



Draft Yeerongpilly Transit Oriented Development State Planning Regulatory Provision

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Division 1—Preliminary

1.1 Short title

This draft state planning regulatory provision may be cited as the *Draft Yeerongpilly Transit Oriented Development State Planning Regulatory Provision*.

1.2 Scope and purpose of the draft state planning regulatory provision

- (1) This draft state planning regulatory provision provides a framework for the development of land identified in schedule 1 as the Yeerongpilly Transit Oriented Development (TOD) area.
- (2) The purpose of the draft state planning regulatory provision is to:
 - (a) implement TOD principles and outcomes for infill development under the *South East Queensland Regional Plan 2009–2031* ; and
 - (b) assist in the delivery of low-rise apartment residential development outcomes on identified early release sites in the Yeerongpilly TOD area; and
 - (c) assist in the establishment of commercial activities in the Yeerongpilly TOD area; and
 - (d) facilitate and manage interim outcomes, until completion of a plan of development for the Yeerongpilly TOD area.

1.3 Area to which this draft state planning regulatory provision applies

- (1) This draft state planning regulatory provision applies to the Yeerongpilly TOD area shown in schedule 1.
- (2) Land within the Yeerongpilly TOD area is included within the low-rise residential precinct or the commercial precinct under schedule 1.

1.4 Relationship to other planning instruments

- (1) To the extent this draft state planning regulatory provision is inconsistent with the *South East Queensland Regional Plan 2009–2031 State Planning Regulatory Provisions*, this draft state planning regulatory provision prevails.
- (2) Under section 19(1) of the *Sustainable Planning Act 2009*, if there is an inconsistency between this draft state planning regulatory provision and another planning instrument, or any plan, policy or code under an Act, this draft state planning regulatory provision prevails to the extent of the inconsistency.

1.5 Definitions

Particular words used in this draft state planning regulatory provision have the meaning given in the *Sustainable Planning Act 2009* unless otherwise defined in schedule 2.



1.6 When this draft state planning regulatory provision does not apply

This draft state planning regulatory provision does not apply to development specified under the *Sustainable Planning Regulation 2009*, schedule 4.

1.7 Compliance with this draft state planning regulatory provision

- (1) This draft state planning regulatory provision regulates development in the Yeerongpilly TOD area by:
 - (a) specifying development that is assessable development requiring code or impact assessment; and
 - (b) requiring development that is assessable development to comply with the assessment criteria in divisions 3 or 4 that applies to the development.
- (2) Development is taken to comply with this draft state planning regulatory provision if it achieves all of the applicable performance outcomes in division 3 or 4.
- (3) Development that achieves the acceptable outcomes in division 3, table 2, column 2 or division 4, table 3, column 2 is taken to achieve the corresponding Performance Outcome in column 1 of the table.

Division 2—Categories of development

2.1 Table of assessment

Table 1 sets out the category of development (referred to as the level of assessment) and assessment criteria for development in the Yeerongpilly TOD area.

Table 1—Yeerongpilly TOD table of assessment

Assessable development	Assessment criteria
Code assessment	
Development in the low-rise apartment residential precinct that is: <ul style="list-style-type: none"> ▪ a material change of use for a dual occupancy; or ▪ a material change of use for a multiple dwelling 	Division 3
Development in the commercial precinct that is: <ul style="list-style-type: none"> ▪ a material change of use for a child care centre; or ▪ a material change of use for a community use; or ▪ a material change of use for a food and drink outlet; or ▪ a material change of use for indoor sport and recreation; or ▪ a material change of use for multiple dwelling; or ▪ a material change of use for an office; or ▪ a material change of use for a shop. 	Division 3 and, to the extent it is applicable and not inconsistent with division 3, the following codes in <i>Brisbane City Plan 2000</i> : <ul style="list-style-type: none"> ▪ Centre amenity and performance code ▪ Centre design code ▪ Child care facility code ▪ Community use code ▪ Filling and excavation code ▪ Heritage place code



	<ul style="list-style-type: none"> ▪ Landscaping code ▪ Non-discriminatory access and use code ▪ Residential design—high density code ▪ Services, works and infrastructure code ▪ Stormwater management code ▪ Transport access parking and servicing code.
Reconfiguring a lot	Division 4
Impact assessment	
Any other material change of use	Division 3 and, to the extent there is no conflict with division 3, any other applicable provisions of <i>Brisbane City Plan 2000</i> .

Division 3—Development for material change of use

3.1 Application of division

This division applies to development as identified in table 1 of section 2.1 of this draft state planning regulatory provision.

3.2 Development assessment criteria

- (1) Table 2 applies to a material change of use in the low-rise apartment residential precinct.
- (2) Table 3 applies to a material change of use in the commercial precinct.

3.3 Yeerongpilly TOD material change of use code

3.3.1 Overall outcomes

Development of the Yeerongpilly TOD will demonstrate:

- a compact urban form with strong connections to public transport
- a vibrant mix of uses including retail, office, community, residential and recreation uses accessible to the broader community
- sensitive integration with its setting including the surrounding community, the Brisbane River and the Queensland Tennis Centre
- a focus on walking, cycling and public transport use as convenient and attractive transport options and given priority over private vehicle use



- a range of housing types and sizes
- recognition of the cultural heritage of the site
- the delivery of innovative sustainability (environmental, social and economic) outcomes, providing the opportunity for people to live more sustainably
- a network of high quality public places, including parks and plazas, that provide for a range of both active and passive recreation pursuits
- the management of noise, dust and vibration impacts while still allowing cross ventilation and other subtropical design outcomes
- a connected community supported by a range of community facilities.

3.3.2 Low-rise apartment residential precinct—intent

- (1) The purpose of the low-rise apartment residential precinct is to:
 - (a) facilitate development for the purposes of apartment residential dwellings in a low-rise and compact built form outcome; and
 - (b) deliver a highly efficient settlement pattern.
- (2) It is intended that development in this precinct will:
 - (a) consist of dual occupancy and multiple dwellings no more than three storeys in height; and
 - (b) be designed to incorporate climate responsive design and sustainable practices including maximising energy efficiency, water conservation and public transport use.

3.3.3 Commercial precinct—intent

- (1) The purpose of the commercial precinct is to:
 - (a) facilitate the development of new commercial premises and supporting activities; and
 - (b) ensure facilities will be in a highly accessible location, supplied with the necessary infrastructure and well integrated with the surrounding land uses.
- (2) It is intended that development in this precinct will be designed to incorporate climate responsive design and sustainable practices including maximizing energy efficiency, water conservation and public transport use.

Table 2—Assessment criteria for material change of use in the low-rise apartment residential precinct

Performance outcomes	Acceptable outcomes
Development scale	
P1 Development is of a low-rise compact urban form and achieves all of the following: <ul style="list-style-type: none"> ▪ a positive contribution to the role of the Yeerongpilly TOD ▪ an appropriate transition in scale between established residential properties and the more intensively developed parts of the Yeerongpilly TOD ▪ a high level of amenity for nearby properties and public areas in terms of access to sunlight, daylight and breezes. 	A1.1 Development is in accordance with the maximum building envelope requirements in Figure 1. A1.2 Building height does not exceed the maximum height of the roof zone as outlined in the maximum building envelope in Figure 1. A1.3 No maximum gross floor area is prescribed. Note: On a sloping site, a building height that exceeds the maximum height of the roof zone may be supported where the building is stepped down the slope or an alternative design response is proposed that demonstrates the building mass is



Performance outcomes	Acceptable outcomes
	appropriately articulated and there is acceptable solar access on adjoining properties.
<p>P2 The development site is of a sufficient size and dimension to support efficient layout and function of proposed development.</p>	<p>A2.1 The site has a minimum area of 400 square metres.</p> <p>A2.2 For dual occupancy—the site has a minimum street frontage of 10 metres.</p> <p>A2.3 For multiple dwellings—the site has a minimum street frontage of 15 metres.</p> <p>Note: Where a site has a secondary street frontage, either frontage may be applied in consideration of compliance with the acceptable outcome.</p>
Building design and presentation to the street	
<p>P3 The primary street frontage establishes a character that contributes positively to the achievement of a quality low-rise apartment residential outcome.</p> <p>The building design incorporates elements such as balconies and eaves that protrude from the facade to provide visual interest to the street.</p>	<p>A3 Development is to be located a minimum of three metres from the primary street frontage, with the exception of balconies and eaves which may be a minimum of 1.5 metres from the primary street frontage. Refer to Figures 1 and 4.</p> <p>Note: The minimum balcony dimension is three metres as prescribed in A12.</p>
<p>P4 The appearance of building bulk is reduced by variation in design elements.</p>	<p>A4 The building elevation is articulated by the use of a number of the following design elements:</p> <ul style="list-style-type: none"> ▪ variations in plan shape, such as steps, recesses or projections ▪ variations in vertical profile, with steps or slopes at different levels ▪ variations in the treatment and patterning of windows, sun protection devices or other elements of a facade ▪ a layered facade effect, where the planes containing most windows are recessed behind penetrated planes, structural framing, balustrades, friezes, grilles or sun shading devices ▪ variation in materials, colours and/or textures including between levels ▪ features of a finer scale than the main structural framing. Refer to Figures 2 and 3.
<p>P5 Garages, driveways and parking structures do not visually dominate the street frontage.</p>	<p>A5.1 Car parking is located behind the front building line or in a basement.</p>



Performance outcomes	Acceptable outcomes
	<p>A5.2 For multiple dwellings—vehicle movement areas are broken up by alternative materials, patterns, or threshold treatments.</p> <p>A5.3 The driveway width does not exceed 50 per cent of the street frontage width or six metres, whichever is the lesser.</p>
<p>P6 The development is orientated to the street and facilitates casual surveillance of the street from living areas and open spaces.</p>	<p>A6 The building has large living area windows (with a sill height of 1.2 metres or less) or balconies that face the street or are on the front of the building. Refer to Figures 2 and 3.</p>
<p>P7 Screening and partial enclosure of balconies provide privacy for neighbours and comfort for residents without resulting in unattractive buildings or an appearance of excessive bulk or restricting opportunities for passive surveillance of the street.</p>	<p>A7 No more than a third of the street frontage of a balcony is screened or enclosed by shutters, glazing, louvres, or similar permanent structures.</p>
Landscape and setting	
<p>P8 Development accommodates the retention of existing vegetation, including street trees.</p>	<p>A8 Buildings and structures are sited and designed to allow established trees to be retained.</p>
<p>P9 The development includes landscaping that contributes to a pleasant and safe environment. Landscaping is designed to:</p> <ul style="list-style-type: none"> ▪ provide shade to open space and public areas ▪ enhance street appeal ▪ improve useability of private and common open space ▪ provide appropriate separation between buildings ▪ enable permeation of rainwater to the ground and minimise stormwater run-off. 	<p>A9.1 A minimum of 15 per cent of the site area is dedicated to ground level open space and landscaping (in addition to private open space).</p> <p>A9.2 Landscape design allows the overlooking of the street and pedestrian entry areas.</p> <p>A9.3 Landscape design emphasises a clear pedestrian entry point.</p> <p>A9.4 Shade trees are planted in-ground at a minimum rate of one tree per 400 square metres, or part thereof, of the total site area.</p> <p>Note: Calculation of ground level open space does not include driveways or other structures.</p>
<p>P10 Fencing and walls:</p> <ul style="list-style-type: none"> ▪ assist the development to be orientated towards the street ▪ assist safety and surveillance of the street and entry areas ▪ enable use of private open space 	<p>A10 Height of fences/walls on any road alignment does not exceed:</p> <ul style="list-style-type: none"> ▪ 1.5 metres if 50 per cent transparent ▪ 1.2 metres if solid. <p>Except where on an arterial or suburban route—solid front fences/walls above 1.2</p>



Performance outcomes	Acceptable outcomes
abutting the street <ul style="list-style-type: none"> ▪ assist in highlighting entrances. 	metres high are permitted where: <ul style="list-style-type: none"> ▪ living areas can maintain surveillance of the street; and ▪ fences longer than 10 metres have gates, indentations or detailing to provide visual interest; and ▪ the fences are limited to 60 per cent of the frontage where private open space fronts the street.
P11 The location, height, extent and materials of retaining walls are designed to minimise visual impact.	A11.1 The combined height of any retaining wall and fence does not exceed two metres. A11.2 A retaining wall is set back from a boundary and is stepped or terraced, with materials and landscaping that soften visual impact.
Private open space	
P12 Development provides usable private open space for every resident.	A12.1 Each dwelling is provided with ground level open space or a balcony with a minimum dimension of three metres and minimum area of 12 square metres. A12.2 Private open space directly accessible from a living area.
Privacy and amenity	
P13 Development does not significantly reduce sunlight to open space and habitable rooms in adjoining premises. Boundary walls are limited in dimensions to minimise the impact on neighbours.	A13.1 The side boundary setback, except for a wall built to a side boundary, is a minimum of: <ul style="list-style-type: none"> ▪ 1.2 metres for a wall up to 7.5 metres high; or ▪ 2.5 metres for a wall over 7.5 metres high and up to 10.5 metres high. Refer to Figures 1 and 5. A13.2 A wall built to a side boundary, or with a setback less than 1.2 metres from the side boundary has: <ul style="list-style-type: none"> ▪ a maximum height of three metres, unless it abuts a higher existing or simultaneously constructed wall; or ▪ a maximum length of 15 metres where it does not abut an existing boundary wall. Except where a wall built to the boundary has a height less than two metres measured on the adjacent property, it can extend the full length of the boundary, less any front or rear boundary setback. Refer to Figures 1 and 5.



Performance outcomes	Acceptable outcomes
	<p>A13.3 The rear boundary setback is a minimum of three metres. Refer to Figures 1 and 6.</p>
<p>P14 Development limits opportunities for direct overlooking of adjoining premises while providing suitable openings and outlook for amenity and passive solar design.</p>	<p>A14.1 Where habitable room windows are within six metres of and oriented towards a side or rear boundary, privacy is protected by:</p> <ul style="list-style-type: none"> ▪ sill heights a minimum 1.5 metres above floor level <p>OR</p> <ul style="list-style-type: none"> ▪ fixed opaque glazing in any part of the window below 1.5 metres above floor level <p>OR</p> <ul style="list-style-type: none"> ▪ fixed external screens <p>OR</p> <ul style="list-style-type: none"> ▪ fencing to a minimum 1.5 metres above ground floor level (only applies to overlooking from windows at ground floor level). <p>A14.2 Unscreened balconies must be setback a minimum of three metres from a side or rear boundary.</p> <p>A14.3 Doors and any other unscreened openings must be a minimum distance of six metres from side or rear boundary. Refer Figures 5 and 6.</p>
<p>P15 Development achieves a pleasant, living environment. Dwellings receive daylight and allow passage of cooling breezes through habitable rooms.</p> <p>Note: North or north–east facing windows, balconies or decks may be permitted to provide lesser levels of privacy than would otherwise be allowed by this Code where this will significantly improve passive solar design.</p>	<p>A15.1 The optimal number of units are orientated to within 20 degrees either side of north.</p> <p>A15.2 Orientation of main living area windows to within 20 degrees either side of north is maximised.</p> <p>A15.3 The majority of private open space has good access to sunlight.</p> <p>A15.4 Window placement and internal layout allows cross–ventilation.</p>
Vehicle accommodation and access requirements	
<p>P16 Vehicle access and parking is safe and convenient for residents, visitors and service providers. Resident and visitor parking provision is provided according to the following:</p> <ul style="list-style-type: none"> ▪ the number, size and type of dwellings proposed 	<p>A16.1 On-site residential car parking is provided at the rate of one space per dwelling.</p> <p>On-site visitor parking is provided at the rate of one space for every five dwellings (or part thereof).</p>



Performance outcomes	Acceptable outcomes
<ul style="list-style-type: none"> ▪ the availability and acceptability of kerbside parking adjacent to the site ▪ local traffic or parking management ▪ the likely preference of the occupier or target market. 	<p>A16.2</p> <p>The location of visitor parking is discernible from the street.</p> <p>Note: Parking provision may be reduced from the above where public transport is available within a reasonable walking distance or where low demand is proven.</p>
<p>P17</p> <p>The layout of development must achieve adequate provision for on-site vehicle parking that is clearly defined, safe and easily accessible and must be designed to contain potential adverse impacts within the site.</p>	<p>A17</p> <p>Parking bays, manoeuvring areas and driveways are designed with the dimensions and to the standards set out in the car parking table and car parking layout design guidelines in the Transport, Access, Parking and Servicing Planning Scheme Policy of <i>Brisbane City Plan 2000</i>.</p>
<p>P18</p> <p>Development must not impact adversely on the safety or operations of the road system.</p>	<p>P18</p> <p>For multiple dwellings—a vehicle manoeuvring area is provided on site in accordance with the design vehicle table and servicing layout design guidelines in the Transport, Access, Parking and Servicing Planning Scheme Policy of <i>Brisbane City Plan 2000</i> so that the design vehicle can enter and leave the site in a forward gear.</p>
<p>P19</p> <p>Access, parking and servicing must not reduce the amenity of lands in the vicinity of the site.</p>	<p>A19.1</p> <p>For multiple dwellings—vehicular site access is located in accordance with the site access design guidelines in the Transport, Access, Parking and Servicing Planning Scheme Policy of <i>Brisbane City Plan 2000</i>.</p> <p>A19.2</p> <p>For multiple dwellings—vehicle site access is provided in accordance with <i>Figure d</i> Standard Non-residential Vehicle Crossing, in section 3.5.2 of the Transport, Access, Parking and Servicing Planning Scheme Policy of <i>Brisbane City Plan 2000</i>.</p>
<p>P20</p> <p>The layout of development must achieve adequate provision for servicing on site that is clearly defined, safe and easily accessible and must be designed to contain potential adverse impacts of servicing within the site Servicing must be located to discourage on-street loading and must not detract from the aesthetics or amenity of an area.</p>	<p>A20.1</p> <p>For multiple dwellings—servicing facilities are provided on-site in accordance with the design vehicle table in the Transport, Access, Parking and Servicing Planning Scheme Policy of <i>Brisbane City Plan 2000</i>.</p> <p>A20.2</p> <p>For multiple dwellings—loading/unloading facilities and associated vehicle manoeuvring areas on-site are designed in accordance with the servicing layout design guidelines in the Transport, Access, Parking and Servicing Planning Scheme Policy of <i>Brisbane City</i></p>



Performance outcomes	Acceptable outcomes
	<i>Plan 2000.</i>
<p>P21 Development provides for bicycle access to the site and movement within the site, and for secure and convenient bicycle parking and storage, that:</p> <ul style="list-style-type: none"> ▪ is located close to the building’s pedestrian entrance; and ▪ is obvious, and easily and safely accessible from outside the site; and ▪ does not impact adversely on visual amenity; and ▪ does not impede the movement of pedestrians or other vehicles. 	<p>A21.1 For multiple dwellings residents/visitors have access to a minimum of one bicycle space per dwelling.</p> <p>A21.2 For multiple dwellings—bicycle parking facilities and cyclist facilities are designed and constructed in accordance with AUSTROAD’s <i>Traffic Engineering Practice</i>, Part 14—Bicycles.</p>
<p>P22 Vehicle access to the site and neighbouring sites does not impede the traffic flow on arterial routes.</p> <p>The development has safe and convenient vehicle access to dwellings and the street network.</p>	<p>A22.1 The proposal does not use an arterial route for vehicle access to the site.</p> <p>A22.2 Vehicle access is provided to abutting sites that only have frontage to an arterial route, to facilitate access to the abutting site via an alternative street.</p>
Managing lighting and noise impacts	
<p>P23 Vehicle access and parking design and location minimises impacts on neighbouring dwellings.</p> <p>Noise disturbance is mitigated by parking area location, fencing and landscaping.</p>	<p>A23.1 Vehicle parking is:</p> <ul style="list-style-type: none"> ▪ screened to minimise reflection of car headlights onto dwelling windows and attenuate noise; and ▪ lit at night; and ▪ separated from habitable windows to minimise noise and fumes disturbance. <p>A23.2 Acoustic screening is provided next to any vehicle movement or vehicle parking areas along the side or rear boundary OR A two-metre wide vegetated buffer is provided next to any movement or parking areas along the side or rear boundary.</p>
<p>P24 Light nuisance is minimised.</p>	<p>A24 Outdoor lighting complies with the requirements of the AS4282—Control of the Obtrusive Effects of Outdoor Lighting.</p>
<p>P25 Noise from the development does not unreasonably affect existing or likely future dwellings on adjacent land.</p>	<p>A25 The development complies with the Noise Impact Assessment Planning Scheme Policy of <i>Brisbane City Plan 2000</i>.</p>



Performance outcomes	Acceptable outcomes
<p>P26 Exposure of new dwellings to noise is within acceptable levels.</p>	<p>A26 Noise impacts are mitigated to comply with the requirements of the Noise Impact Assessment Planning Scheme Policy of <i>Brisbane City Plan 2000</i>.</p>
Utilities and services	
<p>P27 Waste disposal and collection areas are unobtrusive and adverse impacts on neighbouring properties must be mitigated.</p>	<p>A27.1 For multiple dwellings—garbage bin storage and collection areas are located on site and are screened from view.</p> <p>A27.2 For multiple dwellings of ten or more units—on-site bin storage:</p> <ul style="list-style-type: none"> ▪ is not located within five metres of a property boundary; and ▪ is located where it can be accessed by refuse collection services; and ▪ is located within the main building.

Table 3—Assessment criteria for material change of use in the commercial precinct

Performance outcomes	Acceptable outcomes
Development scale	
<p>P1 Development is of a compact urban form and achieves all of the following:</p> <ul style="list-style-type: none"> ▪ a high level of amenity for nearby properties and public areas in terms of access to sunlight, daylight and breezes ▪ site landscaping which contributes to a pleasant and attractive living environment and separation between buildings ▪ positively contributes to the role of the area as a TOD. 	<p>A1.1 Building height does not exceed six storeys.</p> <p>A1.2 No maximum gross floor area is prescribed.</p> <p>A1.3 Buildings are built to the alignment of any road or public open space.</p> <p>Note: Building setbacks are identified in <i>City Plan 2000</i>. Frontages to Fairfield Road, proposed internal roads and proposed open space are to be treated as primary frontages.</p>
Building design and presentation to street	
<p>P2 Development displays architectural excellence and promotes ground floor activation and enhancement of the public realm.</p>	<p>A2.1 Buildings address public areas with main entrances fronting the street and adjacent public open space.</p> <p>A2.2 The ground level is designed for and fully occupied by retail or other uses that encourage high degree of pedestrian activity.</p> <p>A2.3 Awnings are provided for the full length of the frontage to a road or other public space.</p> <p>A2.4 Buildings incorporate:</p> <ul style="list-style-type: none"> ▪ variations in plan shape, such as steps, recesses, projections or splays ▪ variation in vertical profile, with steps at



Performance outcomes	Acceptable outcomes
	different levels <ul style="list-style-type: none"> ▪ variation in the treatment and patterning of windows, sun protection devices or other elements of a façade ▪ elements of a finer scale than the main structural framing ▪ variation in materials, colours, and/or textures ▪ public art.
Car accommodation and vehicle access requirements	
P3 Vehicle access and parking is safe and convenient for customers, visitors and service providers. Parking provision is provided according to the following: <ul style="list-style-type: none"> ▪ the nature of the commercial activity ▪ the availability and acceptability of kerbside parking adjacent to the site ▪ local traffic or parking management ▪ the likely preference of the occupier or target market. 	P3.1 On-site car parking is provided at the maximum rate of one space per 50 square metres of gross floor area. P3.2 The location of visitor parking is discernible from the street.
Sustainability	
P4 Development promotes climate responsive design and sustainable practices.	A4 Buildings are designed to achieve the current highest Green Star Certified Rating.



Figure 1—Building envelope

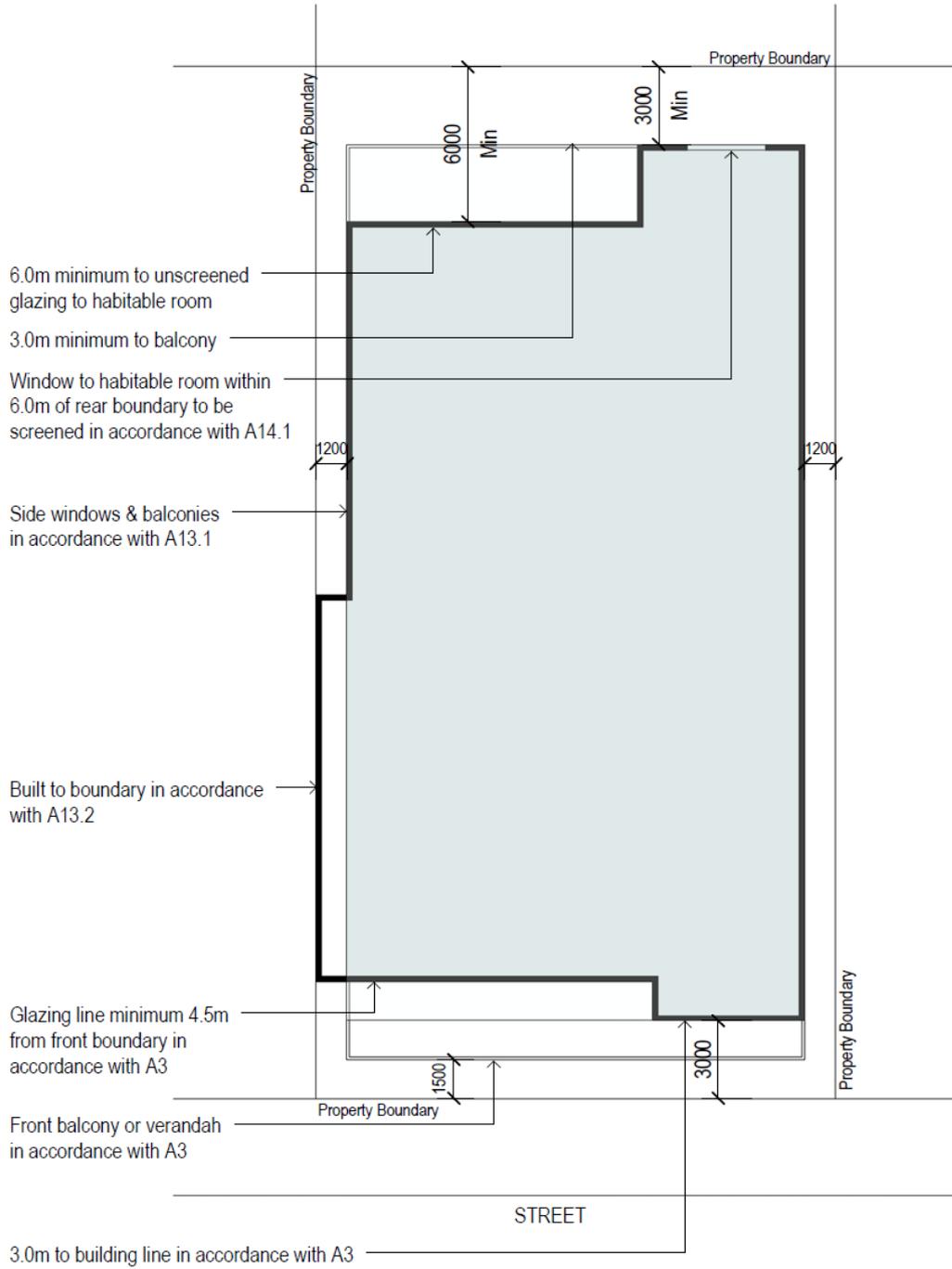




Figure 1 continued—Maximum building envelope (front boundary)

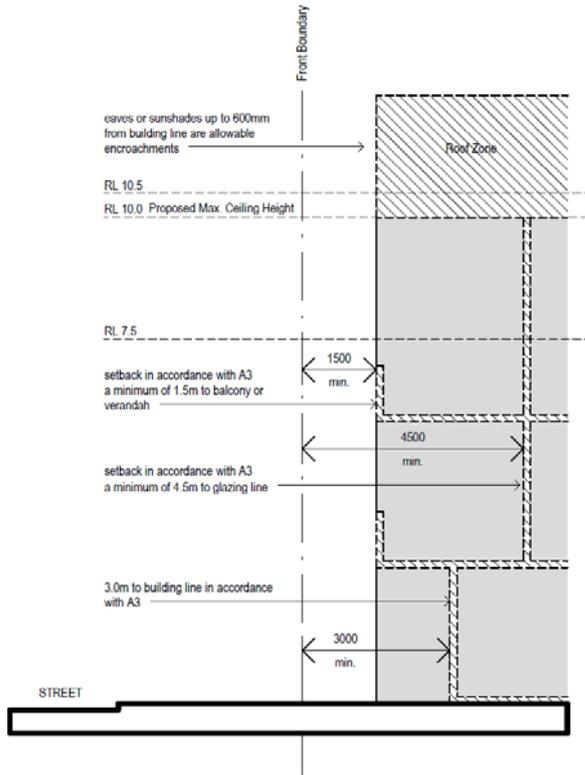


Figure 1 continued—Maximum building envelope (side boundary)

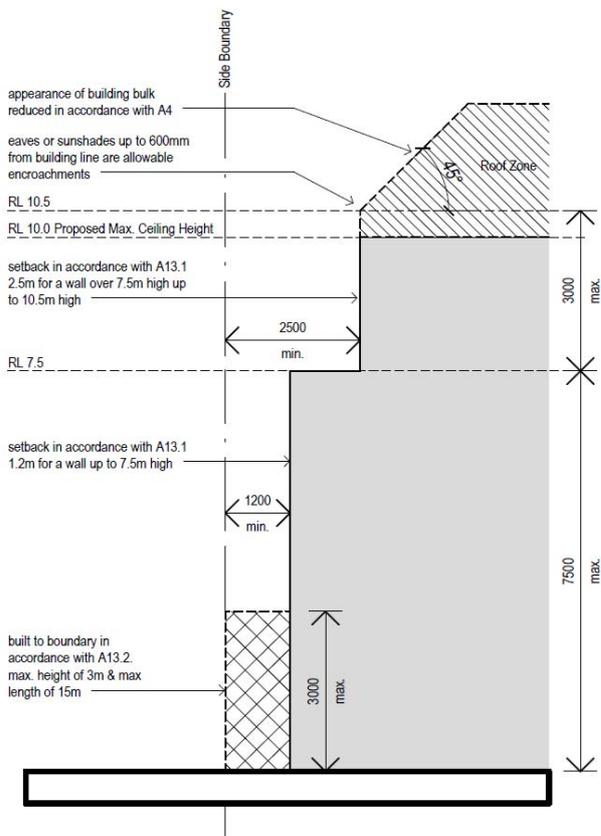




Figure 1 continued—Maximum building envelope (rear boundary)

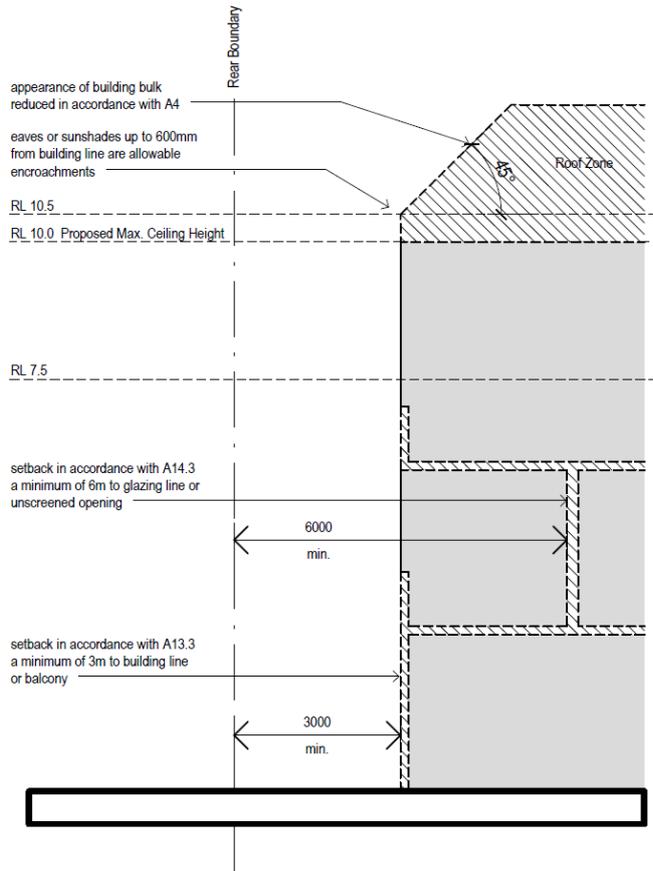


Figure 2—Typical streetscape elevation

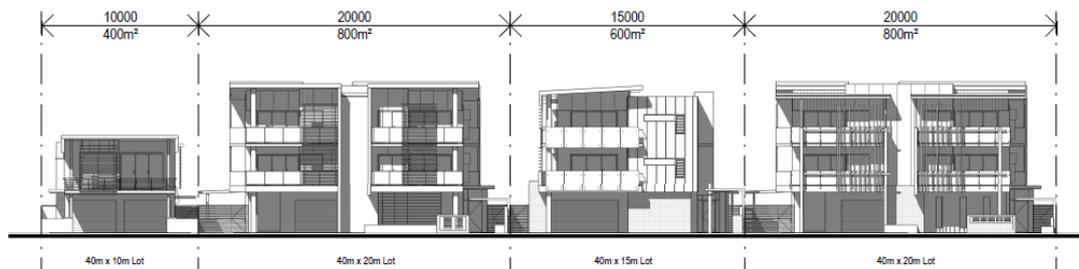


Figure 3—Typical streetscape perspective



Figure 4—Front boundary treatment

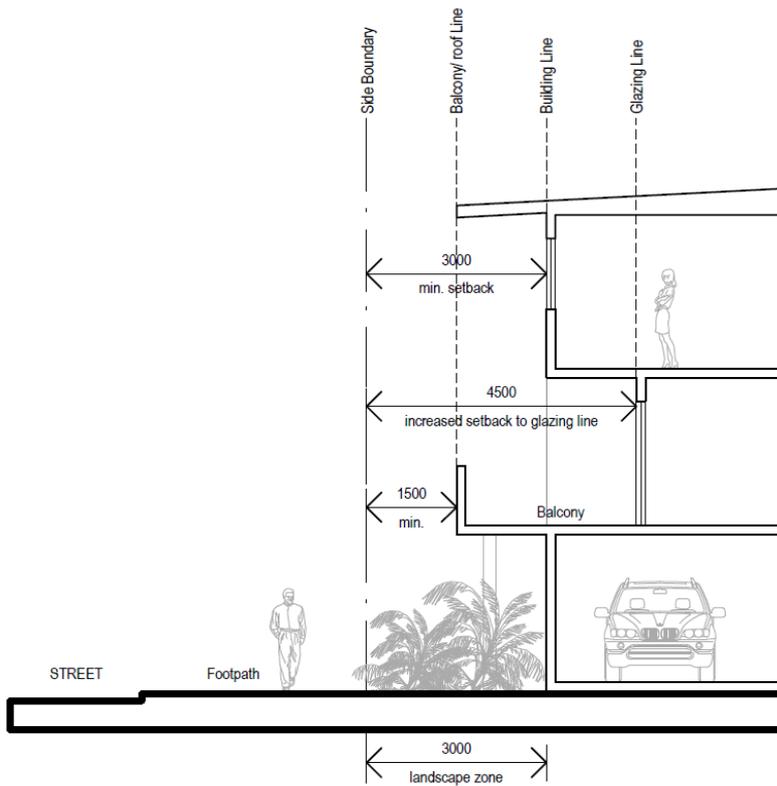




Figure 5—Side boundary treatment

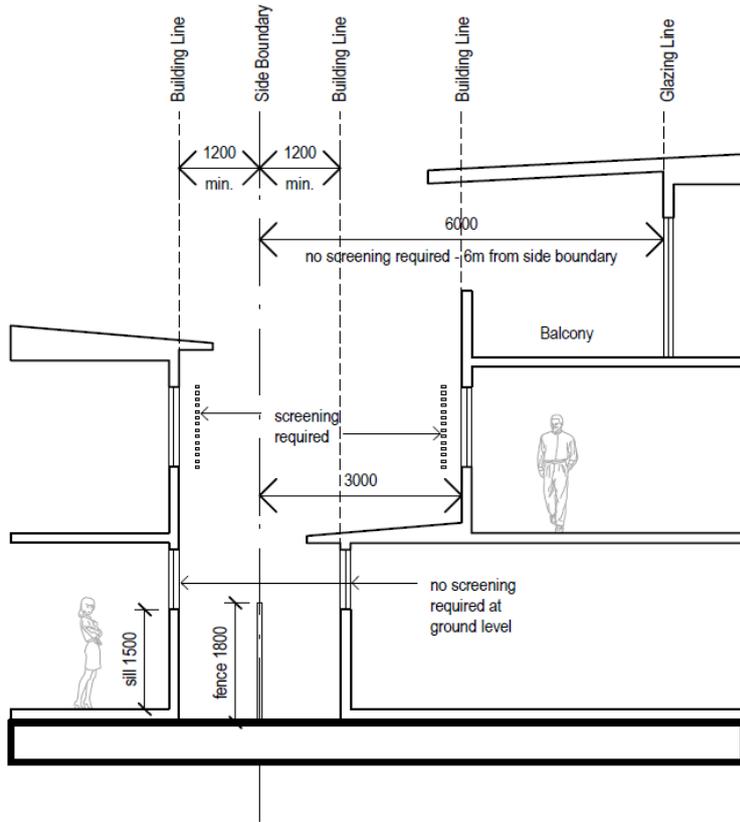
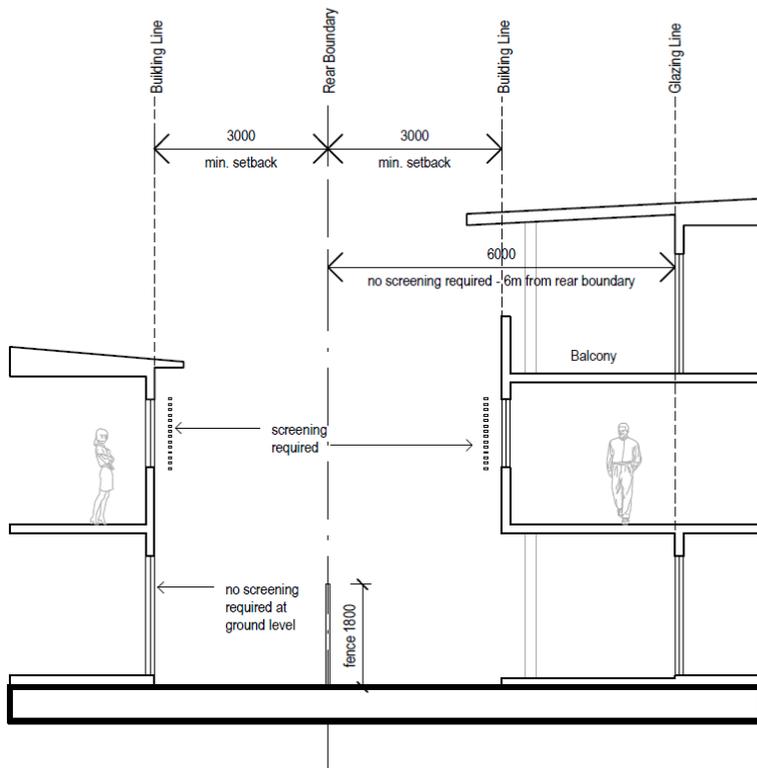


Figure 6—Rear boundary treatment





Division 4—Reconfiguring a lot

4.1 Application of division

This division applies to a development application for development that is reconfiguring a lot in the Yeerongpilly TOD area.

4.2 Development assessment criteria

Table 4 applies to a development application for reconfiguring a lot.

4.3 Yeerongpilly TOD reconfiguring a lot code

4.3.1 Overall outcomes

Development of the Yeerongpilly TOD will demonstrate:

- a compact urban form with strong connections to public transport
- a vibrant mix of uses including retail, office, community, residential and recreation uses accessible to the broader community
- sensitive integration with its setting including the surrounding community, the Brisbane River and the Queensland Tennis Centre
- a focus on walking, cycling and public transport use as convenient and attractive transport options and given priority over private vehicle use
- a range of housing types and sizes
- recognition of the cultural heritage of the site
- the delivery of innovative sustainability (environmental, social and economic) outcomes, providing the opportunity for people to live more sustainably
- a network of high quality public places, including parks and plazas, that provide for a range of both active and passive recreation pursuits
- the management of noise, dust and vibration impacts while still allowing cross ventilation and other subtropical design outcomes
- a connected community supported by a range of community facilities.

Table 4—Assessment criteria for reconfiguring a lot

Performance outcomes	Acceptable outcomes
General	
<p>P1 Lots created must enable lawful uses that can meet planning regulations.</p> <p>Note: The application may indicate that buildings and structures are to be demolished or redesigned pending approval of the subdivision to correct this situation. This must be carried out before endorsement of the plan of survey.</p>	<p>A1.1 The reconfiguration does not result in a situation where requirements (in relation to car parking and other standards required by this draft state planning regulatory provision and the <i>Brisbane City Plan 2000</i>) cannot be met.</p> <p>A1.2 The reconfiguration does not result in a building or structure straddling or being inconsistent with the minimum setbacks</p>



Performance outcomes	Acceptable outcomes
	required by this draft state planning regulatory provision, other than where buildings or structures or parts of buildings or structures, cross title boundaries as a result of volumetric subdivision.
<p>P2 Lots must have a regular shape and appropriate size and dimensions:</p> <ul style="list-style-type: none"> ▪ for the siting and construction of existing or potential buildings and ancillary buildings/activities; and ▪ to maximise outdoor private space, privacy and amenity; and ▪ to provide convenient on-site vehicle access and parking; and ▪ for an economy of street frontage. 	<p>A2.1 Lots have a minimum area of:</p> <ul style="list-style-type: none"> ▪ in the low-rise apartment residential precinct—400 square metres or 600 square metres exclusive of the access way if a rear lot; or ▪ in the commercial precinct—300 square metres. <p>A2.2 Lots (other than rear lots) have a minimum frontage of:</p> <ul style="list-style-type: none"> ▪ in the low-rise apartment residential precinct—10 metres, or 12 metres if a corner lot; or ▪ in the commercial precinct—7.5 metres. <p>A2.3 Rear lots have a minimum access strip width of 3.5 metres.</p> <p>A2.4 In the low-rise apartment residential precinct—lots are rectangular or regular in shape, with the depth dimension greater than the width dimension.</p> <p>A2.5 Lots are not shaped so as to merely achieve minimum area requirements.</p>
Movement network and road design	
<p>P3 The movement network must have a clear structure, with roads that conform to their function in the network consistent with the road hierarchy.</p>	<p>A3.1 The proposed road network:</p> <ul style="list-style-type: none"> ▪ complies with the road networks shown in Brisbane City Council’s Road Hierarchy; and ▪ is consistent with new road and road dedications shown on surrounding subdivision approvals. <p>OR</p> <p>A3.2 Where none of the above information exists, the road network complies with:</p> <ul style="list-style-type: none"> ▪ the Transport and Traffic Facilities Planning Scheme Policy of the <i>Brisbane City Plan 2000</i>; and ▪ Brisbane City Council’s Subdivision and Development Guidelines.



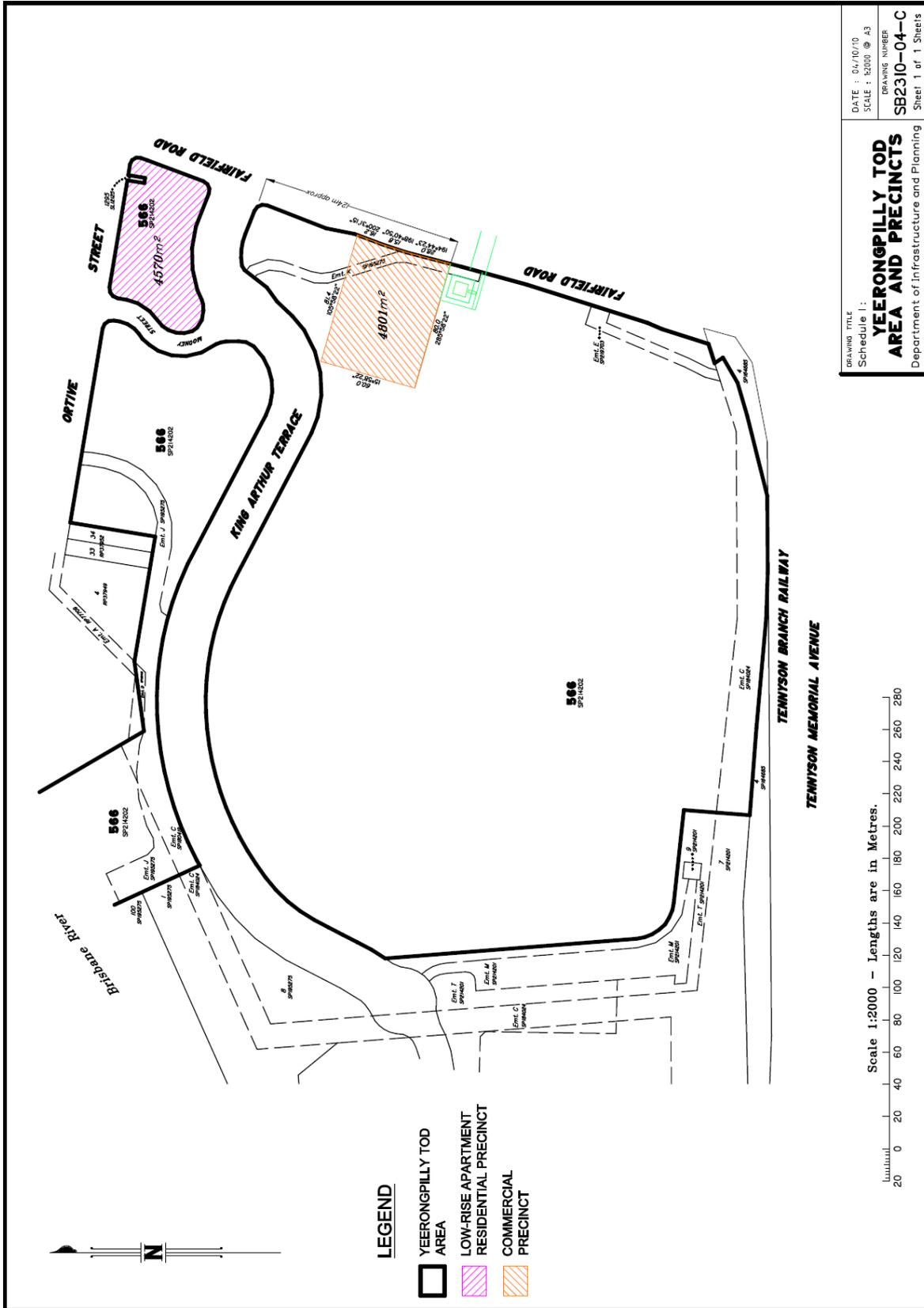
Performance outcomes	Acceptable outcomes
<p>P4 The geometric design features of each type of road must:</p> <ul style="list-style-type: none"> ▪ convey its primary function for all relevant design vehicle types; and ▪ have an adequate horizontal and vertical alignment that is not conducive to excessive speeds; and ▪ encourage traffic speeds and volumes to levels commensurate with road hierarchy function; and ▪ ensure unhindered access by emergency vehicles. 	<p>A4 Design of the roads comply with:</p> <ul style="list-style-type: none"> ▪ the Transport and Traffic Facilities Planning Scheme Policy of the <i>Brisbane City Plan 2000</i>; and ▪ Brisbane City Council’s Subdivision and Development Guidelines. <p>Note: Queensland Streets provides additional guidance on how to comply with this performance criterion.</p>
Flooding	
<p>P5 All lots must be provided with protection of property from flooding, in accordance with an acceptable level of risk as outlined in the Brisbane City Council’s Subdivision and Development Guidelines.</p> <p>Note: The Stormwater Management Code provides additional guidance on flooding issues.</p>	<p>A5 All lots below 1000 square metres in size are located entirely above the minimum design levels for flood immunity in accordance with Brisbane City Council’s Subdivision and Development Guidelines.</p>
Rearranging boundaries	
<p>P6 The rearrangement of a boundary or boundaries:</p> <ul style="list-style-type: none"> ▪ must not result in the creation of additional lots; and ▪ must be consistent with subdivision pattern of the local area; and ▪ must be an improvement on the existing situation; and ▪ must not create a situation where, as a result of the subdivision the use/s and/or building/s become unlawful. 	<p>A6.1 No additional lots are created.</p> <p>A6.2 An improvement on the existing situation is created through:</p> <ul style="list-style-type: none"> ▪ a frontage to depth ratio that is greater than the existing lots; or ▪ proposed lots that are better suited to the existing or proposed use of the lots, whether or not minimum standards are met; or ▪ provision of access to a lot that previously had no access. <p>A6.3 The size and configuration of the proposed lots are consistent with the historical pattern of subdivision in the immediate area.</p> <p>A6.4 The rearrangement does not result in a building straddling or being less than the minimum setbacks required by this draft state planning regulatory provision, other than where buildings or parts of buildings cross title boundaries as a result of volumetric subdivision.</p> <p>Note: The application may indicate that</p>



Performance outcomes	Acceptable outcomes
	<p>buildings and structures are to be demolished pending approval of the subdivision to correct this situation. This must be carried out before endorsement of the plan of survey.</p> <p>A6.5 The reconfiguration does not result in a situation where requirements in relation to car parking and other standards required by this draft state planning regulatory provision or relevant building regulations cannot be met.</p>
Access easements	
<p>P7 The access easement must:</p> <ul style="list-style-type: none"> ▪ be of adequate width; and ▪ be constructed to a standard appropriate to the situation; and ▪ not result in unreasonable detriment or nuisance to neighbours. 	<p>A7.1 Access easements are provided in accordance with the requirements of the Subdivision and Development Guidelines.</p> <p>A7.2 Access easements are located as far as practical away from existing and proposed residences.</p>



Schedule 1—Yeerongpilly TOD area and precincts



DRAWING TITLE
**YEERONGPILLY TOD
 AREA AND PRECINCTS**
 Department of Infrastructure and Planning

DATE : 04/10/10
 SCALE : 1:2000 @ A3
 DRAWING NUMBER
SB2310-04-C
 Sheet 1 of 1 Sheets



Schedule 2—Dictionary

Use definitions

child care centre means premises used for minding or care, but not residence, of children

community use means premises used for providing artistic, social or cultural facilities and services to the public

dual occupancy means premises containing two dwellings on one lot (whether or not attached) where the use is primarily residential

food and drink outlet means premises used for preparation and sale of food and drink to the public for consumption on or off the site

indoor sport and recreation means premises used for leisure, sport or recreation conducted wholly or mainly indoors

multiple dwelling means a residential use of premises which contains three or more dwellings

office means premises used for an administrative, secretarial or management service or the practice of a profession, where no goods or materials are made, sold or hired and where the principal activity provides for the following:

- (a) business or professional advice; or
- (b) service of goods that are not physically on the premises; or
- (c) office based administrative functions of an organisation

shop means premises used for the display, sale or hire of goods or the provision of personal services or betting to the public

Administrative definitions

basement means a storey substantially below ground level where the floor level of the level above projects no more than one metre above ground level

building height means the vertical distance between the ground level and the roof or parapet at any point but not including an antenna, aerial, chimney, flagpole or similar object



dwelling means a building or part of a building used or capable of being used as a self-contained residence which must include the following: food preparation facilities

- (a) a bath or shower
- (b) a toilet and wash basin
- (c) clothes washing facilities

This term includes outbuildings, structures and works normally associated with a dwelling.

ground level means:

- (a) the existing level of the site providing it has not been unlawfully altered; or
- (b) where the land has been unlawfully altered the level of land prior to the alteration; or
- (c) the 'as-constructed' level of the land in accordance with an approval for filling and excavation

habitable room see the Building Code of Australia

primary frontage means:

- (a) where a lot is vacant, the frontage most commonly addressed by other buildings in the block as the front of the lot; or
- (b) where a lot is not vacant, the frontage to which the front of the existing building addresses the street

private open space means an outdoor space for the exclusive use of occupants of a building

secondary street frontage means the frontage of a lot which abuts a second street

setback means the shortest distance measured horizontally from the wall or balustrade of a building or structure to the vertical projection of the boundary of the lot

site cover means the proportion of the site covered by buildings

storey means the space within a building which is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling above. For the purposes of this definition a basement and a mezzanine is a storey

streetscape means the collective combination of urban form elements that constitute the view of a street and its public and private domains. These elements include buildings, roads, footpaths, vegetation, open spaces and street furniture

TOD means transit oriented development

Yeerongpilly TOD area means the area shown in schedule 1