



LUTWYCHE ROAD
CORRIDOR

NEIGHBOURHOOD
ENHANCEMENT PROGRAM
2007-2017

With the help of community members, we've developed a suite of practical projects to make Lutwyche, Windsor, Gordon Park, Kedron, Stafford, Woolloowin and Albion even better places to live and work. These will also help to protect residents' quality of life, even as the area grows.

Some suggestions put forward by the community are not possible in the short term or are beyond the influence of Council's local government powers to address. Others are the responsibility of other tiers of government or another organisation. We've provided an explanation, where this is the case.

In developing this program, we considered the projects that Council and the Queensland Government already have under way, or planned, for the area. The Enhancement Program is designed to complement these activities.

Council is committed to progressively delivering the Enhancement Program and we've already started work. It must be noted however, that all projects are subject to securing budget in Council's yearly review. The current economic climate may impact on the delivery of some projects listed in the Enhancement Program.



To see the list of priority issues identified for the Lutwyche Road Corridor, refer to page 5.

Key to time frames:

Some neighbourhood enhancements will be delivered within the next three years. Others will take longer. We've indicated the expected time frames for each activity, using the definitions below:

- Short term: 1-3 years
- Medium term: 4-6 years
- Long term: 7-10 years
- Ongoing: principles and initiatives that will be relevant for the life of the plan.

Objective one: Make it safer, easier and more enjoyable to walk and cycle in the neighbourhood

Walking and cycling are becoming increasingly popular in Brisbane as healthy and environmentally friendly alternatives to car travel. Brisbane has an extensive network of pedestrian paths, bikeways, shared pathways (wider paths for shared use) and on-road cycle lanes, including more than 900km of bikeways and more than 3,950km of constructed footpaths.

Council is committed to expanding this network and connecting pedestrian paths and bikeways to each other and to important places such as shops, schools and public transport stations.

Two main documents guide where walking and cycling infrastructure will be constructed in the future – the Queensland Government's *South East Queensland Principal Cycle Network Plan* and Council's *Brisbane Active Transport Strategy: Walking and Cycling Plan 2005-2010*.

As part of the Neighbourhood Planning process, we reviewed these plans in detail and have recommended changes to better meet community needs. Map D, contained in the Statutory Plan, shows the ultimate network of on- and off-road cycling paths planned for the area.

These paths will be constructed as the area grows. Council will also gradually install lighting and seating along well-used paths and provide other facilities to encourage walking and cycling such as bikeway rest stations and shade. The Neighbourhood Plan also makes it compulsory for new shops and businesses in urban villages (over a certain size) to supply bicycle spaces for their customers and employees, as well as staff showers and lockers. Bicycle spaces will also be required in apartment buildings to make it easier for people to cycle, rather than use their car.

Neighbourhood Plan Strategy: Create a new bikeway to the CBD for commuters, in partnership with the Queensland Government.

Action	Time frame
Investigate options for a north-south commuter cycle link in partnership with Queensland Transport and City North Infrastructure.	Medium term

Neighbourhood Plan Strategy: Improve walking and cycling connections to important places such as schools, shops and public transport stations.

Action	Time frame
Upgrade and construct new cycle lanes and bikeways as identified in the Neighbourhood Plan (see Map D on page 45).	Medium term
Investigate ways to make it easier for pedestrians and cyclists to safely cross Lutwyche Road, especially within proposed urban villages*.	Medium term
<i>*Project timeframes depend on Northern Busway timeframes.</i>	
Influence the design of the Northern Busway to improve connections across Lutwyche Road for pedestrians and cyclists.	COMPLETED

Neighbourhood Plan Strategy: Provide additional facilities for pedestrians and cyclists.

Action	Time frame
Create a bikeway rest station at Downey Park, Windsor with shelter, seating and a water bubbler.	COMPLETED
Create a bikeway rest station at Kedron Park, near Fifth Avenue in Kedron, with shelter, seating and a water bubbler.	COMPLETED

Objective two: Upgrade local infrastructure to cope with growth, particularly local roads

Large volumes of traffic pass through the Lutwyche Road Corridor every day. Lutwyche Road, Gympie Road, Stafford Road and Park Road are major arterial roads.

Council is working with the state and federal governments to improve traffic flows in Brisbane and ease congestion. Three major transport infrastructure projects are currently underway in the Lutwyche Road Corridor area – the Northern Busway, Airport Link and CLEM7.

Airport Link is a toll road, mostly underground, that will connect Brisbane's northern suburbs and the Brisbane Airport with the Inner City Bypass and the CLEM7 at Bowen Hills. Construction is due to be completed by 2012. The Northern Busway is a bus-only road that eventually will connect Bracken Ridge to the CBD. Sections of the Northern Busway (within the area) will also be constructed by 2012.

While Airport Link, the Northern Busway and CLEM7 will make it easier and quicker for residents, workers and tourists to travel around the city, these projects will affect local traffic flows, both during and after construction. Council will continue to encourage the Queensland Government to minimise these impacts. Studies will be conducted to determine where road improvements and upgrades are needed to cope with these changes. These studies will also consider upgrades required to support new development.

Neighbourhood Plan Strategy: Encourage the Queensland Government to ensure local traffic movement through the area is managed while the Northern Busway and Airport Link are constructed.

Action	Time frame
Provide input into the Queensland Government's Interim and Final Traffic Management Plans for the Northern Busway and Airport Link projects*.	Short term
<i>*Project timeframes depend on Northern Busway timeframes.</i>	

Neighbourhood Plan Strategy: Upgrade Lutwyche Road.

Action	Time frame
Upgrade Lutwyche Road*:	Medium term
<ul style="list-style-type: none"> • Widen the road and footpaths. • Install a median. • Improve options for cyclists. 	
<i>*This project will undertaken incrementally as funding becomes available. Project timeframes depend on Northern Busway timeframes.</i>	

Neighbourhood Plan Strategy: Conduct traffic studies to determine where local road upgrades are needed.

Action	Time frame
Conduct traffic studies for the proposed urban villages at Windsor East and Lutwyche Centre. The studies will consider:	Short term
<ul style="list-style-type: none"> • new roads that may be required • on-street parking • access onto and from Lutwyche Road • parking requirements for new development • road widths • building a new road between Cartwright and Gallway Streets, Windsor, to improve local traffic movement and access to Flynn Oval. 	
Conduct a traffic study for Gilbert Road, Windsor, to determine if improvements are required.	Underway
Conduct a traffic study for the area surrounding the Kedron Brook Busway Station (including Windsor Avenue, Colton Avenue and Perry Street) to determine improvements required.	Short term
Conduct a traffic study for the area between Stafford Road, Gympie Road, Scott Street, Strathmore Road and Webster Road, in Stafford, to determine traffic improvements required. The study will particularly consider impacts of the Northern Busway and Airport Link projects and traffic to and from local schools.	Medium term

Objective three: Keep green spaces and improve public spaces, community facilities and parks

Residents highly value the parks and open spaces in the Lutwyche Road Corridor such as Windsor Park, Downey Park and the network of open spaces and natural areas along Kedron Brook.

As the area grows, making the best use of existing parks will become extremely important. Parks offer people places to play, relax and keep fit. They also have a cooling effect on the city and help keep Brisbane green. Adding extra facilities to a park can extend its use and enable more people to enjoy it.

More parks and public spaces will also be needed in neighbourhoods where new development is planned such as Lutwyche and Windsor.

As well as making existing open spaces more useable and attractive, Council plans to create a new public park in Lutwyche and establish 'urban plazas' (landscaped public squares) near two new busway stations. These will be created in partnership with the Queensland Government. New parks will also be created on the site of Council's Stafford Depot and the Holy Cross Laundry in Woolloowin, if these properties are redeveloped.

Through the Neighbourhood Plan, all new apartments will be required to incorporate private spaces such as balconies, verandas and courtyards. Streets are also great places to meet people. Council will make streets more shady and pleasant and will also work with developers to create a series of 'laneways', which will offer new locations for cafes and outdoor dining.

Neighbourhood Plan Strategy: Put more facilities into local parks.

Action	Time frame
Construct a picnic area in the WA Jolly Park (adjacent to the existing playground) with a shelter, barbecue, seating and water bubbler.	Short term
Create a family space within Flynn Park including such things as a shelter, play equipment and tree planting.	Short term
Improve facilities in Windsor Park: <ul style="list-style-type: none"> Plant more shade trees for sports spectators. Construct a shaded path through the park (between the playing fields), linking Blackmore Street to Grafton Street. 	Long term
Improve facilities in the open space along Kedron Brook (particularly in Prentice and Bradshaw Parks): <ul style="list-style-type: none"> Plant more trees to provide shade for walkers and cyclists and habitat areas for wildlife. Install picnic facilities. 	Medium term
Develop a new park at the corner of Chalk, Marita and Wellington Streets Lutwyche: <ul style="list-style-type: none"> Incorporate heritage elements into the park design. Interpret the Irish and Italian heritage of the area e.g. in naming the new park. 	Medium term

Neighbourhood Plan Strategy: Create more public spaces and parks.

Action	Time frame
Work with the Queensland Government to create a new public urban plaza for community activities near the Lutwyche Busway Station*. <i>*Project timeframes depend on Northern Busway timeframes.</i>	Short term
Work with the Queensland Government to create a new public urban plaza for community activities near the future Windsor East Busway Station*. <i>*Project timeframes depend on Northern Busway timeframes.</i>	Long term
Assist the Queensland Government to plan how undeveloped land around the Airport Link tunnel portals is used in the future.	Medium term

Neighbourhood Plan Strategy: Improve community access to existing facilities.

Action	Time frame
Negotiate agreements with public and private schools to allow community use of the school's sports fields, swimming pools and meeting rooms.	Short term

Neighbourhood Plan Strategy: Create a series of small cafe strips, or attractive 'laneways', within the proposed Lutwyche urban village.

Action	Time frame
Provide embellishments for new laneways in the Lutwyche urban village such as footpath paving, street furniture, trees, lighting and public art*. <i>*To be provided by developers as new developments are constructed.</i>	Medium term

Objective four: Protect natural areas and plant more trees

Most neighbourhoods along the Lutwyche Road Corridor are well-established urban areas, however pockets of vegetation remain along creek lines and road verges and in backyards.

The area also contains Kedron Brook and Enoggera Creek, which are important to the health of regional ecosystems. Kedron Brook also feeds into the Boondall Wetlands and Moreton Bay, areas of international and national conservation significance.

Many places within the Lutwyche Road Corridor look out over these natural features and some homes also have long distance views to the Brisbane River, CBD and Moreton Bay. Planting more trees and shrubs in parks, along roads, walking and cycling paths will help enhance these local vistas and create additional habitat areas for wildlife.

A core focus of Council's streetscape works will be Lutwyche Road, which will gradually be transformed into a 'subtropical boulevard'. Subtropical boulevards generally have wide footpaths with lush, colourful landscaping, artwork and seating. These features can help turn busy roads into distinctive landmarks, as well as creating attractive, shady environments for pedestrians.

Neighbourhood Plan Strategy: Turn Lutwyche Road into a subtropical boulevard.

Action	Time frame
Turn Lutwyche Road into a subtropical boulevard (following road widening)*: <ul style="list-style-type: none">• Install seats and public art.• Undertake high-quality and water sensitive landscaping.• Plant clusters of shady trees suited to a subtropical environment. <p><i>*Some sections of the subtropical boulevard will be created as part of the Northern Busway and Airport Link projects, while other sections will be provided by developers.</i></p> <p><i>*Project timeframes depend on Northern Busway timeframes.</i></p>	Medium term

Neighbourhood Plan Strategy: Make local streets greener.

Action	Time frame
Plant 266 trees in Gordon Park, together with the community (through the Neighbourhood Shadeways initiative):	COMPLETED
Plant trees in the following locations, together with the community (through the Neighbourhood Shadeways initiative): <ul style="list-style-type: none">• Constitution Drive, Windsor• Thorne Street, Windsor• Palmer Street, Windsor• Whish Street, Windsor• Mackay Street, Windsor• Brook Street, Windsor• Graham Street, Windsor• Drury Street, Windsor• Cumberland Street, Windsor• Reid Street, Windsor• Bank Street, Windsor• Maygar Street, Windsor• Gilbert Road, Windsor• Fuller Street, Lutwyche• Damon Road, Lutwyche• Yarraman Street, Lutwyche• Gunyah Street, Lutwyche• Montrose Street, Gordon Park	

Action	Time frame
<ul style="list-style-type: none"> • Archer Street, Gordon Park • McPherson Street, Gordon Park • Tindall Street, Gordon Park • Montgomery Street, Gordon Park • Kate Street, Gordon Park • Stirling Street, Gordon Park • Bedford Street, Gordon Park • Aberdeen Terrace, Gordon Park • Thistle Street, Gordon Park • Groom Street, Gordon Park • Shamrock Street, Gordon Park • Barron Street, Gordon Park • Swan Street, Gordon Park • Suez Street, Gordon Park • Little Barron Street, Gordon Park • Swinburne Street, Lutwyche. 	COMPLETED
Plant trees along additional 'Neighbourhood Shadeways' as identified in the Neighbourhood Plan (see Map E on page 46).	Medium term

Objective five: Create more opportunities for locals to meet and interact

A great neighbourhood is more than just a collection of buildings, roads and parks. It's also a place where people know each other and feel a part of their community. Events such as festivals, markets, and sporting programs can help draw a community together and foster community spirit.

As the area grows, Council will create more opportunities for people to meet and interact and establish two new community facilities in locations where new development is planned.

Neighbourhood Plan Strategy: Establish more community facilities in locations where new development is planned.

Action	Time frame
Establish a new community facility close to the Lutwyche Busway Station (see Map B on page 43). The facility will: <ul style="list-style-type: none"> • be at least 1000m² in size • meet the needs of residents from across the district • include both meeting rooms and large all-purpose rooms. * Project timeframes depend on Northern Busway timeframes.	Medium term
Establish a new flexible community facility, of at least 250m ² , close to the Windsor East Busway Station (see Map C on page 44).	Long term
*Project timeframes depend on Northern Busway timeframes.	

Neighbourhood Plan Strategy: Provide opportunities for people to meet and interact.

Action	Time frame
Deliver a program of recreational, sporting and cultural programs for all ages, called 'Get Active'.	COMPLETED
Undertake activities to support, strengthen and connect local community organisations.	COMPLETED

Neighbourhood Planning Strategy: Celebrate the unique character and identify of local neighbourhoods.

Action	Time frame
Plan for new artwork to beautify public spaces and reflect the unique identity of local neighbourhoods. This artwork will be constructed as money becomes available through development contributions in the medium to long term.	COMPLETED

Frequently asked questions

There are not enough places to safely cross Lutwyche Road.

Lutwyche Road, one of Brisbane's major 'arterial routes', is designed to carry large volumes of traffic. Pedestrian crossing points are limited in order to avoid impeding the flow of traffic. Also, the safest place to cross a busy road like Lutwyche Road is at a signalised intersection.

Once constructed, the new Northern Busway station at Lutwyche will enable pedestrians and cyclists to cross under the road through the busway station. Council is also investigating other opportunities to improve pedestrian crossings over Lutwyche Road, particularly at the intersections of Chalk and Bradshaw Streets.

More pedestrian and cycle paths are needed.

The *Active Transport Strategy: Walking and Cycling Plan 2005-2010* outlines the steps that Council is taking to increase walking and cycling in Brisbane. Map D, contained in the Statutory Plan (see page 45 of this booklet), shows the ultimate network of on- and off-road cycling paths planned for the area. These cycle lanes and bikeways will be constructed through Council's city-wide schedule of works, rather than the Neighbourhood Enhancement Program.

Pedestrian and cycle paths should be designed for wheelchairs and prams.

All new footpaths are built to a standard design that incorporates access for mobility impaired people. Council will progressively improve the quality of existing pedestrian paths and make paths in key locations more usable for people with a disability. Bikeways are wider than standard pedestrian paths, so planned bikeway improvements will also benefit people with mobility impairment.

It is not possible to widen pedestrian paths in some locations where there is limited publicly owned land or where services (e.g. underground cables) sit alongside the path. Additionally, widening some paths would require established landscaping, including shade trees to be removed. In these locations, Council will seek alternative routes.

How will the roads cope with the traffic from so many extra people living here?

New development will primarily be focused into two 'urban villages' located in Lutwyche and Windsor. These villages will be built around stations and stops of the new Northern Busway. With high-quality public transport on their doorstep, it's expected that many new residents, workers and business owners will opt to use public transport, rather than a car.

Additionally, the local road network will be improved and upgraded following detailed traffic studies. This will include road widening, intersection upgrades and possibly, the creation of new roads.

We need better public transport, particularly cross-suburban routes, to provide access to destinations such as the Prince Charles Hospital, shops and schools. Local bus services that connect to the Busway should be provided. Railway services need to be upgraded.

Since Council began Neighbourhood Planning in the Lutwyche Road Corridor, the Queensland Government has assumed responsibility for planning and delivering public transport in South East Queensland, through the TransLink Transit Authority (TransLink).

TransLink is now responsible for:

- public transport planning
- developing networks and determining service routes, including those used by Council buses
- coordinating and scheduling all bus, train and ferry services
- responding to customer needs and complaints.

The Queensland Government also constructs major public transport infrastructure.

Council will pass on community concerns about bus and rail services in the area to TransLink for their consideration. For more information on public transport services provided by TransLink visit www.translink.com.au or phone 13 12 30.

Why are no park 'n' ride facilities proposed at busway stations?

The Queensland Government is responsible for parking at public transport stations. Translink however, does not provide park 'n' ride facilities within 10km of the CBD, so additional parking spaces around stations along the Northern Busway within this area are not planned. To request improved public transport services, contact Translink by visiting www.transinfo.qld.gov.au or calling 13 12 30.

Through the Enhancement Program, Council will make it easier to walk or cycle to train stations and will work with TransLink to improve local bus services, particularly to busway stations and railway stations.

Stafford Road should be upgraded.

The Queensland Government is responsible for Stafford Road, so upgrading Stafford Road is also a State responsibility. Upgrades to Stafford Road have been prioritised to accommodate the Airport Link project.

Will the Northern Busway and Airport Link projects increase congestion in the area?

The Northern Busway and Airport Link projects will have some impact on local traffic flows such as restricting turning points from Lutwyche Road into local streets. Council is working with the Queensland Government to limit impacts on local residents. It is anticipated that these projects, once complete, will improve traffic flow along Lutwyche Road. For more information about the Northern Busway and Airport Link projects, go to www.brisconnections.com.au

Rat-running, hooning and speeding are a concern in local streets.

Council regularly investigates complaints about rat-running in local streets. If you are concerned about traffic issues in your local area please contact Council on (07) 3403 8888.

Inappropriate driver behaviour, including hooning and speeding, is an issue for the Queensland Police Service (Queensland Police). The community can help the Queensland Police address this issue by informing them when they observe hooning and passing on details such as the licence plate number and vehicle make and model.

The Kedron Brook corridor is great but it needs more shade trees and recreational facilities.

The network of open spaces and natural areas along Kedron Brook is well-used by local residents. Through the Enhancement Program, Council will improve facilities in the corridor by planting more trees and creating more picnic areas, particularly in Prentice and Bradshaw Parks.

Areas along the Kedron Brook corridor are subject to flooding, making them unsuitable locations for some park equipment as they could be damaged during floods. Additional structures and vegetation within this flood prone area could potentially prevent flood waters from dissipating quickly and increase flooding in nearby areas.

High-density development should not be built on top of tunnels. Vacant land over the Northern Busway or Airport Link should be made into parks.

The Northern Busway and Airport Link are Queensland Government projects.

All land resumed through these projects comes under the control of the Queensland Government, including sites that remain vacant once the infrastructure is constructed. Plans for the Northern Busway and Airport Link show that some areas over tunnels will be turned into parks such as the area above the tunnel portal at Windsor. In some cases, this land may be given back to the original owners or sold to developers.

Council has limited control over the future use of land over and around these projects.

The construction of the Northern Busway will dramatically improve public transport to the area, making it even more attractive for people who work in the CBD or surrounding areas. By focusing new development around or near stations, Council can protect Brisbane's green spaces and older, family-style neighbourhoods from development and give more people the chance to live close to good facilities and public transport.

Habitat areas along Kedron Brook and Enoggera Creek should be protected.

Brisbane's waterways are highly valued by the community. Aside from their scenic and recreational value, waterways are a fundamental component of local and regional ecosystems. The City Plan protects waterway corridors from inappropriate development. Under the Neighbourhood Plan, all new industrial and commercial development will also be required to better use, re-use, collect and manage water, including run-off into creeks.

Many people are passionate about preserving habitat areas along waterways and have formed local groups to assist Council protect and enhance creeks and catchments.

Community groups can help restore natural habitats in parks, remnant bushland, wetlands and along waterways through Council's Creek Catchment Ranger Program. We work closely with the Kedron Brook Catchment Network and numerous Habitat Brisbane groups located along the Brook.

You can find out how to become part of a bushcare group or Council's Creek Catchment Ranger Program (which helps coordinate community efforts) by calling Council on (07) 3403 8888 or visiting www.brisbane.qld.gov.au

You can also become involved in restoring or protecting the habitat on your property through a voluntary conservation partnership with Council.

Buildings should be more environmentally sustainable.

Under the Neighbourhood Plan new multi-storey development within proposed new urban villages will need to feature sustainable, subtropical design with elements such as balconies, good cross-ventilation and shade structures. Developments will also have to allow space for large shade trees to be planted on-site in natural ground (known as 'deep planting').

Council is also exploring ways to make new developments more sustainable and suited to Brisbane's subtropical climate through a formal review of the City Plan. Ideas being considered include requirements for new development to feature shade structures and verandas and align living areas northward to become more energy efficient. To find out more about the City Plan review, call Council on (07) 3403 8888 or visit www.brisbane.qld.gov.au

Other elements of sustainable building design such as energy efficiency and water tanks are regulated by the Queensland Government and cannot be controlled by Council.

Homeowners can find new ideas on how to make their homes more sustainable through Council's 'CitySmart' initiative. See Council's website for more information.

More shade trees should be planted along pedestrian and cycle paths.

As part of Council's 'Neighbourhood Shadeways' initiative, additional trees will be planted along local streets and walking and cycling paths in the area. Routes that connect to important places such as schools, shops and public transport stations will be prioritised. Map E, on page 46 of this booklet, shows the Neighbourhood Shadeways planned for the area.

Will there be 'affordable housing' in the Lutwyche Road Corridor?

Affordable, or low-cost housing, is generally provided by the community housing sector, Queensland Government or a not-for-profit group, such as Brisbane Housing Company.


Council works to maintain a good stock of public and affordable housing in local neighbourhoods by lobbying the Queensland Government and encouraging developers to include affordable housing units in their developments. Normally, Council uses incentives such as relaxations on car parking, reduced planning fees, infrastructure rebates or allowing higher gross floor areas to make affordable housing more economically viable for developers. Council's affordable housing strategy is outlined in the *Affordable Housing Incentives Policy and Guideline*. This document can be downloaded from www.brisbane.qld.gov.au

The Lutwyche Road Corridor Neighbourhood Plan encourages affordable housing where it is located close to public transport and is integrated with other types of housing.

Higher-density housing will become slums with increased crime.

There is ample evidence to suggest that well-designed higher-density development, properly integrated into an existing community, can become a significant community asset that adds to the quality of life and property values for existing residents.

Higher-density developments can actually help reduce crime by increasing pedestrian activity and fostering a 24-hour community that puts more 'eyes on the street' at all times.



New development in the Lutwyche Road Corridor will be required to feature design measures that promote safety such as landscaping that allows clear sightlines through the vegetation and well-lit public spaces. Shops, cafes and restaurants will be situated on lower levels, including street level, and all ground level apartments will each need to have their own entry. This will help keep the streets alive with people and movement.

Units in proposed new urban villages are also expected to attract residents with a mix of ages and lifestyles, from young couples to families and elderly people.

We don't want to see a 'canyon effect' of tall buildings all the way along Lutwyche Road.

The Neighbourhood Plan focuses new development into compact 'urban villages' in two locations along Lutwyche Road. Additionally, the plan includes regulations to ensure buildings are well-designed and fit in with the surrounding community.

Buildings in the heart of the urban villages will be higher, reducing in size as they near the edge, so as to blend in with the surrounding homes. New development next to houses will be limited to two storeys (three or four storeys if there is a road in between).

Buildings on sites near Lutwyche Road will be stepped back from the edge of the road and include a 'podium' (a wider platform) at the street level. This will help prevent the buildings from dominating the street and keep the street attractive for pedestrians and shoppers.

All new development in the urban villages will be required to feature high-quality landscaping, unobtrusive parking and a design that promotes safety.

Living along Lutwyche Road would not be very nice because of noise and air pollution.

New apartments constructed along or near Lutwyche Road will be required to include measures to protect residents from outside noise. The Plan promotes non-residential uses along the Lutwyche Road frontage to encourage apartments to be built away from the main road.

As urban villages are constructed in Lutwyche and Windsor, Council will undertake significant streetscape improvements along Lutwyche Road, making the area a more pleasant living environment.

How will infrastructure cope with additional people?

The Neighbourhood Plan focuses new development into two primary areas that are already serviced by infrastructure, which will allow existing infrastructure to be used more efficiently. However, some areas will still need new infrastructure and others will need upgrades. Council has created a long-term plan outlining what will be required, from new parks and community facilities to road upgrades and improvements to water and sewer networks.

Developers will be asked to help fund, or even build, some of this infrastructure.

Council will assess all development applications when they are submitted and determine if charges apply. Working out 'who pays for what' is a complex activity but it's based on a simple philosophy called 'user pays'. This means the cost of the infrastructure will be shared between the people whom it will ultimately benefit.

Funding infrastructure 'up-front' through development contributions will help us to maintain our high quality of life, and an efficient development industry, without making existing residents, or a few pioneering developers, 'foot the bill' for future home and business owners.