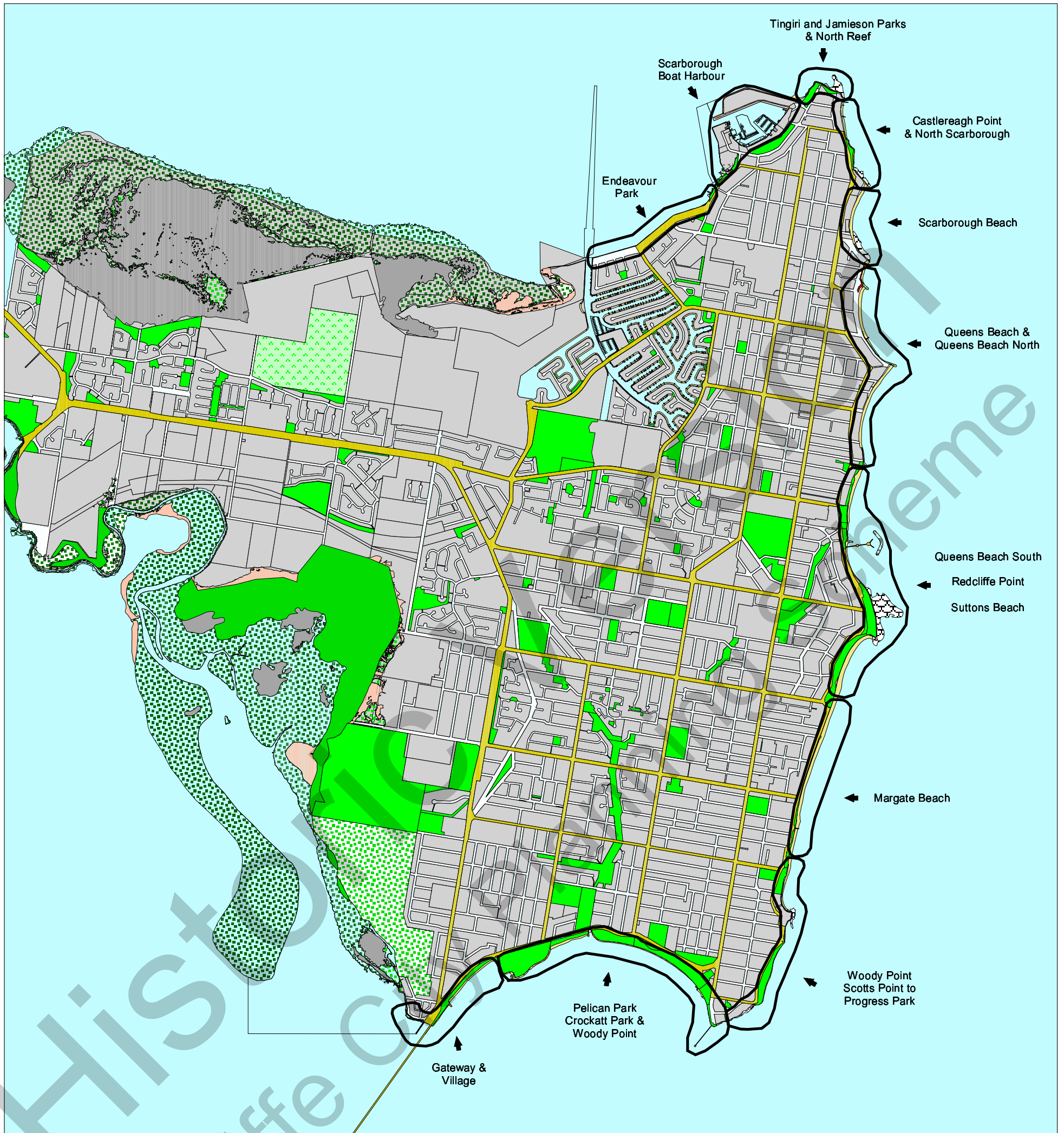
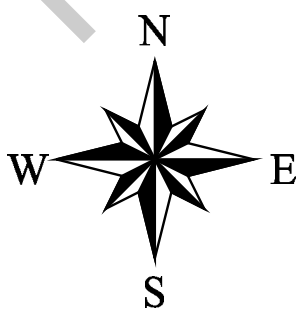


Figure 5

Coastal Landscape Units

03/09/03



1000 0 1000 2000 Metres



FIGURE 6
BUILDING SCALE AND MASS

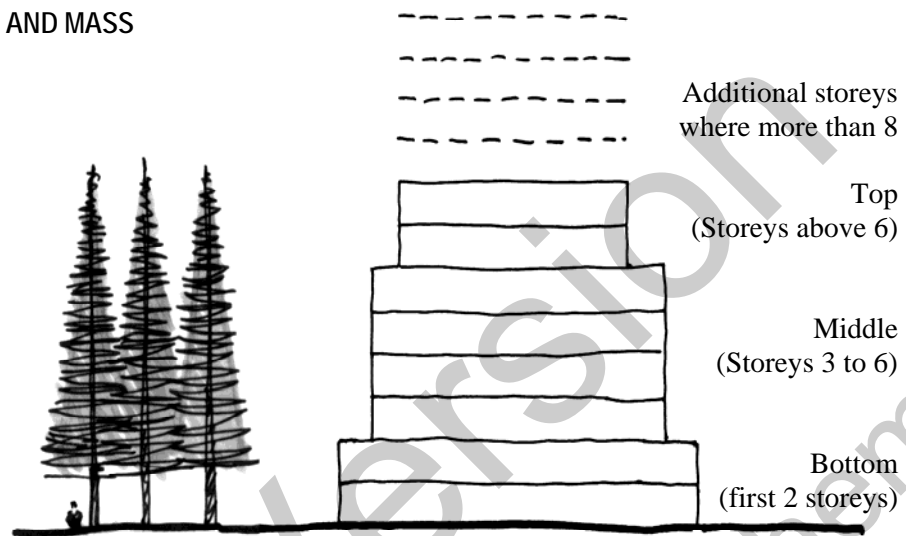
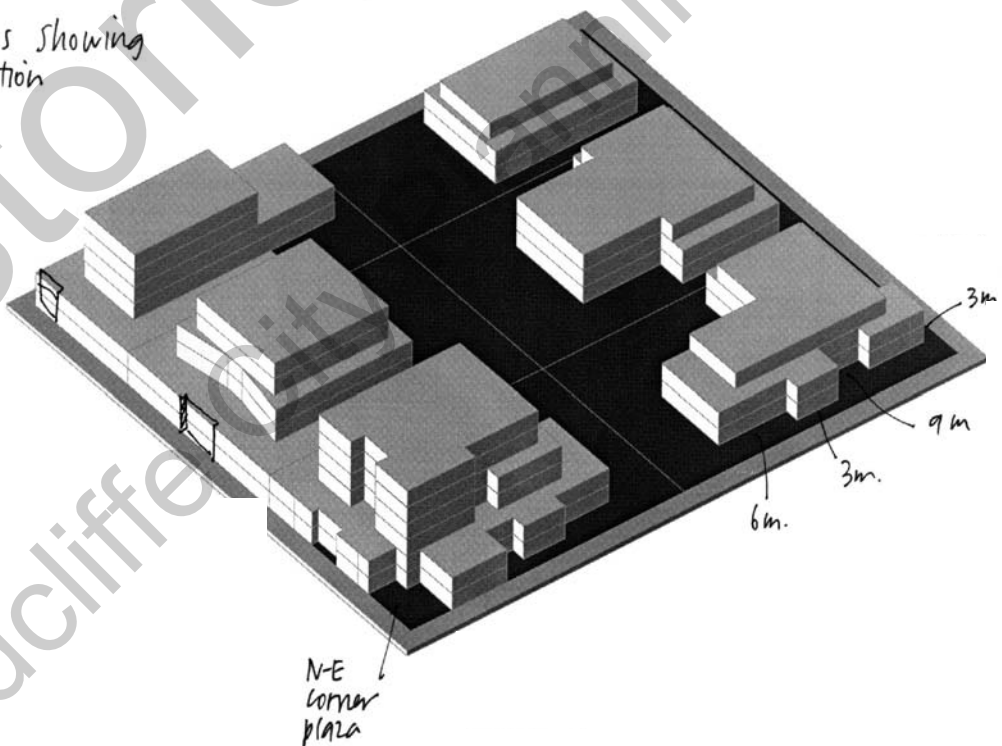


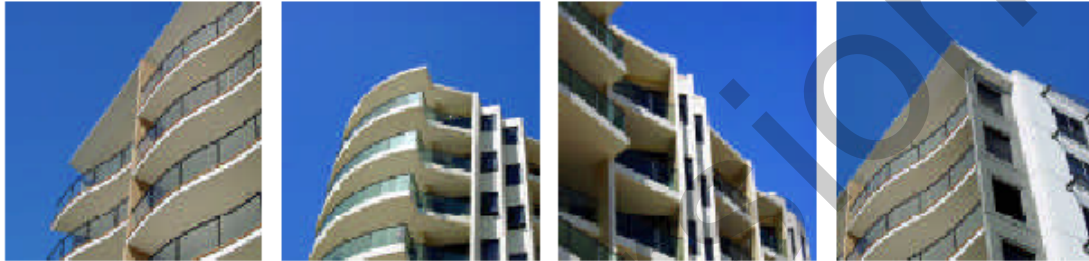
FIGURE 7 – ARTICULATION OF BUILDING FORM WITH STEPS AND RECESSES

envelopes showing articulation



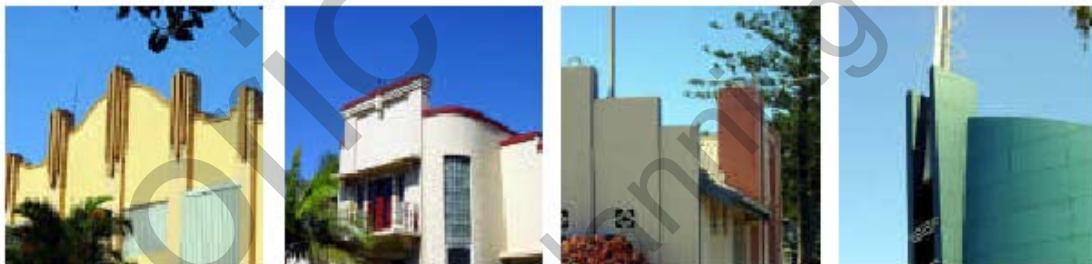
REDCLIFFE URBAN CHARACTER ELEMENTS – BAYSIDE CHARACTER
ARCHITECTURAL CHARACTER ELEMENTS

FIGURE 8



Curving balcony edges and walls, strong vertical blades and wall planes, use of colour to emphasise elements.

FIGURE 9



Redcliffe Seaside Village art deco – curves and steps in elevation and plan, parallel vertical blades, use of parapets and stepping parapets.

FIGURE 10



Distinctive skylines and balcony roofs, wall articulation expressed with different colours, curves in plan and section, window awnings.

REDCLIFFE URBAN CHARACTER ELEMENTS – BAYSIDE CHARACTER

ARCHITECTURAL CHARACTER ELEMENTS

FIGURE 11



Open protected roofed balconies, glazed screens, glazed in verandahs, awnings and sunhoods

FIGURE 12



Roof top lookouts, tensile structures as shading devices

FIGURE 13



Building elements and details – lightweight structures, use of white frames elements in steel and timber, bold colour contrasts

FIGURE 14



Major gateways and intersections have distinctive identity and prominent landscape treatments

FIGURE 15 – REDCLIFFE SEASIDE VILLAGE

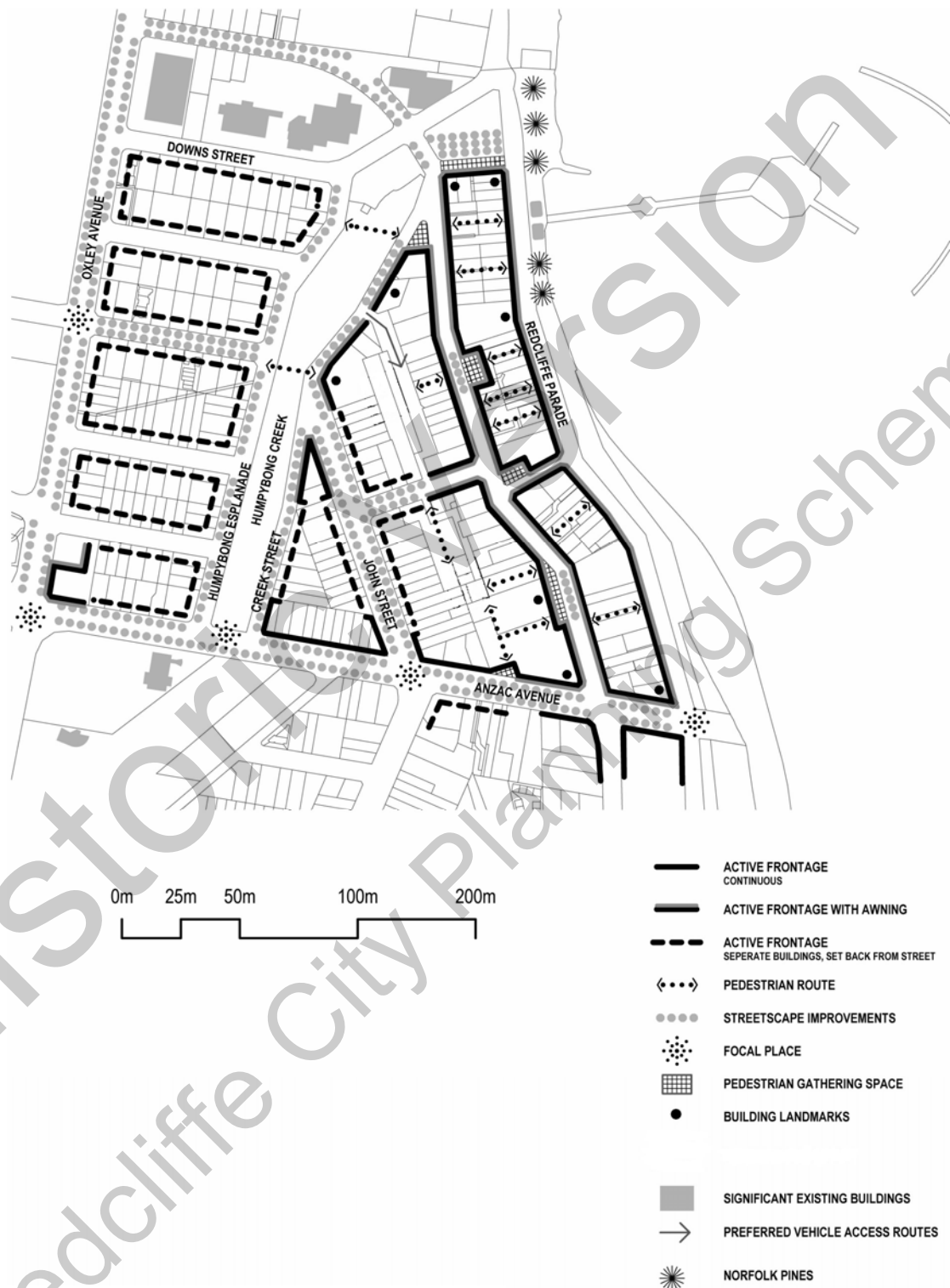


FIGURE 16 – KIPPA-RING VILLAGE

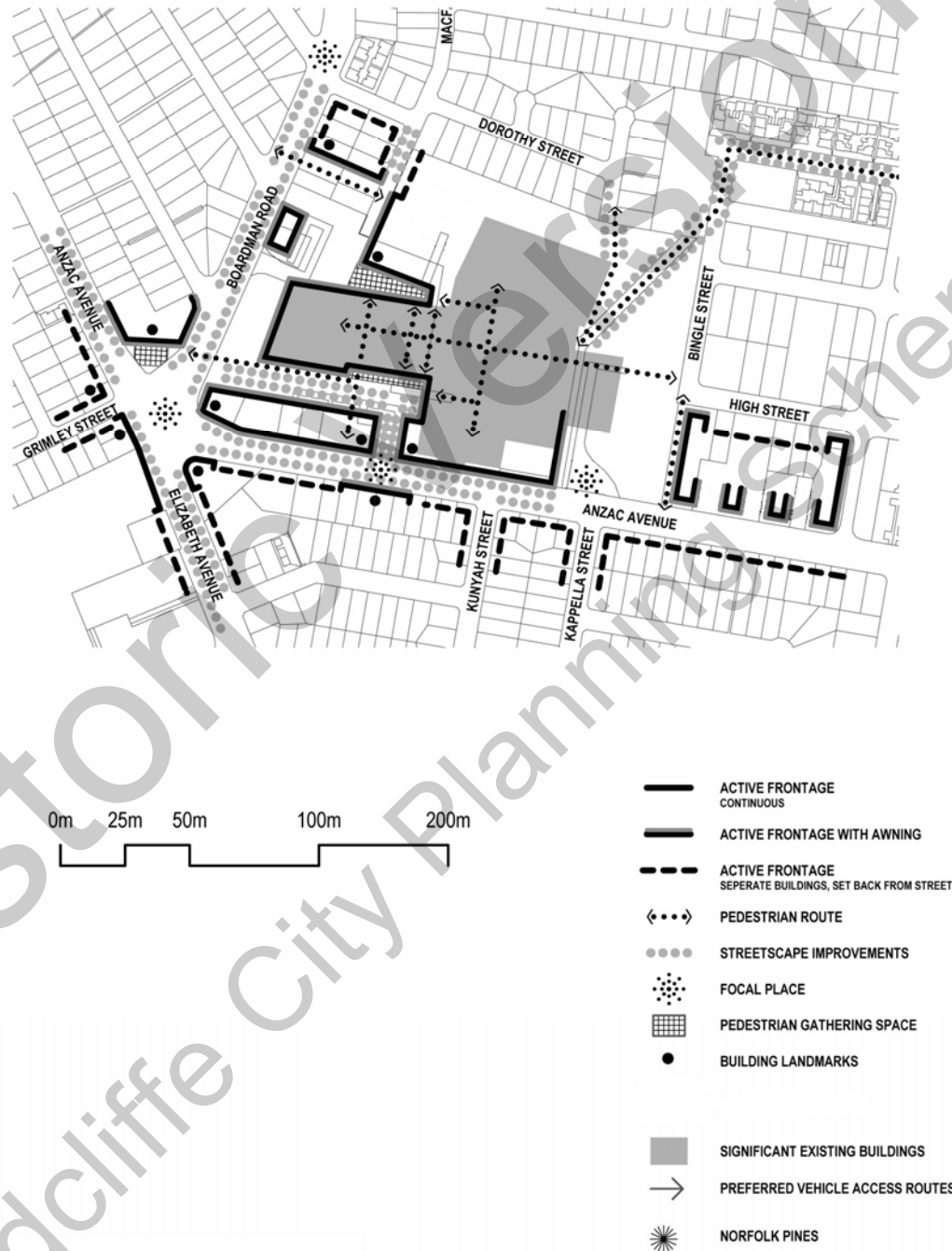


FIGURE 17 – MARGATE VILLAGE

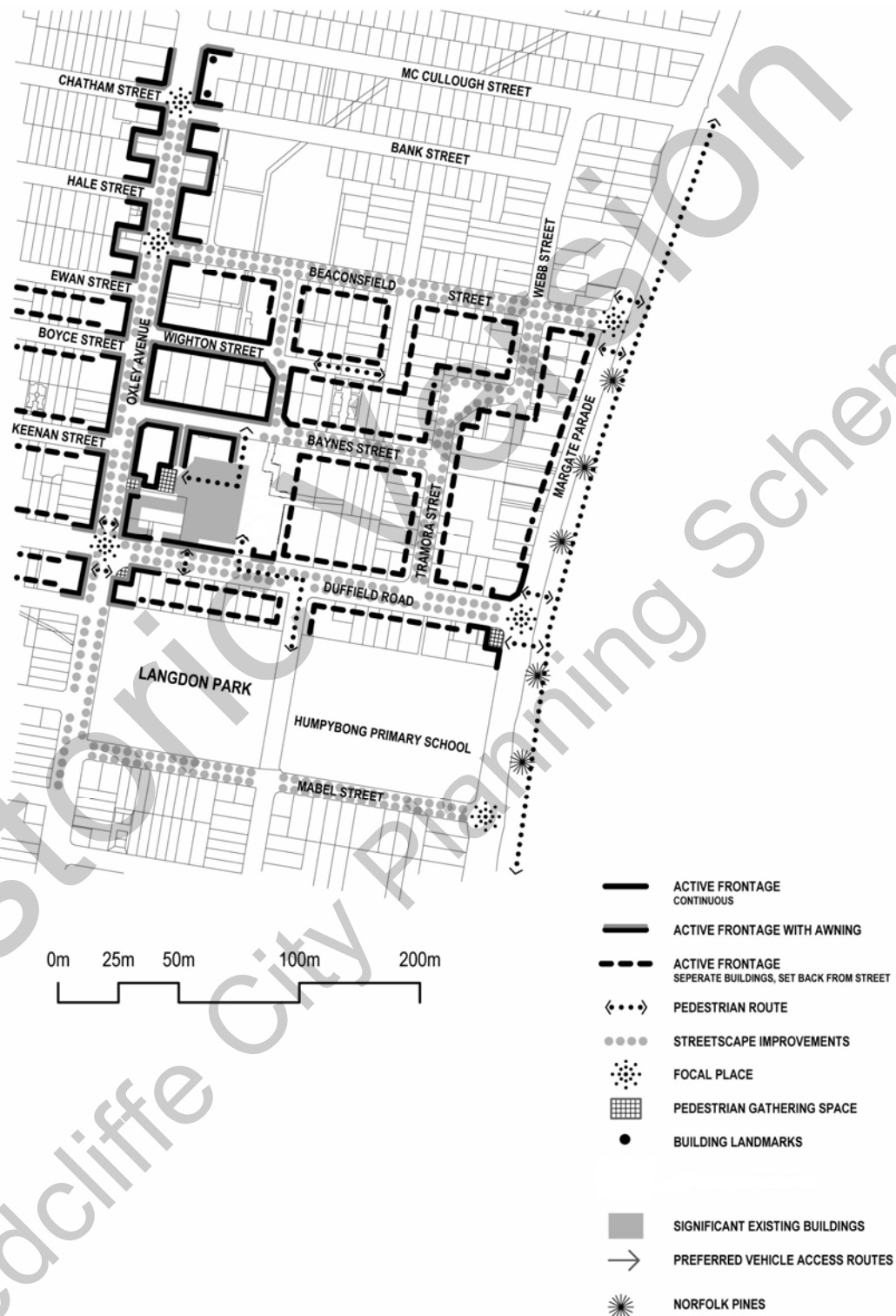


FIGURE 18 – CLONTARF GATEWAY VILLAGE

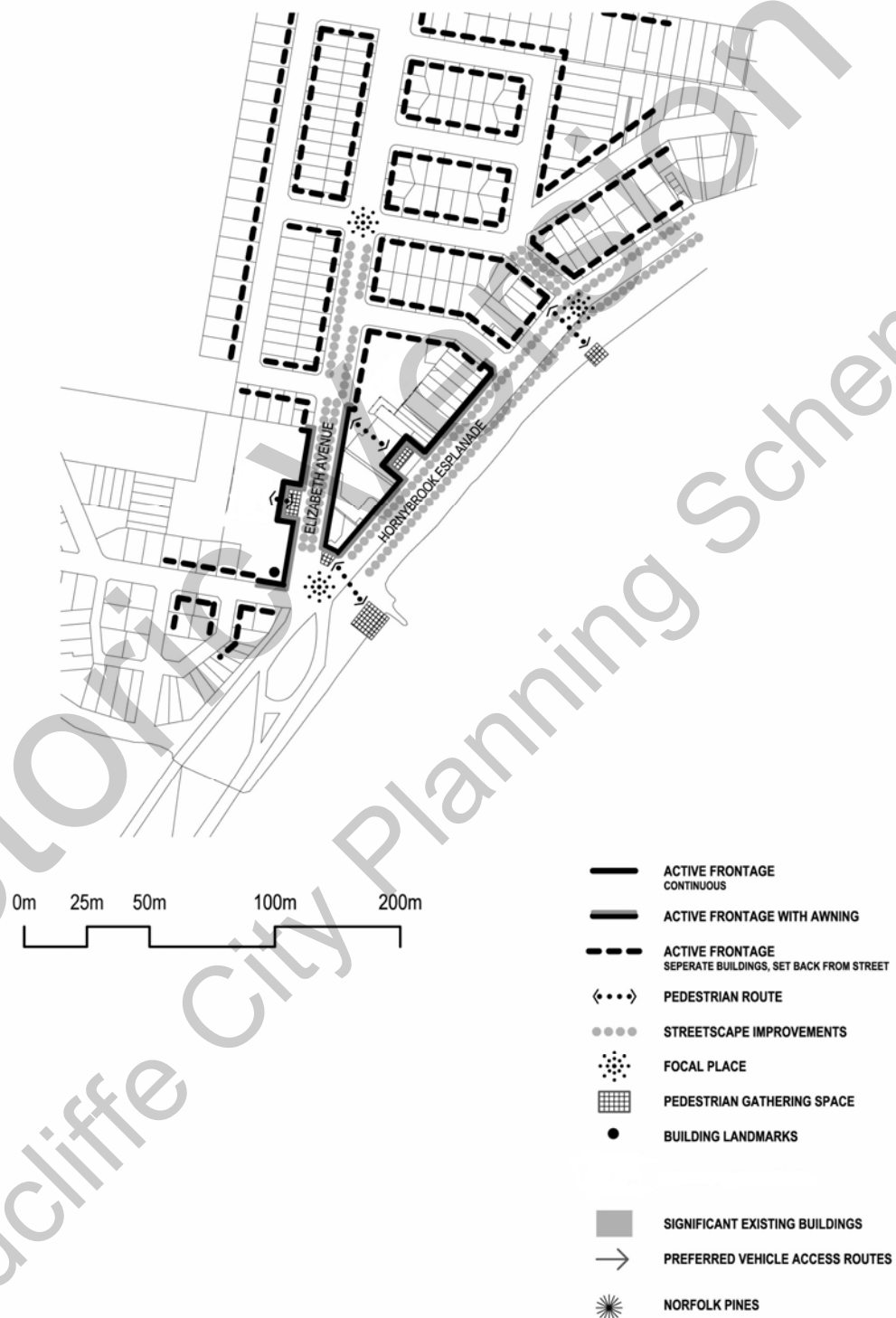


FIGURE 19 – SCARBOROUGH SEASIDE VILLAGE

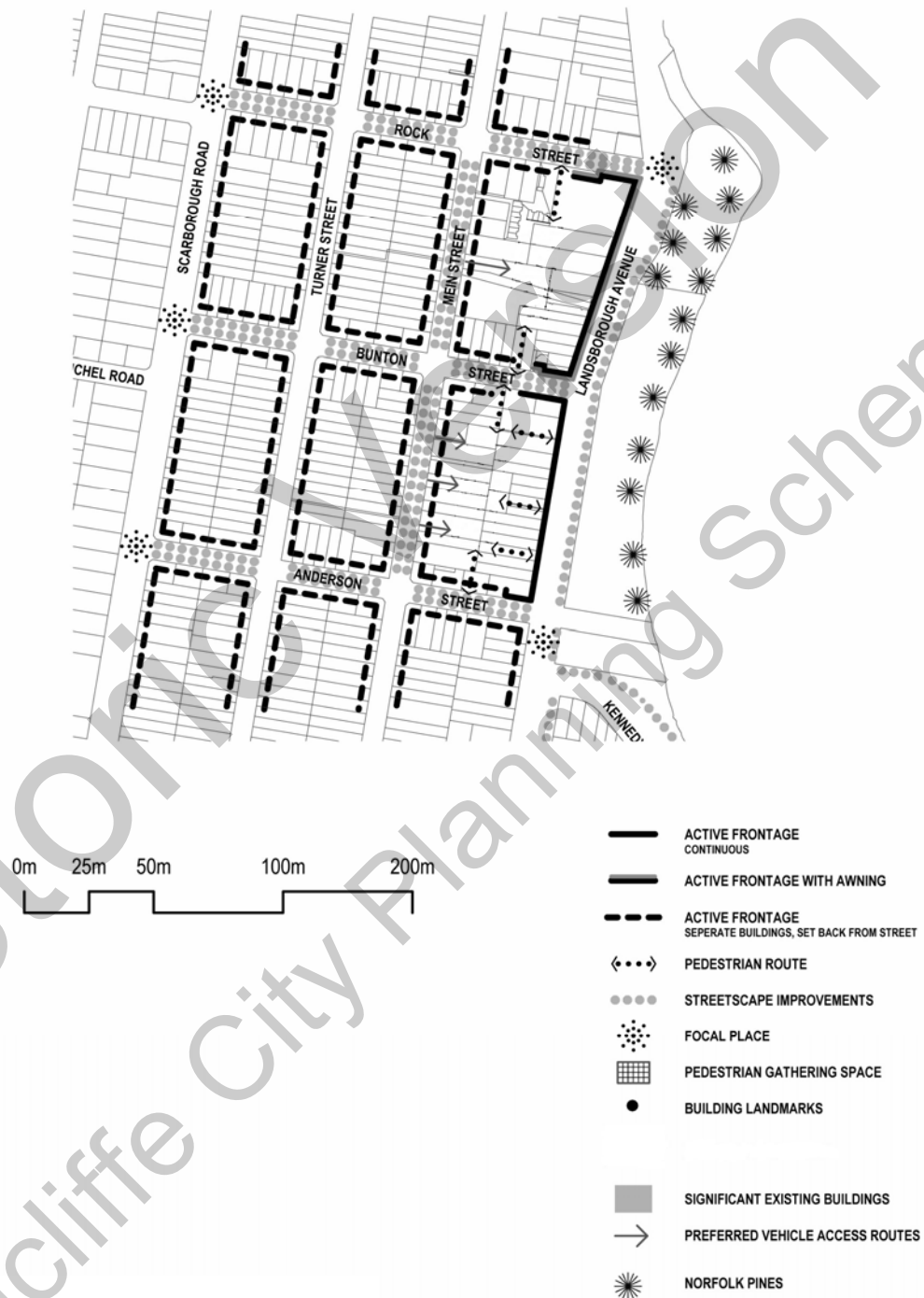


FIGURE 20 – WOODY POINT VILLAGE

