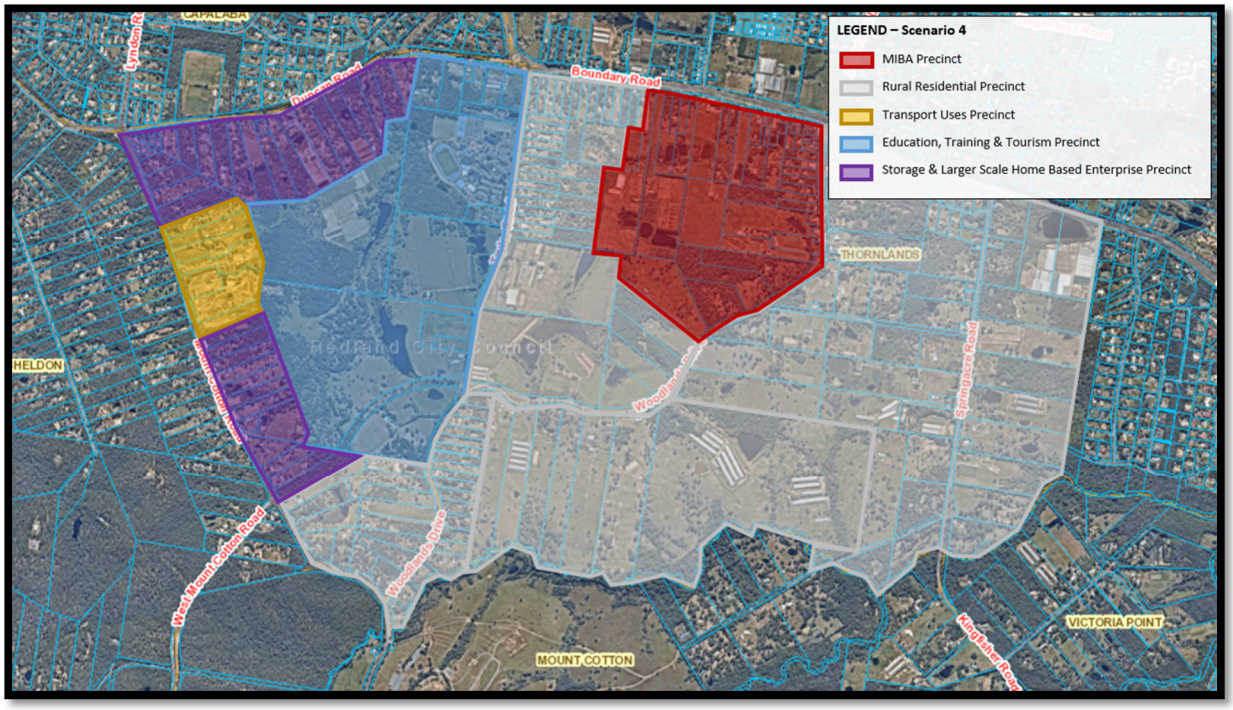
Attachment 10 – Scenario 4

STPFGA preferred future land use map



Amendments to the Strategic Framework

3.2.3 Economic growth

Redlands is poised to grow its economy. The planning scheme is a key instrument to engender confidence for the first home buyer, through to investors in major development and infrastructure projects. This is achieved through its strong policy framework, regulatory efficiency and focus on key drivers of good development in line with the city's vision.

Centres are the primary places where people will work and do business. Centres have a hierarchy of functions so that both the private and public sectors can invest with confidence. Centres are expected to accommodate a mix of uses, including, community services, employment, retail, cultural and arts, education and health facilities so they evolve to be much more than shopping centres. Residential and tourist accommodation is also expected in principal, major and district centres. All centres are designed to be readily accessible by public and active transport including walking and cycling and as well-designed places for casual and structured community interaction.

The highest level of day and night time activity and greatest mix of uses are encouraged at Cleveland and Capalaba, as the city's principal centres. These centres are the focus of public transport services within Redlands. Victoria Point (a major centre) also supports mixed use development which is activated at night. The city's district and local centres are important hubs of economic and community life within their catchment areas, both on the mainland and on the islands.

As well, Redlands has a specialised centre based on the Cleveland hospital and other major health care providers, where specialist and general health services, health based education and training and related activities will cluster.

Other precincts provide opportunities for industry and employment generating activities that cannot be accommodated in centres. These include the Cleveland and Capalaba industrial parks, the Redlands Business Park and industry zoned land at Redland Bay, marine industry areas at Beveridge Road in Thornlands and on North Stradbroke Island, and low impact and service industry areas in Capalaba

and along Shore Street, Cleveland and on Macleay Island. Land within these areas is to be used efficiently to accommodate economic activity and employment growth.

A special purpose precinct may be established on the Birkdale Commonwealth land, possibly containing a mix of:

- clean, export-oriented industries;
- training and tertiary education facilities; and
- tourism, recreation, open space and sporting activities.

~~An opportunity also exists west of Taylor Road in Sheldon for the establishment of a node of educational and recreational facilities near Sheldon College.~~

Each of the city's important economic hubs will be managed for its intended economic function and will be protected from encroaching sensitive land uses which may compromise or reduce its productivity. Tourism and primary industries will continue to play a significant economic role in the future of Redlands. Tourism will celebrate regionally and internationally significant natural features like Moreton Bay and North Stradbroke Island, the high scenic amenity of rural and bushland landscapes, and native fauna species including the koala.

Tourism infrastructure will be focussed on providing a range of short stay accommodation options on the islands, in rural areas and in centres, and providing places for outdoor recreation and events. However, new tourist facilities will need to ensure they do not significantly detract from the important natural qualities, character and amenity that underpin Redlands' attractiveness.

In rural areas, niche horticulture, livestock breeding and poultry farming enterprises will continue, while activities that have a nexus with, and add value to, rural activities will be supported, including farm- and nature-based tourism and recreation.

Key extractive resource areas and their haul routes will be protected from development that may reduce their current or future use and productivity.

Home-based businesses provide further micro-employment opportunities throughout the city.

3.2.7 Southern Thornlands Potential Future Growth Area

Preliminary planning investigations and community input have assisted with identifying future land uses within the area bounded by Boundary Road, Mount Cotton Road, Eprapah Creek and properties adjoining Springacre Road, within the suburbs of Sheldon and Thornlands until 2041 and beyond. The preferred mix of future land uses are intended to be accommodated within a number of indicative precincts with specific roles and functions. These precincts are shown in Figure 3.2.7 and described below.

- Mixed Industry Business Area (MIBA) Precinct: this precinct is intended to accommodate a broad range of commercial and industrial employment opportunities including professional services, higher order industrial uses (e.g. creative industry and advanced manufacturing), education, training and research facilities, information technology and communication services, office services and service trades. The MIBA precinct is not intended to have a strong industrial land use focus, however certain low impact industrial activities will be supported where adverse amenity impacts (namely noise, odour and dust) can be reduced to an acceptable level. A limited range of ancillary convenience uses (e.g. shops and food and drink outlets) could be established to service the precinct. Development within the MIBA will be reflective of the unique natural setting in which it is located, providing a high quality built form and landscaping elements.

- Rural Residential Precinct: this precinct is intended to facilitate rural residential development for lifestyle choice that protects, maintains and positively contributes to rural residential amenity and environmental values by enabling reconfiguration of lots below 100 hectares.

- Education, Training and Recreation Precinct: this precinct is intended to accommodate tertiary education and training facilities, recreation facilities and ancillary accommodation and services.

- Transport Uses Precinct: this precinct is intended to accommodate transport related uses including transport depots and parking stations, which benefit from direct access to the State Road network.

- Storage and Larger Scale Home Based Enterprise Precinct: this precinct is intended to accommodate a mixture of uses ranging from vehicle storage facilities, (i.e. a parking station), small scale tourist parks or larger scale home based businesses that exceed the nominal thresholds contained in the Redland City Plan home-based business code.

Further detailed planning investigations will be required before the suitability of this area for development can be confirmed. This will include a consideration of the following at a minimum: physical constraints and values, including koala habitat, ecological functions, natural hazards, scenic amenity, infrastructure requirements and costs, minimum lot sizes and alternative growth strategies. Urban residential land uses are inconsistent with the preferred future land use intents for the area.

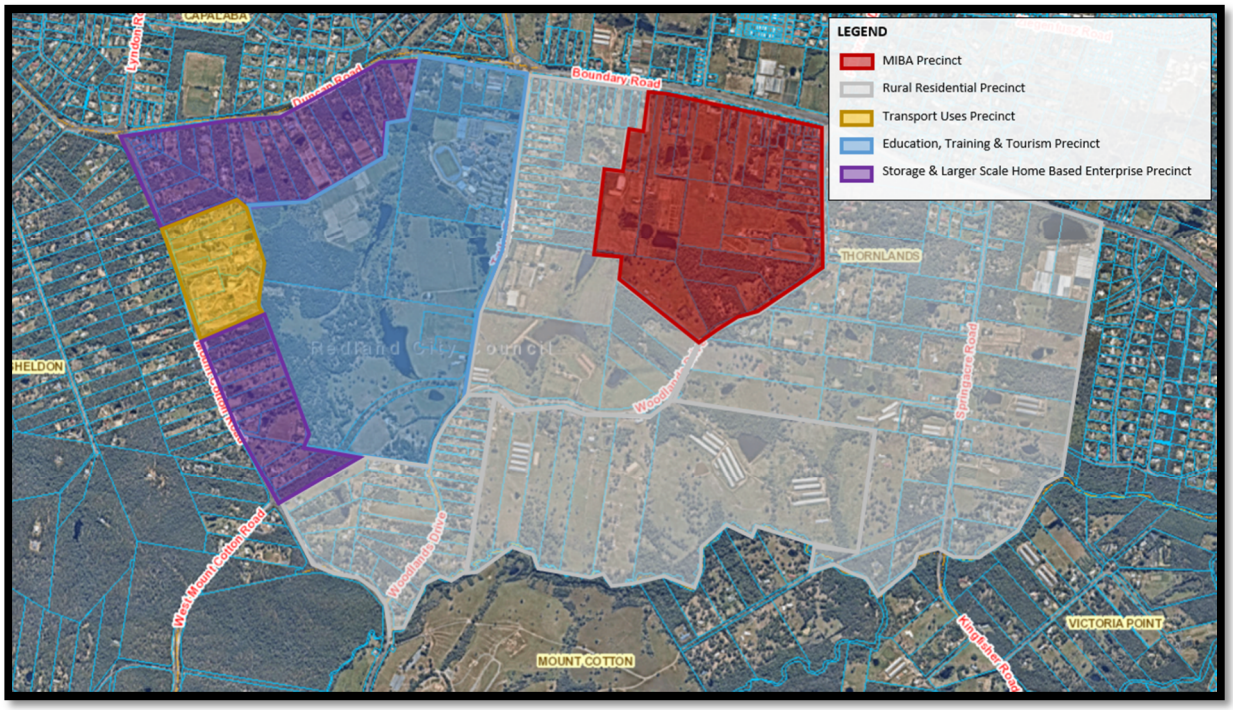


Figure 3.2.7—Southern Thornlands future land use intents

3.3.1.4 Newly developing communities

(1) New communities are established at Kinross Road, Thornlands, South-East Thornlands, Victoria Point and the area around Double Jump Road which is included in the emerging community zone.
(2) In these areas, land is used efficiently and development provides a mix of lot sizes and housing forms, including detached housing on a mix of lot sizes and attached housing within well-structured and walkable neighbourhoods.
(3) Neighbourhoods are designed to integrate with surrounding transport and open space networks to form connected, convenient and safe systems.
(4) Development facilitates the retention or enhancement of significant waterway and habitat corridors and other areas of environmental significance.
(5) Development makes provision for local services and social infrastructure to meet community needs, including public open space and recreational facilities, schools and child care facilities and neighbourhood centres.
(6) Provision is made for public transport services from an early stage of the development of these areas.

(7) Development does not proceed until odour impact from nearby poultry farms has been reduced to levels that are consistent with a reasonable level of residential amenity.
(8) Unless included within the priority infrastructure area, development does not proceed until all local and trunk infrastructure requirements (both state and local) can be met by the development proponents, and an agreed funding mechanism established.
(9) The Southern Redland Bay area has been identified as a possible option for longer term, future urban growth. Substantial investigations will be required of physical constraints and values, including koala habitat, ecological functions, natural hazards, mosquito risk, scenic quality and infrastructure requirements and costs and alternative growth strategies before the suitability of this area for development can be determined.
~~(10) The area bounded by Taylor Road, Woodlands Drive and Springacre Road within the Thornlands area has been identified as a possible option for longer term, future urban growth. Substantial investigations will be required of physical constraints and values, including koala habitat, ecological functions, natural hazards, scenic quality and infrastructure requirements and costs and alternative growth strategies before the suitability of this area for development can be determined.~~
(11) Future development on North Stradbroke Island should recognise and reflect indigenous land use values and the economic and social needs of the indigenous community.

3.4.1.10 Rural zone

(1) Redlands has a strong and diverse rural economy with a mix of agricultural and horticultural uses, animal husbandry, and value-adding and complementary activities associated with rural production. A wide range of activities, including composting operations, biodigesters, cropping (including forestry and horticulture), intensive horticulture and wholesale nurseries, aquaculture and intensive animal industries (including poultry farms and niche livestock) may occur on rural zoned land.
(2) Industry uses occurring in non urban areas are those which are directly related to farming activities or natural resources, or which require separation from urban areas.
(3) Development which facilitates outdoor recreation or tourism (including accommodation, dining, “farm-door” sales and function venues) occurs provided that it does not significantly disturb the landscape character or rural amenity, and is not likely to be impacted upon by extractive resource areas, existing or approved poultry farms and other incompatible uses.
(4) Tourist- and recreation-related development generally has a limited building footprint and does not involve significant modification of the natural landform. Short-stay accommodation may occur in the form of bed and breakfasts, farm stay facilities, eco-tourist cabins and camping, as well as larger scale accommodation facilities.
(5) The siting of tourism, recreation, and rural industries does not negatively impact on the productivity of adjoining land.
(6) Home-based businesses occur at a scale that is consistent with the amenity and character of the surrounding area.
(7) In order to protect the landscape character, rural and semi rural amenity, biodiversity values and opportunities for primary production, further fragmentation of rural land is avoided. All rural land is protected from fragmentation, regardless of whether it is identified as agricultural land class A or B.
(8) Intensive animal industries, intensive horticulture and other larger scale and higher impacting activities are protected from encroachment by sensitive land uses.
(9) Intensive animal industries, intensive horticulture and other larger scale and higher impacting activities are not located where they would adversely impact on urban areas and minimise impacts on tourist and recreation facilities established on rural land.
(10) Development does not significantly impact on the amenity of small rural lifestyle lots which are used primarily for residential purposes.
(11) Intensive animal industries are generally limited to the poultry industry, smaller scale niche livestock facilities or aquaculture.
(12) Development avoids or mitigates impacts on the natural environment, and maintains a connected network of habitat areas and ecological corridors.
~~(13) Land west of Taylor Road proximate to Sheldon College could accommodate tertiary education and training facilities, recreation facilities and ancillary accommodation and services.~~