

1 INTRODUCTION

Historic Version
Redcliffe City Planning Scheme

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1.1 RELATIONSHIP TO INTEGRATED PLANNING ACT 1997

1.1.1 PURPOSE OF PLANNING SCHEME

In accordance with the *Integrated Planning Act 1997* (IPA), the local government for Redcliffe City has prepared this planning scheme as a framework for managing development in a way that advances the purpose of the IPA by—

- a) identifying assessable and self-assessable development; and
- b) identifying outcomes sought to be achieved in the local government area as the context for assessing development; and
- c) integrating and coordinating land use planning and trunk infrastructure planning.

1.1.2 PLANNING SCHEME FUNCTIONS AS PART OF THE INTEGRATED DEVELOPMENT ASSESSMENT SYSTEM (IDAS)

The planning scheme functions as part of IDAS and must be read together with the IPA.

1.2 STRATEGIC FRAMEWORK

1.2.1 PRELIMINARY

- a) This section reflects the desired environmental outcomes and summarises the approach taken by the planning scheme to achieve the desired environmental outcomes.
- b) This section does not have a role in development assessment under the planning scheme.

1.2.2 STRATEGIC FRAMEWORK (PLANNING SCHEME STRATEGIES)

The Strategic Framework presents the strategies that were used to guide and inform the planning process and decisions made in developing this planning scheme. The strategies have been divided into 9 areas being:

- (1) City image;
- (2) Population growth and change;
- (3) Economic development;
- (4) Residential needs;
- (5) Urban villages;
- (6) Industry;
- (7) Natural features or resources;
- (8) Community well-being; and
- (9) Transport.

(1) City Image

- a) Retain the scenic routes, gateways, view corridors and coastal landscape character that make Redcliffe City unique.
- b) To facilitate conservation of significant places, create a list of places with cultural heritage significance and continue to update as further investigations are completed especially in relation to places of indigenous cultural significance.
- c) The height of buildings and structures is limited to:
 - i) Enhance and protect the prevailing character of the City comprising of its bayside location, low to medium density development and the scenic coastal landscapes; and
 - ii) Ensure that development has a high standard of amenity and that the scale, form and intensity of development is compatible and complimentary with the location.

(2) Population growth and change

- a) Growth is accommodated in a manner that promotes economic vitality, protects environmental resources and preserves each neighbourhood's environmental health (the interactions with the physical, chemical, biological and social factors in the environment taking into account the precautionary principle), its unique character and sense of community.

- b) The form of development is concentrated rather than linear. Urban villages are identified and located so that the existing relationship between intensity of residential uses and focus of public transport services can be better sustained.
- c) The height of buildings and structures is limited to ensure that the reasonable expectations of existing and future residents of the City as to the future development in the City can be maintained.

(3) Economic Development

- a) Focus future growth of business, commercial, tourism, short-term accommodation and other employment generating uses within urban villages. Those uses such as industrial based businesses that are not complimentary to the role and function of urban villages should locate in the established or planned industrial localities including the Industry Zone in the Employment Node.
- b) The existing health and medical infrastructure at Redcliffe Hospital and to a lesser degree, Peninsula Private Hospital is an asset and potential catalyst for further economic development in the City. Redcliffe Hospital is located on major transport routes and is adjacent to business and low impact industry areas. New businesses and industry with a nexus to health and medical services can locate east of Redcliffe hospital. Providers of health and medical services can collocate with both hospitals. The mix of uses should also be compatible with existing adjacent land uses.
- c) Improvement of transport infrastructure and access to and from Redcliffe and between the urban villages particularly through public transport, cycling and walking.
- d) Protect and enhance the unique Redcliffe coastal landscape in the context of advancement of economic development.

(4) Residential Needs

- a) Residential infill development supports use of public transport and is located within urban villages or within walking distance of urban villages.
- b) A choice of housing types at low, moderate and high densities enable residents from a wide range of economic circumstances and age groups to live in the City.
- c) The height of buildings and structures is limited to ensure that 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 amenities in the public realm.

(5) Urban Villages

- a) The urban villages in Redcliffe City are the preferred location for major employment growth through business, retail, community uses, recreation, cultural facilities, government services, infrastructure and higher density residential uses.
- b) Plan for six urban villages. No additional urban villages or their associated retail role need to be planned in the City within the life of the IPA Planning Scheme.
- c) Consolidate appropriate and complimentary activities, including community uses in villages.

- d) Integrate urban design guidelines into assessment criteria that address the design, scale and intensity of buildings in bayside locations.
- e) Zone and control land uses and densities of development to support the patronage of public transport, walking and cycling as an alternative to private vehicle use.
- f) The height of buildings and structures is limited to ensure the medium density development is consolidated within the urban villages.

(6) Industry

- a) Additional new industrial areas are not required apart from the planned industrial area located in the Employment Node.
- b) Industrial uses are protected from encroachment by incompatible uses, especially residential uses.
- c) Integrate measures to ensure non-industrial uses are protected from the adverse impacts of industrial development.

(7) Natural Features or Resources

- a) Areas containing natural features or resources have an appropriate zone (the Natural Values Zone) or development controls (through the Natural Features or Resources Overlay) to ensure future protection and maintenance of the environmental values including linkages.
- b) Plan for appropriate land uses and assessment categories for areas adjacent to areas of environmental significance (buffer zones).
- c) Assessment criteria to ensure the retention of environmental values and the protection of the built environment and infrastructure.
- d) Manage areas with biodiversity values so they are preserved and maintained.
- e) Manage the impacts of natural disasters through appropriate assessment criteria and land use allocation. Identify areas where natural disasters may affect development and apply appropriate controls on development that mitigates those impacts.
- f) Provide effective controls to ensure stormwater run-off during construction and operation of development does not adversely affect water quality or cause an adverse impact.

(8) Community well-being

- a) Public transport opportunities to be suitable for the future population characteristics.
- b) Locate community facilities in urban villages or in locations that are accessible to their users.

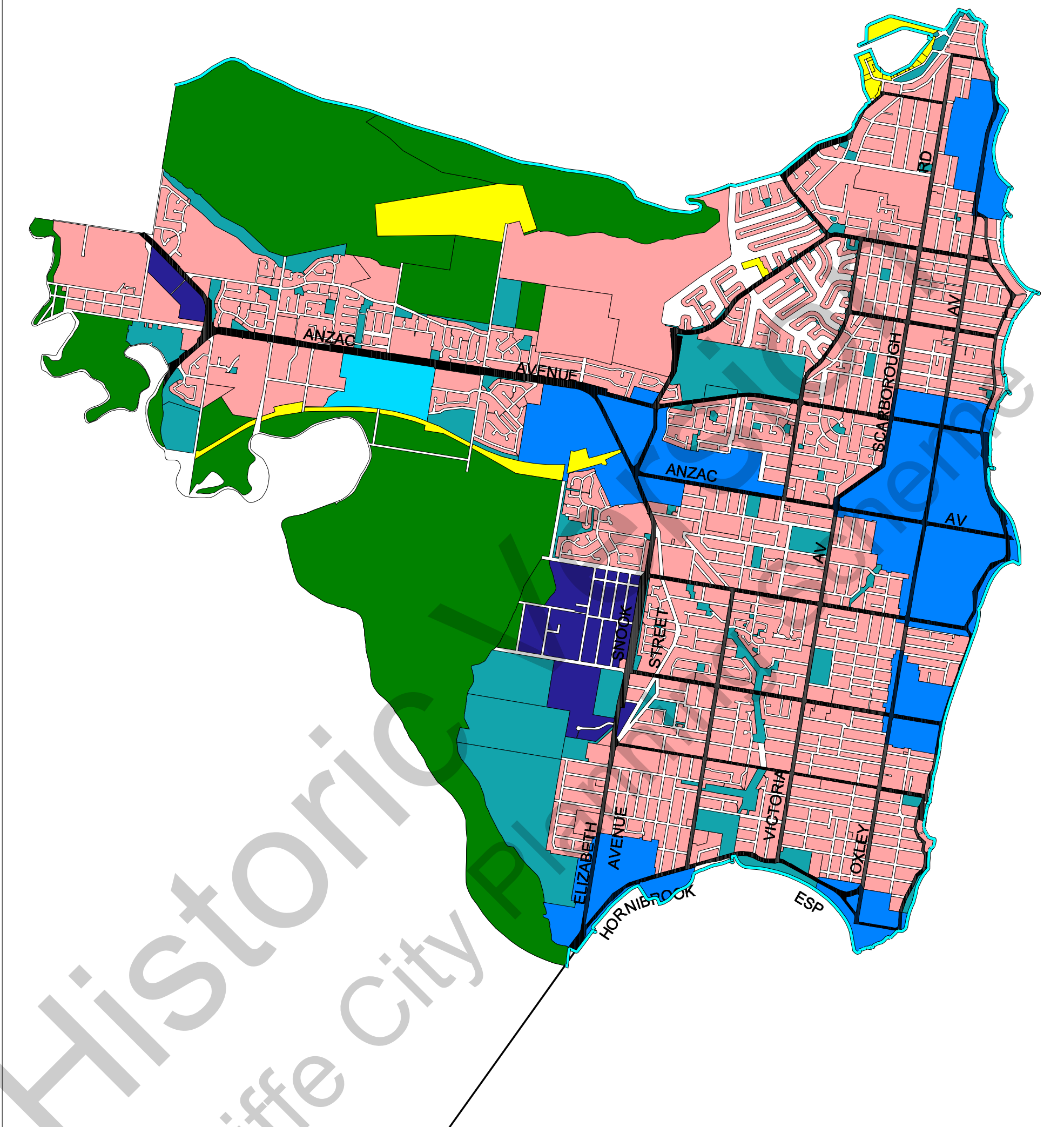
(9) Transport

- a) Encourage the use of public transport, walking and cycling through suitable local environments, residential densities; land use zoning; development control; provision of infrastructure, education and public transport routes that match demand.
- b) The use of development controls to decrease impacts of noise and the location of noise sensitive uses away from activities or areas that result in unreasonable noise levels.
- c) Ensure that transport infrastructure and facilities do not adversely affect the environment through pollution.

1.2.3 STRATEGY MAP

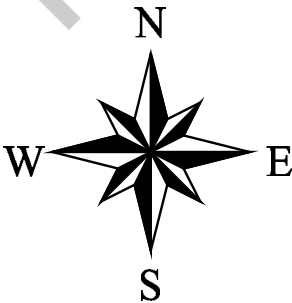
The Strategy Map shows relevant land use allocation boundaries, roads, cultural heritage features and natural features or resources mentioned in section 1.2.2.

STRATEGY MAP



STRATEGY MAP

SCALE 1 : 35000



- Bay Edge
- Main Roads
- Roads
 - MINOR ROADS
 - MAJOR ROADS
- Transport Infrastructure
- Industry
- Urban Villages
- Employment Node
- Open Space & Recreation
- Conservation Areas
- Residential
- City Boundary



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1.3 PLANNING SCHEME STRUCTURAL ELEMENTS

1.3.1 LOCAL GOVERNMENT AREA DIVIDED INTO 11 ZONES

- a) The planning scheme divides the local government area into 11 zones that cover the entire local government area that are identified on the Zoning Plan -

- (i) the Low Density Residential zone;
- (ii) the Mixed Residential zone;
- (iii) the Medium Density Residential zone;
- (iv) the Retail Core zone;
- (v) the Frame Business zone;
- (vi) the Industry zone;
- (vii) the Health Services zone;
- (viii) the Community Purposes zone;
- (ix) the Open Space and Recreation zone;
- (x) the Natural Values zone; and
- (xi) the Harbour Purposes zone.

- b) The Low Density Residential Zone incorporates the following preferred use areas -

- (i) Preferred Use Area 1 – Future Residential.
- (ii) Preferred Use Area 1A – Future Residential
- (iii) Preferred Use Area 2 – Stables
- (iv) Preferred Use Area 3 – Future Recreation Area
- (v) Preferred Use Area 4 – Rothwell Public Transport Corridor

- c) The Retail Core zone incorporates the following preferred use areas -

- (i) Preferred Use Area 5 – Redcliffe Seaside Village;
- (ii) Preferred Use Area 6 – Kippa-Ring Village;
- (iii) Preferred Use Area 7 – Margate Village;
- (iv) Preferred Use Area 8 – Scarborough Seaside Village; and
- (v) Preferred Use Area 9 – Woody Point Village.

- d) The Frame Business zone incorporates the following preferred use areas -

- (i) Preferred Use Area 10 – Mixed Uses;
- (ii) Preferred Use Area 11 – Business and Offices;
- (iii) Preferred Use Area 12 – Local Services;
- (iv) Preferred Use Area 13 – Showrooms;
- (v) Preferred Use Area 13A – Convenience Retailing, Entertainment and Outdoor Sales; and
- (vi) Preferred Use Area 14 – Automotive Based Business and Industry.

- e) The Industry zone incorporates the following preferred use areas -

- (i) Preferred Use Area 15 – the Aerodrome;
- (ii) Preferred Use Area 16 – Rothwell;

- (iii) Preferred Use Area 17 – Light Industry;
 - (iv) Preferred Use Area 18 – General Industry; and
 - (v) Preferred Use Area 19 – TAFE.
- f) The Health Services zone incorporates the following preferred use areas -
 - (i) Preferred Use Area 20 – Redcliffe Hospital; and
 - (ii) Preferred Use Area 21 – Peninsula Private Hospital.
- g) The Mixed Residential Zone incorporates the following preferred use area -
 - (i) Preferred Use Area 22 – Kippa-Ring Mixed Residential Area.
- h) The Open Space and Recreation Zone incorporates the following preferred use area -
 - (i) Preferred Use Area 23 – Redcliffe Leagues Club.
- i) The Harbour Purposes zone incorporates the following preferred use areas –
 - (i) Preferred Use Area 24 – Dredged Materials Rehandling;
 - (ii) Preferred Use Area 25 – Transport Infrastructure;
 - (iii) Preferred Use Area 26 – Conservation / Buffers;
 - (iv) Preferred Use Area 27 – Parkland and Recreation;
 - (v) Preferred Use Area 28 – Marina Operations – Dry;
 - (vi) Preferred Use Area 29 – Marina Operations – Wet;
 - (vii) Preferred Use Area 30 – Public Boat Ramp and Boat Trailer Parking; and
 - (viii) Preferred Use Area 31 – Commercial Uses and Ancillary Services.

1.3.2 PLANNING SCHEME HAS 3 TYPES OF OVERLAYS

The planning scheme has 3 types of overlays that apply to -

- (a) Natural Features or Resources (Overlay Maps 1 to 7);
- (b) Cultural Heritage (Overlay Map 8); and
- (c) Redcliffe Aerodrome and Brisbane Airport (Overlay Maps 9, 10 and 11).

1.3.3 PLANNING SCHEME IS DIVIDED INTO 3 SEPARATE VOLUMES

The Planning Scheme consists of 3 separate volumes –

- (a) Volume 1 comprises all parts of the planning scheme and all planning scheme policies other than the Priority Infrastructure Plan and Planning Scheme Policy 8.10 – “Works (Development Standards Manual)”;
- (b) Volume 2 comprises Planning Scheme Policy 8.10 – “Works (Development Standards Manual)”;
- (c) Volume 3 comprises the Priority Infrastructure Plan.