



PLANNING SCHEME LEGEND:

- Parkhurst Northeast Planning Area*
- Precinct 1: Residential (Standard)
 - Precinct 2: Residential (Mixed)
 - Precinct 3: Open Space
 - Precinct 3(a): Natural Environment
 - Precinct 3(b): Water Sensitive Urban Design
 - Precinct 4: Specific Purpose
 - Precinct 5: Centres
- Yeppoon Road Corridor Planning Area*
- Future Investigation (Residential Bushland)
 - Environmental Value
 - Specific Purpose
- Parkhurst North Planning Area*
- Residential (Post 2020)
 - Centres
 - Open Space
 - Specific Purpose
 - Environmental Value

LEGEND:

- Area 1 Boundary (Subject Site)
 - Area 2 Boundary (Post 2020)
- Opportunities & Constraints*
- Possible Location of Future Convenience Centre (subject to further investigation as part of Area 2)
 - Possible Location of Small Scale Convenience Centre / Community Facility (subject to further investigation as part of Area 2)
 - High Flood Hazard
 - Existing Sewer Drain
 - 5 - 10 Minute Walk (400 - 800 metre dia.)

PLAN NOTES:

1. Works to be undertaken outside of 'Area 1' (i.e. 'Area 2') will be subject to further investigation and community consultation as part of the master planning process for Northeast Parkhurst ('Area 2').
2. It is noted that this plan is not dimensioned or to scale.
3. Plan in accordance with Rockhampton Regional Council Planning Scheme.

AMENDMENTS:

- A. Original.
- B. Consultant Feedback
- C. Council Feedback
- D. Public Exhibition Feedback
- E. Road Widening
- F. Removed 15m Green Link to McMillan Ave
- G. Revised road network

1. The layout creates a permeable network of roads to cater for all modes of transport.
2. The layout proposed promotes a diversity of housing choice. Mixed Use Development is proposed long Yaamba Road to act as a buffer to the highway, rail and industrial uses.
3. Green space spines are promoted on the layout to create pedestrian friendly streetscapes connecting all precincts within the master plan area.
4. Water sensitive urban design (WSUD) areas are provided through the site to assist in the treatment of stormwater. These areas will comprise grassed swales to offer an alternative to the traditional conveyance approach to stormwater management.
5. A new left-in/left-out access street between Alfred Road (Area 2 and Yaamba Road (west). It is envisaged that this road will provide an improved street address to the mixed residential precinct within Area 1 and the future Area 2.
6. The preferred location of community facilities in existing (and proposed) centre locations.
7. Parkland areas have been located and designed to have maximum surveillance opportunities in accordance with the crime prevention through environmental design (CPTED) principles.
8. Residential (Mixed Density) land parcels have been primarily located along public transport routes and /or in close proximity to greenspace to promote a holistic community with a mix of age groups, lifestyles and cultures.

9. The master plan layout has been designed to enable dwellings to have favorable solar orientation and to provide maximum housing choice, this being traditional lots (i.e. 18m x 30m) or small lots (15m x 30m).
10. The road network reflects the different roles within the hierarchy and will prevent the need for the application of traffic management measures in the future.
11. The connector roads form the major 'spines' throughout the area and will serve as bus routes and provide links between neighbourhood precincts. On main connectors, shared use paths to be provided on at least one side of the road with a footpath on the alternate side.
12. The layout has been designed to produce lot layouts that accommodate the landform, views, prevailing breezes, environmental features and take account of site constraints, but wherever possible optimise orientation to suit energy efficient housing.
13. Strong linkages, both physical and visual are provided throughout the master plan, particularly where the Residential (Mixed Density) land parcels are allocated.
14. McMillan Avenue will act as a well-defined pedestrian boulevard. The design of this avenue as a 'boulevard' is a practical solution to improving pedestrian access to the waterway corridor, improving pedestrian way-finding and providing a safe and interesting journey within the proposed master plan.
15. A possible slip lane can be created along a portion of Yaamba Road to provide a buffer for residents from any increase in traffic and to provide safe access to the existing lots fronting Yaamba Road.

16. 10 - 15m greenspace spines are located along the major transport networks throughout the master plan to provide a buffer for residential land uses and to provide pedestrian and cycle linkages throughout the area.
17. The design of the master plan capitalises on the topography of the site by creating strong vistas from the north to the south of the site to enhance user legibility.
18. The proposed layout responds to new market opportunities for a sustainable community lifestyle centred development.
19. Public parks are all in excess of 2000m² and are overlooked by homes to promote safety, a sense of place and community identity.
20. A landscape buffer mound of 5m is proposed between Yaamba Road and the proposed residential uses to act as an acoustic barrier from existing uses.



NORTHEAST PARKHURST (AREA 1) EXPLANATORY MASTER PLAN

REFERENCE C1441-U02-G APRIL 2010

