Planning Scheme Policy
Residential Design

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Moreton Bay Regional Council

Contents

Adoption
Moreton Bay Regional Council adopted this planning scheme policy on 24 November 2015.

Commencement
This planning scheme policy will take effect from 1 February 2016.

Commencement
Alignment amendment 1 2017
- Adopted by Moreton Bay Regional Council on 27 June 2017
- Took effect from 3 July 2017

Major amendment 1 2019
- Adopted by Moreton Bay Regional Council on 12 December 2019
- Took effect from 29 January 2020.

1. Introduction
This policy supports the Moreton Bay Regional Council Planning Scheme and has been made by Council in accordance with Chapter 2, Part 3, Division 2 of the Planning Act 2016.

1.1 Purpose
The purpose of this planning scheme policy is to:
a) provide additional information in the form of images and explanatory text to provide guidance about satisfying assessment criteria identified in the planning scheme;
b) encouraging more innovative and site specific design solutions and less 'cookie cutter' development;
c) increase stakeholder understanding of the range of housing types that fill the 'gap' between detached and attached dwellings.

1.2 Application
This planning scheme policy applies to residential uses within the following zones, precincts or local plans:
a) General residential zone, all precincts;
b) Emerging community zone, Transition precinct if on a developed lot;
c) Township zone, Township residential precinct;
d) Redcliffe local plan, Interim residential precinct;
e) Caboolture West local plan, Urban living precinct (Next generation sub-precinct), Town centre precinct (Residential north sub-precinct, Residential south sub-precinct).

This planning scheme policy may be applied to residential uses within the following zones, precincts or local plans:
a) Centre zone code – Caboolture centre precinct, Petrie mill precinct, Strathpine centre precinct, District centre precinct, Local centre precinct;
b) Redcliffe local plan – Redcliffe seaside village precinct, Kippa-Ring village precinct, Local services precinct and health precinct;
c) Caboolture West local plan – Urban living precinct and Town centre precinct.

1.3 Interpretation
Terms used in this planning scheme policy are defined in Schedule 1 – Definitions of the planning scheme. Where a term is not defined in Schedule 1, section 1.3 Interpretation of the planning scheme applies.

1.4 Who should use the Residential design PSP
This planning scheme policy is intended to be used by developers and designers, development assessment planners and building professionals.

This document may be referred to in information requests.

1.5 How to read the Residential design PSP
This planning scheme policy is not a prescriptive tool, it is intended to raise general awareness about housing diversity and initiate innovative design ideas and solutions.

1.6 Disclaimer

Diagrams and photos used in the planning scheme policy may not comply with all assessment criteria in the planning scheme. Some diagrams and photos have been used to illustrate a particular element and should be used as such.

Where conflict occurs between the planning scheme and the content, diagrams or images in this policy, the planning scheme prevails.

2. Residential places

The MBRC Place model has been used in the Strategic framework to identify and describe a series of broad scale place types, each with a distinguishing mix and intensity of uses, development forms, character, function and special qualities to guide the planning and development of the diversity of places across the region. A visual representation of the MBRC place types is shown on the following page in a transect diagram.

The place model includes 4 residential places, which generally translate to the 4 precincts in the General residential zone; coastal villages, suburban neighbourhoods, next generation neighbourhoods and urban neighbourhoods. These precincts are briefly described below:

a) **Coastal villages:** Characterised by their coastal location, these villages will maintain their predominantly low-density character with detached dwellings as the predominant built form.

b) **Suburban neighbourhood:** Characterised by low-density, low rise housing with detached dwellings as the predominant built form.

c) **Next generation neighbourhood:** Characterised by a diverse mix of dwelling types with convenient access to centres, community facilities and public transport. Detached dwellings on a variety of lot types and a range of attached and low rise multiple dwellings are the predominant built form.

d) **Urban neighbourhood:** Characterised by the densest forms of housing located within walking distance of a diverse range of services and activities. Attached dwellings and medium and high rise apartment buildings are the predominant built form.

These are not the only residential areas within the region there are also residential areas in the township place type, these are identified through the Township residential precinct in the Township zone. Further, some urban and next generation place types identified in the Strategic framework are in developing or yet to be developed areas. These future communities are translated into the planning scheme through the emerging community zone. As well as some precincts and sub-precincts identified in a local plan area.

The zone and precinct outcomes and provisions within the planning scheme have been drafted to implement and realise the vision described in the Strategic framework. This has been achieved by recognising that some elements of development relate to the place and other elements relate to the use.

Place based elements:
Design elements such as setbacks, site cover, height and density vary depending on the place. For example, an urban place looks different to a coastal village which is less dense, with lower building heights and more space between buildings etc. thus requiring different assessment criteria for building heights, setbacks, site cover and density. Assessment criteria for these elements are included in the General residential zone code and zone precincts to reflect the place types in the Strategic framework. Assessment criteria for a Dwelling house are incorporated into the Dwelling house code and include place specific elements such as setbacks, site cover, height etc for a Dwelling house. These provisions are further described and illustrated in section 4 of this Planning scheme policy.

Use based elements:
Design elements that relate to the use such as private and communal open space, access ways, landscaping, fencing, building appearance and utility areas etc, are included in the Residential uses code. Some of these elements vary depending on the precinct (e.g. car parking rates, landscaping dimensions etc.), however other factors associated with these elements relate to the use, therefore they have been included within the Residential uses code. The residential uses code may apply to the centre zone accordingly; relevant rates for car parking in this zone and relevant precincts have been included.

MBRC Transect Diagram

2.1 Density

Density has been used in three sections of the planning scheme; the Strategic framework, the General residential zone code and the Reconfiguring a lot code. The Strategic framework uses a land use intensity measure of 'people and/or jobs per ha' as well as residential densities to describe the vision. The Reconfiguring a lot code and the General residential zone code utilise the measure of residential densities (e.g. dwellings per hectare).

The key focus in the Strategic framework is to plan for a future with reduced private vehicle dependence, but density is needed to support sustainable public transport and active transport networks. Research undertaken by Peter Newman and Jeffrey Kenworthy identifies a minimum threshold of urban intensity of 35 residents and/or jobs per hectare.[1] Below this intensity the physical constraints of distance and time enforce car use. Above this intensity there is a higher inclination for a range of alternative modes of transport to be used for trips more frequently.

Thirty-five (35) residents and/or jobs per hectare is a measure of activity intensity, the concentration of activities in a given area, which is related to the number of possible trip origins and destinations in an area and the energy/effort required to access goods and services within a given area. The lower the intensity of activity the further more people have to travel to more dispersed locations to access the goods and services they need and the greater likelihood that the only practical way of accessing those goods and services is the private motor vehicle.

The Strategic framework uses place types to convey the overall outcomes, including activity intensity, intended to be achieved in a place. This in turn gives guidance, order, and structure about the land uses, building types and densities that can be combined to produce acceptable outcomes which achieve the long term planning aspirations of Council.

The planning scheme identifies the variety of land uses, density, building forms and lot configurations generally consistent with the intended activity intensity of each place type. Because the planning intention of Council is to gradually raise the intensity of activity in selected place types (e.g. Urban neighbourhood place type) over time to greater than 35 people and/or jobs per hectare, some place types have a specified minimum density only. This will encourage development and redevelopment that brings more people and jobs into an area. Other place types (e.g. Coastal villages and Suburban neighbourhood place types) have a maximum density specified and have not been targeted for an increase in the intensity of activity because they are not centrally located or have an established low activity intensity. In these places the remaining development opportunities are unlikely to change the intensity of activity, therefore alternative modes of transport are unlikely to become viable in the planning timeframe. Other places types (e.g. next generation neighbourhood place types) seek to avoid uniformity in built form outcomes and therefore include a specified range of possible site densities.

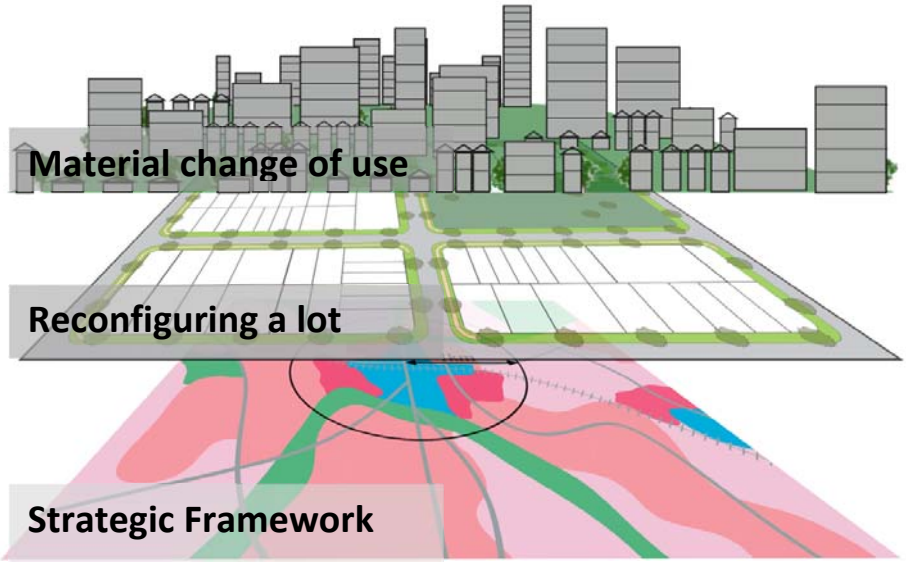
The table below lists the density targets used in the planning scheme for the residential place types and precincts previously described.

Density in the MBRC Planning Scheme	Residential place types - General residential zone precincts			
	Coastal Villages	**Suburban neighbourhood**	**Next generation neighbourhood**	**Urban neighbourhood**
Strategic Framework	N/A	Max 11 dwellings/ha – Net residential density	Min 15 dwellings per ha	60 people and/or jobs per ha (for people this equates to a minimum of 30 dwellings/ha – Net residential density)
Reconfiguring a lot code, Precinct overall outcomes	Max 11 lots/ha - Net residential density	Max 11 lots/ha – Net residential density	11-25 lots/ha – Net residential density	N/A lots/ha - *must not compromise the precincts future ability to achieve a minimum site density of 45 dwellings per hectare.

[1] Newman, P. and Kenworthy J. 2006 Urban Design to Reduce Automobile Dependence, Opolis Vol. 2, No.1 pp. 35-52

General residential zone code, Precinct overall outcomes	Max 15 dwellings/ha – Site density	Max 15 dwellings/ha – Site density	15 - 75 dwellings/ha - Site density	Minimum 45* or Minimum 75* dwellings/ha – Site density **Refer to zone code to determine applicable minimum density required.*

To achieve the land use intensity described in the Strategic framework, reconfiguring a lot density and material change of use density occurring at the site level are layered together and combined with other planning provisions for non-residential land uses like parks, schools, centres and neighbourhood hub's to create a land use intensity envisaged by the Strategic framework.



Densities sought in the Reconfiguring a lot code for the Coastal villages, Suburban and Next generation neighbourhood precincts are expressed as a number of lots per hectare rather than dwellings in recognition that at the reconfiguring a lot stage it is not always possible to know the ultimate development of each lot. However, density outcomes for reconfiguring a lot in the Urban neighbourhood precinct are different to the other precincts as the precinct will require either very small lots or very large lots to facilitate the higher densities sought. Accordingly, the outcomes for this precinct require the size of lots created ensures the minimum site density for the urban precinct can be achieved.

The densities sought in the General residential zone code appear higher than those listed in the Reconfiguring a lot code because the code expresses density as a number of dwellings per hectare. This code applies to Material change of use applications and ensures a higher concentration of dwellings on site in order to achieve the residential density or land use intensity sought by the Strategic framework.

It is important to remember that residential density is not always a reliable measure of built form intensity, nor is it the sole factor in place making. It is a tool to help inform good decision making and to help ensure objectives are met. It is not a reliable indication of how a place feels or functions.

Density targets should not be applied as a blanket control on individual sites within a broader area. This would result in monoculture rather than variety. For this reason densities in the planning scheme are either a maximum, a minimum or include a range (e.g. 15 – 75 d/ha) to avoid their use as a 'one-size fits all' planning control.

To meet housing diversity needs and make efficient use of land and services in Caboolture West, the Local plan code sets an average net residential density overall of 22 dwellings per hectare which combines the proposals for:

a) Next Generation 20: Net residential densities between 15-25 dwellings per hectare with a minimum average of 20 dwellings per hectare; and
b) Next Generation 30: Net residential density of a minimum average of 30 dwellings per hectare.

This is a different approach to that used in the rest of the planning scheme, however it is intended to result in the same outcome, dwelling diversity.

Calculating Residential Density:
Residential density can be measured in a number of different ways. All residential density measures are calculated using the same basic ratio formula: the number of dwellings divided by the area of land they occupy.

$$\textbf{Residential density} = \frac{\textbf{Number of lots/dwellings}}{\textbf{Land area}}$$

These two residential density measures are referred to as "Net residential density" in the reconfiguring a lot code and "Site density" in zone codes. These residential densities are further described and defined below.

The extent of land included in the land area determines the type of density measure used.

Types of density measures and extent of land included:

a) **SITE** density: includes only the site area. Including internal access ways for community title developments and areas of land impacted by values or constraints (e.g. flooding, environmental areas and corridors etc.). It is the most concentrated measure of density.
b) **NET** density: includes the site area in addition to local roads and local parks.

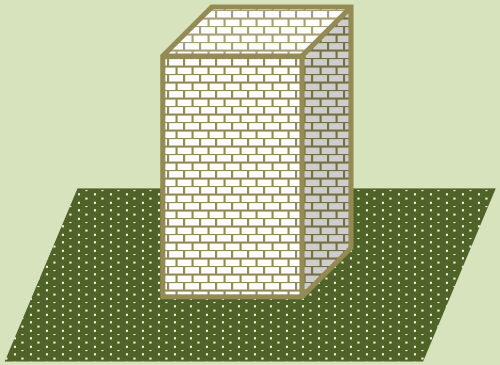
The planning scheme uses two residential density measures depending on the development (RAL or MCU) and the purpose of the outcome or the intent of the code.

The table below explains the equivalent densities between 'Net residential' and 'site' densities.

Net Residential Density (Dwellings per hectare d/ha)	**10d/ha**	**11d/ha**	**15d/ha**	**25d/ha**	**30d/ha**	**40dh/a**	**50d/ha**	**80d/ha**
Average lot area required for 1 dwelling (10,000/1.5/d/ha)	666m^2	606m^2	444m^2	266m^2	222m^2	166m^2	133m^2	83m^2
Average dwellings required on a 1000m^2 lot (0.1 X d/ha)	1.5 dwellings	1.65 dwellings	2.25 dwellings	3.75 dwellings	4.5 dwellings	6 dwellings	7.5 dwellings	12 dwellings
Site density (dwellings per hectare d/ha)	**15d/ha**	**16.5d/ha**	**22.5 d/ha**	**37.5d/ha**	**45d/ha**	**60d/ha**	**75d/ha**	**120d/ha**

Residential Density:

Site density = Measure of MCU density



Definition and purpose:

Site density includes only the site area and does not take into account the area of local roads and parks. It is the most concentrated measure of density.

The purpose of site density is to indicate the intensity of dwellings on a site or number of residential units allowed to be developed on a site. Site density has been used in the planning scheme to ensure the efficient use of land.

Calculation:

$$\textbf{Site Density} = \frac{\text{The total number of dwellings in a development}}{\text{The site area (ha), (the property on which the buildings(s) are constructed, not including roads, footpaths or parks)}}$$

OR

Number of dwellings = *Site density x site area (ha)*

Example: 10 dwellings, sited on a 0.5ha site (10 dwellings divided by the site area of 0.5ha), equals a site density of 20d/ha.

Net residential density (NRD) = Measure of RAL density

Land included in Developable land	Land excluded from Developable land
• All land for residential purposes • Land for mixed use containing residential uses • Land for local parks • Land for local roads	• Land for purposes other than residential • Parks servicing the broader region (district and higher order parks) • Sporting fields • Higher and middle order roads (National, state, arterial, sub-arterial or district collector) • Land deemed to be undevelopable due to constraints such as flooding, future roads requirements, steep land and significant vegetation.

Definition and purpose:

Net residential density includes residential components as well as local roads and local park as shown and listed in the column to the left.

This measure is useful when considering the density of larger developments, such as residential subdivision.

Calculation:

$$\textbf{Net Residential Density (NRD)} = \frac{\text{The total number of lots/dwellings}}{\text{Developable land (hectares)*}}$$

OR

Number of dwellings = *NRD x site area (ha)**

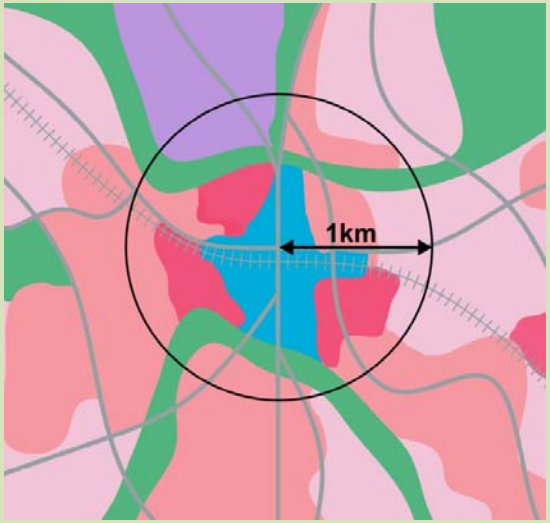
**Note: To calculate the net residential density of a small individual site, allowance must be given for the area of local roads and parks. Using a ratio of 2:1 (residential land: local roads and park), the area of a site must be increased by a factor of 0.5 to translate site density to net residential density.*
Example: A NRD of 15d/ha on a 0.5ha site (15d/ha x (0.5 x 1.5) equals 11 lots.

Note: The factor of 1.5 should not be used for sites with internal roads and public space such as community management schemes

Land use Intensity:

People and/or jobs per ha = Strategic framework intensity

***PEOPLE OR JOBS PER HA** is a holistic measure of intensity and includes residential uses, local roads plus local non-residential uses such as parks, shops and schools.*



Definition and purpose:

It is inclusive of a local neighbourhood and a wider range of urban land uses and activities than residential density. It includes residential and non-residential areas. Generally large areas of flood prone land, significant vegetation or undeveloped land are not included.

The purpose of People and/or jobs per ha is to determine or indicate whether there is sufficient activity in an area to make the area walkable and more serviceable by public transport. Land use intensity figures of 'people and/or jobs per ha' is a more appropriate measure of how an area meets or does not meet the vision and objectives of the Strategic framework rather than net or site density.

Calculation:

Activity intensity is measured over an area of urbanised land (residential, commercial, industrial, local parks, roads and other urban land uses) less any large undeveloped areas and non-urban land uses. It is not the same as net or site density. The measure of intensity or concentration of activities can be determined by selecting a focal point for activities (such as a local centre, a train station or an industrial area), measuring a 1 kilometre radius around a focal point and then extracting estimates of existing and forecast people and jobs for all the parcels of land within that selected area. Each of these calculated measures provide an indication of the level of activity intensity across the urban area.

The measure of intensity is indirectly related to residential net and site density as used in the planning scheme measures which are more a measure of building mass on any given site i.e. how many buildings or how much floor space is available on a site. Conversion factors such as occupancy rates, and floor space per employee are used to convert building mass to people and jobs and these conversion rates themselves can change over time with demographic change and changes in the economy. A 1 kilometre radius area covers 314 hectares, and may contain a few thousand urban land parcels. Each land parcel contributes to the measure of activity intensity but residential density and non-residential activity on each parcel can vary significantly depending on factors such as historic patterns of land use, the economics of development and market feasibility at any particular point in time, ownership or planning scheme measures.

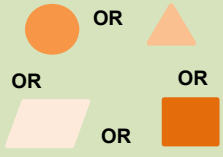
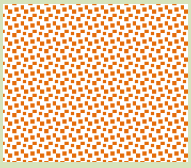
2.2 Dwelling diversity

Dwelling diversity provides a mix of dwellings that meet the different needs of a wide range of people in society. Of all the residential places in the Moreton Bay region the Next generation neighbourhood has the greatest dwelling diversity.

Dwelling diversity is important because it enables neighbourhoods to provide for changing demographics. It helps address housing affordability issues and it provides for different lifestyle choices and life stages including young families, single people and retirees. Having a wide range of dwellings makes it easier to meet the diverse housing needs of home owners, renters, investors, families, one or two person households and first home buyers. Diverse housing in local neighbourhoods helps build diverse and socially interesting places, avoiding housing 'mono-cultures'. They also cater to households on a range of income levels. In addition, a diversity of housing can contribute to the visual interest of the streetscape and neighbourhood, counteracting the uniformity of built form which can occur when all the dwellings are of a similar type.

1.2.1 Principles for successful housing diversity

MBRC has 5 principles for delivering successful housing diversity in greenfield and established areas.

	***Affordability*** *Housing affordability needs to take into consideration all aspects relating to cost, not just the cost of construction. These costs include proximity to employment, schools, public transport and services and the use of materials, equipment and technology that reduce the running cost of a home. Individual dwelling design should consider issues such as orientation, building materials and insulation, to promote environmental sustainability.*
	***Amenity*** *The amenity of new dwelling occupants and neighbours is a significant issue that must be addressed when designing for housing diversity, particularly in established areas. Building designs that consider the streetscape, prevailing breezes and access to winter sun both on the site and neighbouring premises, will ensure the best possible amenity outcomes for occupants and their neighbours are achieved.*
	***Privacy*** *The privacy of occupants of new dwellings and of surrounding neighbours is regularly raised as a major concern where smaller allotments and units are proposed. Appropriately designed dwellings will ensure that privacy, both visual and acoustic, is maintained, whilst not impeding active streetscape outcomes and neighbourhood interaction.*
	***Wide choice*** *The housing market for smaller dwellings is not limited to one particular housing type or lot size. A wide range of housing products need to be delivered to ensure there is adequate choice for homebuyers at varying stages of life and in varying financial positions, and to ensure diversity within the overall streetscape.*
	***Salt and peppering*** *It is important that diverse housing forms are not clustered in only one location in a neighbourhood, but that they are dispersed in a variety of locations. There may still be localised 'clustering' of housing types, however, it should not be to an extent that clearly identifies an area as being different to otherwise similar areas. The key to successful housing diversity is to normalise it.*

3. Residential typologies

The Planning scheme defines three main residential uses - dwelling house, dual occupancy and multiple dwelling. Within each of these uses are a variety of housing types (i.e. traditional dual occupancy, loft or plex). We refer to these housing types as "residential typologies". Acknowledging that residential typologies are always changing and the distinction between attached and detached dwellings is becoming blurred, this section of the policy describes the residential typologies expected in the General residential zone. These typologies are utilised to demonstrate the variety of dwelling options available. Section 3.2 identifies which typologies are found in the three main residential places and section 3.3 describes and illustrates each typology.

3.1 Typologies defined

The use of typologies emphasises the built form rather than the use, for example a Retirement facility (use) could be located in a high rise apartment or a townhouse community. Residential typologies are used as a way of encouraging housing diversity and choices for places as desired by the Strategic framework.

The table below identifies examples of different residential typologies and what the defined use would be in the Planning scheme (refer to Schedule 1 Definitions in the planning scheme.

Typology	Use Definition		
	Dwelling House	Dual Occupancy	Multiple Dwelling
Secondary dwelling	✓	✗	✗
Dwelling house (Traditional Lot)	✓	✗	✗
Dwelling house (Narrow Lot)	✓	✗	✗
Dual Occupancy (Traditional)	✗	✓	✗
Dual Occupancy (Loft)	✗	✓	✗
Terrace or row housing	✓ Where individually titled	✗	✓ Where community titled
Plex: (3 to 5 units) Triplex Quadplex Quinplex	✗	✗	✓
Low Rise Apartment	✗	✗	✓
Medium Rise Apartment	✗	✗	✓
High Rise Apartment	✗	✗	✓
Townhouses (Managed Communities)	✗	✗	✓ Where community titled

Other residential use definitions include: Retirement facility, Residential care facility, Relocatable home park, Rooming accommodation, Short term accommodation, Tourist park.

3.2 Typology locations - Dwelling houses and Residential uses

The best location for each typology can vary depending on a number of factors including the place and its character, the street type and function, the width of the site and the sites location in relation to centres, neighbourhood hubs, parks and public transport. The below tables are a guide to demonstrate how these factors can be considered to determine the best location for each residential typology.

3.2.1 Suburban neighbourhood, Next generation neighbourhood and Urban neighbourhood precincts

Legend:

Street: Road Hierarchy	Typology:	
Laneway	⓿Dwelling House (Traditional)	❻Multiple Dwelling (Plexes)
Access Streets AND Local Collector	❶Dwelling House (Narrow)	❼Multiple Dwelling (Terrace or row house)
District Collector	❷Dwelling House (Terrace, row house or plex)	❽Multiple Dwelling (Low Rise Apartment)
Sub-Arterial* / Arterial	❸Dwelling Unit	❾Multiple Dwelling (Medium Rise Apartment)
	❹Dual Occupancy (Traditional)	❿Multiple Dwelling (High Rise Apartment)
	❺Dual Occupancy (Loft)	**M** Multiple Dwellings (Townhouses)

**vehicle access must not be via Sub-arterial or Arterial roads.*
❾[1] – Must be within 400m walking distance of a neighbourhood hub or within 800m walking distance of a higher order or district centre.
❷[2]❻[2]❼[2]– Must be adjoining or opposite public open space.

Primary Frontage Width	Suburban Neighbourhood Precinct	Next Generation Neighbourhood Precinct	Urban Neighbourhood Precinct
>35m	⓿❹❼[1,2]	⓿❹❼	⓿❸❼❽
	⓿❹❻[2]❼[2]	⓿❹❻❼	⓿❸❼❽❾❿
	⓿❹❻[2]❼[2]❽[1]**M**[1]	⓿❸❻❼❽❾[1]**M**	⓿❸❻❼❽❾❿**M**
	⓿❹❻[2]❼[2]❽[1]**M**[1]	⓿❸❻❼❽❾[1]**M**	❻❼❽❾❿**M**
>30m	⓿❹❼[2]	⓿❹❼	⓿❸❼❽
	⓿❹❻[2]❼[2]	⓿❹❻❼	⓿❸❼❽❾❿
	⓿❹❻[2]❼[2]❽[1]**M**[1]	⓿❸❹❻❼❽❾[1]**M**	⓿❸❻❼❽❾❿**M**
	⓿❹❻[2]❼[2]❽[1]**M**[1]	⓿❸❹❻❼❽❾[1]**M**	❻❼❽❾❿**M**
>25m	⓿❹❻[2]	⓿❹❼	⓿❸
	⓿❹❼[2]	⓿❹❻❼	⓿❸❻❼❽❾
	⓿❹❻[2]❼[2]❽[1]**M**[1]	⓿❸❹❻❼❽❾[1]**M**	⓿❸❻❼❽❾**M**
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>10m	❶❷[2]❺	❶❷❺	❶❷
	❶❷[2]❺	❶❷❺	❶❷
	❶❷[2]❺	❶❷❺	❶❷❸
	❶❷[2]❺	❶❷❺	❶❷
>7.5m	❶❷[2]❺	❶❷❺	❶❷❺
	❶❷[2]❺	❶❷❺	❶❷❺
	❶❷[2]❺	❶❷❺	❶❷❸❺
	❶❷[2]❺	❶❷❺	❶❷❺

3.2.2 Caboolture West Local Area Plan

Legend:

Street: Road Hierarchy	Typology:	
Neighbourhood street	⓿Dwelling House (Traditional)	❻Multiple Dwelling (Plexes)
Main street	❶Dwelling House (Narrow)	❼Multiple Dwelling (Terrace or row house)
Neighbourhood connector street	❷Dwelling House (Terrace, row house or plex)	❽Multiple Dwelling (Low Rise Apartment)
	❸Dwelling Unit	❾Multiple Dwelling (Medium Rise Apartment)
	❹Dual Occupancy (Traditional)	❿Multiple Dwelling (High Rise Apartment)
	❺Dual Occupancy (Loft)	**M** Multiple Dwellings (Townhouses)

Primary Frontage Width	Next generation neighbourhood	Next generation neighbourhood - Within 400m walking distance of a Local centre
>35m	⓿❹❻❼	⓿❸❺❼❽
	⓿❸❻❼M	❸❻❼❽❾❿M
	⓿❸❻❼M	❻❼❽❾❿M
>30m	⓿❹❻❼	⓿❸❺❼❽
	⓿❸❹❻❼M	❸❻❼❽❾❿M
	⓿❸❹❻❼M	❻❼❽❾❿M
>25m	⓿❹❻❼	⓿❸❺
	⓿❸❹❻❼M	❸❻❼❽❾M
	⓿❸❹❻❼M	❻❼❽❾M
>20m	⓿❺	⓿❺
	⓿❸❺	❸
	⓿❸❺	⓿❸❺
>18m	⓿❺	⓿❺
	⓿❸❺	❸❺
	⓿❸❺	⓿❸❺❼
>12.5	❶❷❺	❶❷❺
	❶❷❺	❷❸❺
	❶❷❺	❶❷❺
>10m	❶❷❺	❶❷❺
	❶❷❺	❷❸❺
	❶❷❺	❶❷❺
>7.5m	❶❷❺	❷❺
	❶❷❺	❷❸❺
	❶❷❺	❶❷❺

3.2.3 Emerging community zone

Legend:

Street: Road Hierarchy	Typology:	
Laneway	⓿Dwelling House (Traditional)	❻Multiple Dwelling (Plexes)
Access Streets AND Local Collector	❶Dwelling House (Narrow)	❼Multiple Dwelling (Terrace or row house)
District Collector	❷Dwelling House (Terrace, row house or plex)	❽Multiple Dwelling (Low Rise Apartment)
Sub-Arterial* / Arterial	❸Dwelling Unit	❾Multiple Dwelling (Medium Rise Apartment)
	❹Dual Occupancy (Traditional)	❿Multiple Dwelling (High Rise Apartment)
	❺Dual Occupancy (Loft)	**M** Multiple Dwellings (Townhouses)

**vehicle access must not be via Sub-arterial or Arterial roads.*
❾[1] – Must be within 400m walking distance of a Neighbourhood Hub or within 800m walking distance of a Higher order or District centre.

Primary Frontage Width	Transition precinct – All other areas	Transition precinct – Morayfield South urban area
>35m	⓿❹❼	⓿❸❼❽
	⓿❹❻❼	⓿❸❼❽❾❿
	⓿❸❻❼❽❾[1]**M**	⓿❸❻❼❽❾❿**M**
	⓿❸❻❼❽❾[1]**M**	❻❼❽❾❿**M**
>30m	⓿❹❼	⓿❸❼❽
	⓿❹❻❼	⓿❸❼❽❾❿
	⓿❸❹❻❼❽❾[1]**M**	⓿❸❻❼❽❾❿**M**
	⓿❸❹❻❼❽❾[1]**M**	❻❼❽❾❿**M**
>25m	⓿❹❼	⓿❸
	⓿❹❻❼	⓿❸❻❼❽❾
	⓿❸❹❻❼❽❾[1]**M**	⓿❸❻❼❽❾**M**
	⓿❸❹❻❼❽❾[1]**M**	❻❼❽❾**M**
>20m	⓿❺	⓿❻❼❽
	⓿❺	⓿❻❼❽
	⓿❸❺	⓿❸❻❼❽
	⓿❸❺	⓿❸❻❼❽
>18m	⓿❺	⓿
	⓿❺	⓿
	⓿❸❺	⓿❸
	⓿❸❺	⓿❸❼
>12.5	❶❷❺	❶❷
	❶❷❺	❶❷
	❶❷❺	❶❷❸
	❶❷❺	❶❷
>10m	❶❷❺	❶❷
	❶❷❺	❶❷
	❶❷❺	❶❷❸
	❶❷❺	❶❷
>7.5m	❶❷❺	❶❷❺
	❶❷❺	❶❷❺
	❶❷❺	❶❷❸❺
	❶❷❺	❶❷❺

3.3 Typologies described and illustrated

With a wide range of different densities provided for by the MBRC Planning Scheme and the different possibilities offered by architectural design and modern building construction, it can be difficult to visualise how these different residential typologies would look on the ground. The following is a series of illustrations and examples describing each residential typology.

3.3.1 Dwelling house – Traditional lot ⓿

Typical Form

	Detached
Typical Height:	1-2 storeys
Typical Site Cover:	50% (excluding eves, sun shading devices, patios, balconies and other unenclosed structures)
Open Space:	Backyard
Car parking Configuration:	Double garage, tandem visitor space
Street Road Hierarchy :	Access Street / Local Collector


(Kawana)


(Narangba)


(Kawana)

Description

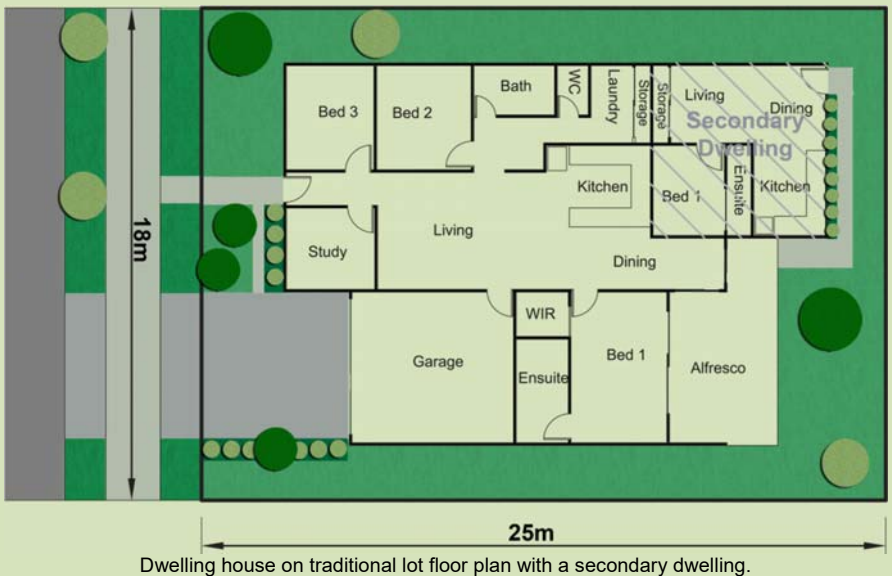
A single or two-storey dwelling that stands on a single lot and includes private open space. It is not attached to any other dwelling, but may be built to a side boundary.

A Dwelling house may also contain a secondary dwelling. Secondary dwellings are designed and sited to appear as one with the primary dwelling house from the street and may be attached or detached from the primary dwelling. The secondary dwelling is subordinate to the primary dwelling and shares some facilities such as driveways, car parking and open space. This form of housing cannot be titled separate from the primary dwelling.

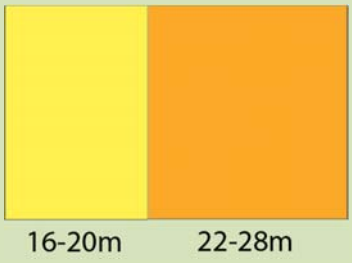

(Morayfield)


(Narangba)


(Narangba)



Dwelling house on traditional lot floor plan with a secondary dwelling.



Typical lot types C or D

3.3.2 Dwelling house – Narrow lot ❶

Typical Form

	Detached
Typical Height:	1-2 storeys
Typical Site Cover:	50% (excluding eves, sun shading devices, patios, balconies and other unenclosed structures)
Open Space:	Backyard
Car parking Configuration:	Garage, tandem or double where access via laneway visitor space
Street Road Hierarchy:	Laneway(Rear) / Access Street / Local Collector

(Kawana)

(Maroochydore)

Example of a narrow lot with rear lane access

(Maroochydore)

Description

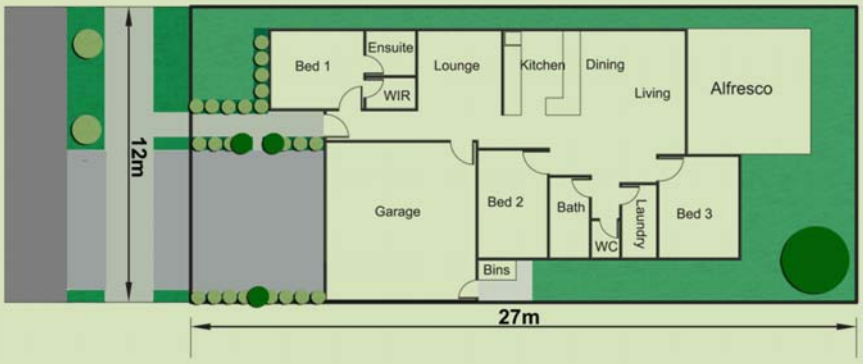
A single or two-storey dwelling that stands within its own grounds and includes private open space. It is not attached to any other dwelling, but may be built to one or both side boundaries.

A Dwelling house may also contain a secondary dwelling. Secondary dwellings are designed and sited to appear as one with the primary dwelling house from the street and may be attached or detached from the primary dwelling. The secondary dwelling is subordinate to the primary dwelling and shares some facilities such as driveways, car parking and open space. This form of housing cannot be titled separate from the primary dwelling.

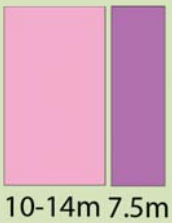
(North Lakes)

(North Lakes)

(Warner)



Dwelling house on a narrow lot floor plan.



Typical lot types B or A

3.3.3 Dwelling house or Multiple dwelling – Terrace, row house or plex ❷❼

Typical Form

	Attached but established individually or as a group
Typical Height:	1-3 storeys
Typical Site Cover:	50%-75%(depending on lot size and building height)
Open Space:	Backyard
Car parking Configuration:	Single or tandem garage, tandem or double where access via laneway or where 2 storey
Street Road Hierarchy:	Laneway(Rear) and Access Street / Local Collector

(Maroochydore)
Front of dwellings with no rear laneway access

(Fitzgibbon)

(Maroochydore)

Description

Dwellings attached to other dwellings horizontally by one (for dwellings at the end of a row of terraces) or two common built to boundary walls. A terrace or row house may be a single, two or three storey dwelling with a ground level, own entry from the street or park and private open space. It is generally characterised by a consistent alignment along the street or park with adjoining dwellings. Terrace or row houses may share a driveway between two dwellings but do not generally share other facilities.

The best streetscape outcome is achieved when a terrace house has rear lane access for car parking so the street frontage is free of driveways and vehicle movements do not interfere with safe and efficient function of the street.

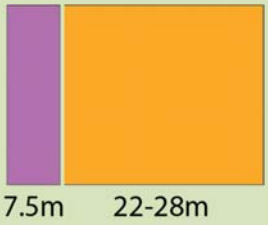
Tenure may vary for terrace or row housing; they may be established as free hold title with narrow lots built to boundary both sides or on a larger lot as a Multiple dwelling. Depending on the tenure, easements may be required to ensure the efficient construction and ongoing maintenance of this housing typology.

(Maroochydore))
Front, adjoining park

(Maroochydore)
Front of dwellings with rear laneway access

(Maroochydore)
Rear, adjoining laneway

Terrace or row house floor plan.



Typical lot types A, D or E

3.3.4 Dual occupancy – Traditional ❹

Typical Form

	Attached or Detached
Typical Height:	1-2 storeys
Typical Site Cover:	50% - 60% (depends on lot size and building height)
Open Space:	Backyard / Courtyard
Car parking Configuration:	Garage, carport
Street Road Hierarchy:	Laneway(Rear) / Access Street / Local Collector

(Fitzgibbon)

(Fitzgibbon)

Description

Traditionally a single or two storey dwelling that is usually attached horizontally to one other dwelling by a common wall but may also be detached. The dwellings may share a driveway but generally all other facilities are separate. Generally the dwellings are equal in size and do not include a primary and subordinate dwelling. This form of housing may be titled separately after construction.

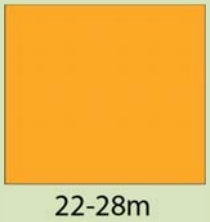
(Caboolture)

(Caboolture)

(Varsity Lakes)

Dual occupancy on a corner

Traditional Dual occupancy on a corner lot floor plan.



Typical lot type D or E

3.3.5 Dual occupancy – Loft (incorporating a primary dwelling and a loft dwelling) ❺

Typical Form

	Attached or detached
Typical Height:	1-2 storeys
Typical Site Cover:	50%-75% (depends on lot size and building height)
Open Space:	Backyard / Courtyard / Balcony
Car parking Configuration:	Single garage per dwelling, accessed via laneway
Street Road Hierarchy:	Laneway(Rear) / Access Street / Local Collector / District Collector / Sub-Arterial

(Fitzgibbon)

(Fitzgibbon)

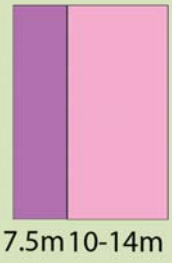
Description

Dual occupancies can take on other forms commonly referred to as a loft or fonzy flat. These Dual occupancies consist of a single or two storey dwelling, being the primary dwelling, with one other smaller dwelling attached (horizontally or vertically). The dwellings may share a driveway but generally all other facilities are separate. In most cases, each dwelling faces a separate frontage, and are therefore typically serviced by a rear lane. This form of housing provides for a loft built above garages that provide a lockable car parking space for the primary dwelling, a lockable car parking space for the loft and a front door for the loft all accessed via the lane. This form of housing may be titled separately from the primary dwelling house after construction (via a building format plan) but requires specific design responses to ensure compliance with different building classifications.

Lofts require care in their location to ensure sufficient on-street visitor parking is available close by.

(Fitzgibbon)

Dual occupancy (with a loft) floor plan.



Typical lot types A or B

3.3.6 Multiple dwelling – Plexes (triplex 3 units, quadplex 4 units, quinplex 5 units) ❻

Typical Form

	Attached or Detached
Du/Lot:	3/4/5 units
Typical Height:	1-3 storeys
Title:	Community
Typical Site Cover:	50%-75%
Open Space:	Courtyard
Car parking Configuration:	Garage / carport / semi-basement / sleeved ground level parking
Street Road Hierarchy:	Access Street / Local Collector

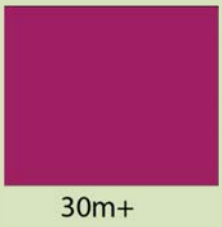
(North Lakes)

Plex floor plan.

Description

Small multiple dwelling buildings that are attached horizontally not vertically. Their design is highly variable and relates to site size and shape. Plex includes triplex (3 dwellings), quadplex (4 dwellings), and quinplex (5 dwellings), under standard or building format plan. Plexes typically have individual entries and driveways and have ground floor private open space.

This form of housing is ideally located on corner lots to reduce the negative impacts of multiple garage doors and driveways on the streetscape and on-street car parking.



Typical lot type E

(Fitzgibbon)

3.3.7 Multiple dwelling – Low rise apartment ❽

Typical Form

	Attached
Typical Height:	2-3 storeys
Typical Site Cover:	50% - 75% (depending on lot size and building height)
Open Space:	Balconies
Car parking Configuration:	Semi-basement / sleeved ground level / basements
Street Road Hierarchy:	Access Street / Local Collector / District Collector

Note: Uses in this form may include; Retirement facility, Residential care facility, Rooming accommodation, Short term accommodation.

(??)

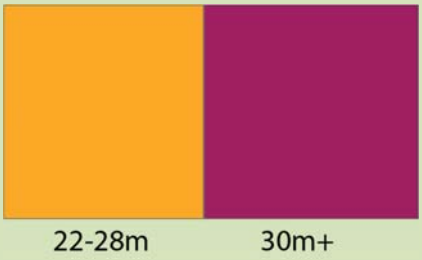
(Maroochydore)

Description

Low rise apartments are up to three storeys in height and contain a group of dwellings which are attached vertically by a common floor/ceiling and are titled by way of a building format plan (units are located above or below each other). Access to each unit is usually through common property. Units are typically located above ground level or semi-basement car parking. Dwellings have their own private open space, typically in the form of a balcony or courtyard, but share facilities such as car parking and driveways and may contain communal open space. In the case of mixed use buildings, units are located above commercial or retail uses.

(Ascot)

(Ascot)



Typical lot type D or E

3.3.8 Multiple dwelling – Medium rise apartment ❾

Typical Form

Attached

Typical Height:	4 – 6 storeys
Typical Site Cover:	40% - 75% (depending on lot size and building height)
Open Space:	Balconies
Car parking Configuration:	Semi-basement / sleeved ground level / basements
Street Road Hierarchy:	Access Street / Local Collector / District Collector / Sub-Arterial Road

Note: Uses in this form may include; Retirement facility, Residential care facility, Rooming accommodation, Short term accommodation.

(Kawana)

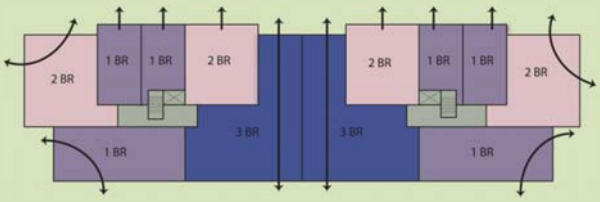

(Cotton Tree)


(Ascot)

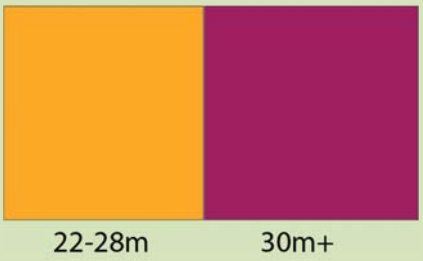
Description

Medium rise apartments are between four and six storeys in height and contain a group of dwellings that are attached by a common floor/ceiling/wall and are titled by way of a building format plan (units are located above or below each other). Dwellings have their own private open space, usually in the form of a balcony, but share facilities such as car parking and driveways and may have communal open space. Access to each unit is usually through common property. Units are typically located above basement or semi-basement car parking or in the case of mixed use buildings units are located above commercial or retail uses.


(Kawana)



- Developments of ten or more dwellings should include a range of dwelling sizes, including studio, 1, 2 and 3+ bedroom dwellings.
- Dwelling diversification should be provided to:
  - provide a range of dwelling sizes in developments of ten or more dwellings;
  - provide different housing choice and support different lifestyles;
  - create a diversity of occupants in a building which will contribute to more successful community;
  - provide more opportunity to create better layout by arranging different sizes of apartments on one floor;
  - create opportunity for a better apartment layout.



Typical lot type D or E

3.3.9 Multiple dwelling – High rise apartment ⑩

Typical Form

Attached

Typical Height:	7 or more storeys
Typical Site Cover:	40%
Open Space:	Balconies
Car parking Configuration:	semi-basement / basements
Street Road Hierarchy:	Access Street / Local Collector / District Collector / Sub-Arterial Road

Note: Uses in this form may also include: Retirement Facility, Residential Care Facility, Rooming Accommodation, Short Term Accommodation.

(Redcliffe)

(Maroochydore)

(Kelvin Grove)

(Maroochydore)

Description

High rise apartments are seven storeys in height or greater and contain a group of dwellings which are attached vertically by a common floor/ceiling/wall and titled by way of a building format plan (units are located above or below each other). Dwellings have their own private open space in the form of a balcony, but share facilities such as car parking, driveways and communal open space. Access to each unit is usually through common property. Units are typically located above basement car parking or in the case of mixed use buildings units are located above commercial or retail uses.

Typical lot type E

3.3.10 Multiple dwelling – Townhouses and managed communities M

Typical Form

	Attached or Detached
Typical Height:	1 – 3 storeys
Typical Site Cover:	50% - 75% (depending on lot size and building height)
Open Space:	Courtyard / balconies
Car parking Configuration:	Garage accessed via internal driveway
Street Road Hierarchy:	Laneway(Rear) / Access Street / Local Collector

Note: Uses in this form may also include: Retirement Facility, Residential Care Facility, Relocatable Home Park, Rooming Accommodation, Short Term Accommodation, Tourist Park.

(North Lakes)

(Brightwater)

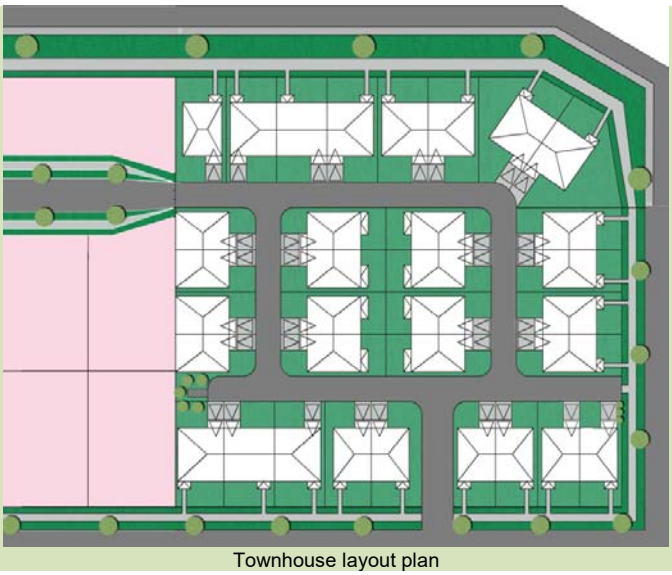
Opposite public open space

(North Lakes)

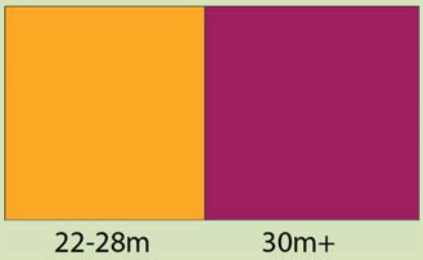
Description

These forms of development include 6 or more (5 or less would be a Plex) dwellings, either attached or detached, and usually have a number of shared facilities from open space and recreational facilities to utilities such as driveways and waste facilities. Dwellings are generally titled by way of a building or standard format plan or other forms of legislative management schemes.

(North Lakes)



Townhouse layout plan



Typical lot type D or E

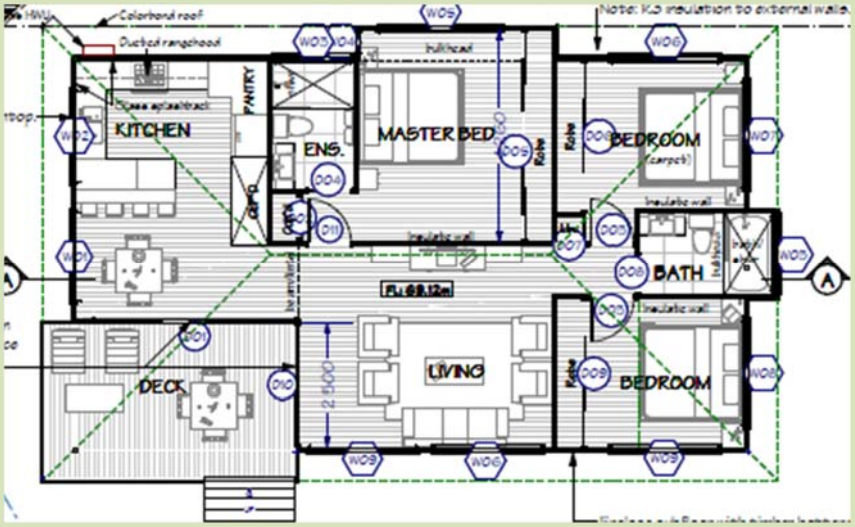
4. Dwelling Houses

4.1 When is a house extension a secondary dwelling and when is it an extension to the Dwelling house?

Any extension to a house (detached or otherwise) is considered to be a secondary dwelling where it is being used or would be capable of being used as a self-contained residence. While the definition of a Dwelling (refer below) lists the type of facilities that must be provided in order for it to be a dwelling, clothes washing facilities for example is not just a designated laundry. If a laundry isn't indicated on the plans this does not mean the extension is not capable of providing clothes washing facilities.

Unlike the definition of a dwelling within building legislation (a class 1 building) the planning scheme definitions for what constitutes a single dwelling are more general in terms of the facilities that must be provided.

If you would like clarification in relation to a specific extension to a Dwelling house it is recommended that written advice be obtained from Council (fee for written advice may apply).

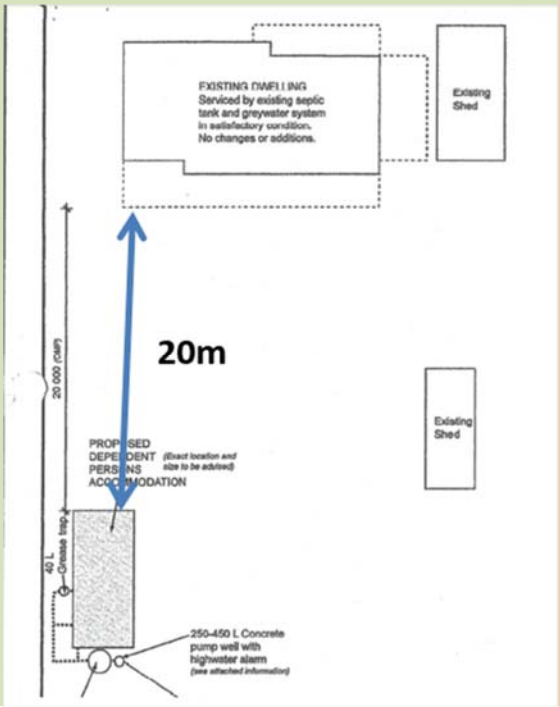


✘Not a house extension this is a secondary dwelling
Just because there is no laundry does not make this a detached house extension.

✘Not a house extension this is a secondary dwelling
What the rooms are labelled makes no difference. If it is capable of being use as a self-contained residence then it is a secondary dwelling.

4.2 Measuring separation distances

The requirement to locate a Secondary dwelling within 10m or 50m of the primary dwelling is measured from the outermost projection of the primary dwelling (being the main house, excluding domestic outbuildings) to the outermost projection of the Secondary dwelling. The entire Secondary dwelling does not need to be contained within the specified distance.



4.3 Additional garages to appear as one dwelling from the street

✓

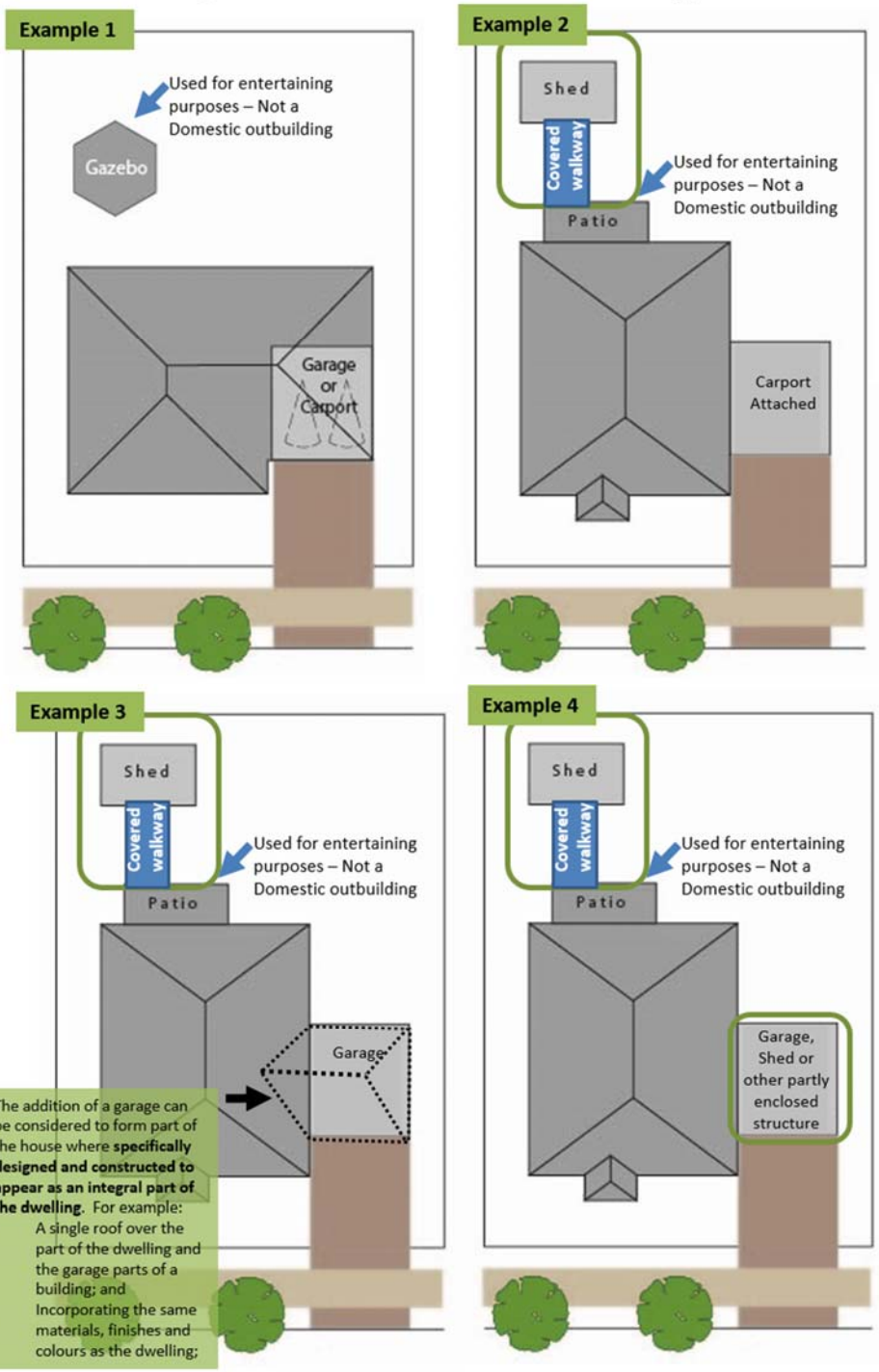
✘

✓

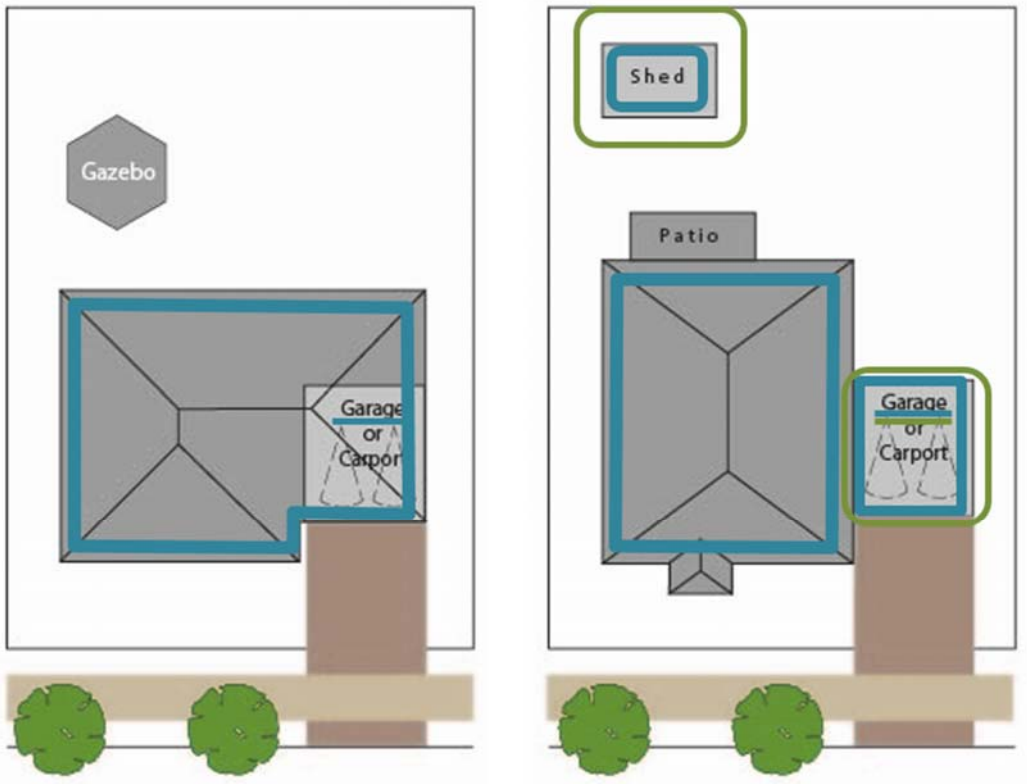
✘

4.4 Domestic outbuildings

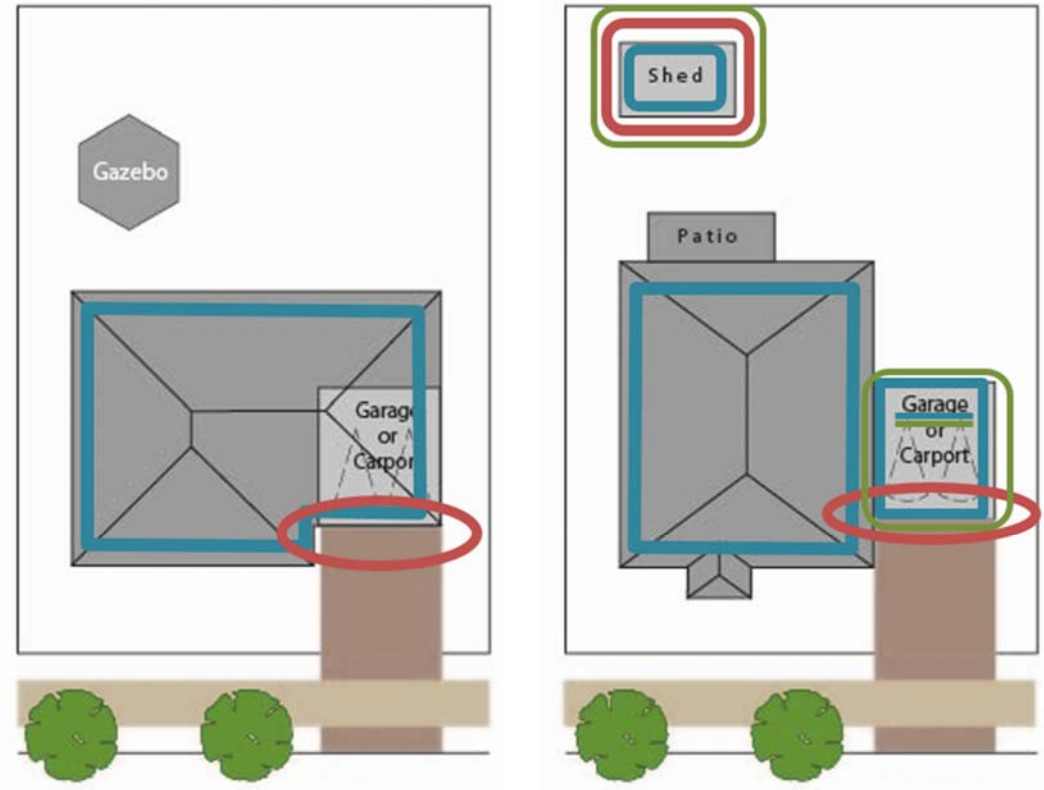
What is a domestic outbuilding? What is 'total maximum roofed area' applicable to?



What is site cover applicable to?



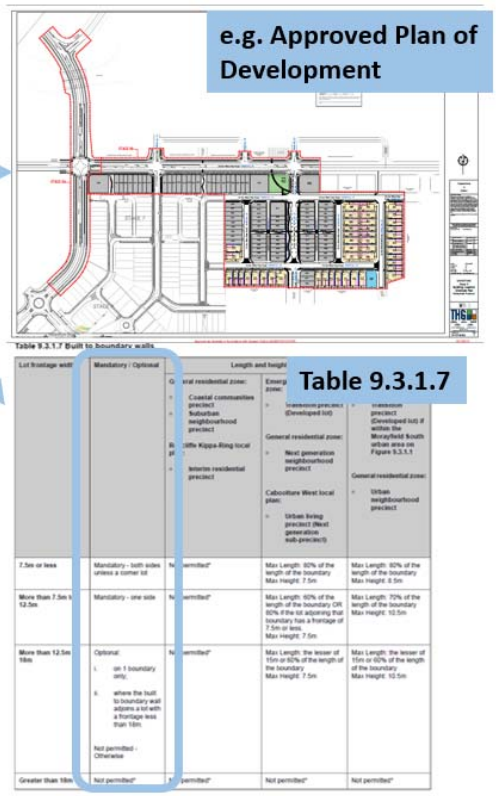
What does the min 5.4m setback to "covered car parking space and domestic outbuilding' apply to?



4.5 Built to boundary walls

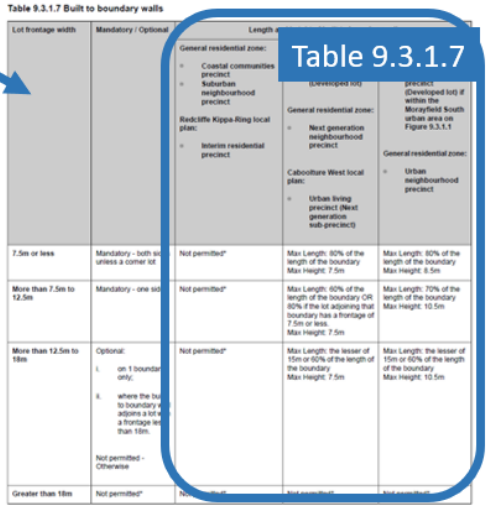
Built to boundary wall location & Mandatory/Optional

RAD4	Built to boundary walls are: a. provided on lots if required by an existing approval issued by Council, and are established in accordance with the plan of development under that existing approval (including any subsequent amendments to that plan of development that are approved by council in writing) OR if no approved plan of development applies to the land, are only established on lots having a primary frontage of 18m or less and where permitted in Table 9.3.1.7 'Built to boundary walls'; b. of a length and height not exceeding that specified in Table 9.3.1.7 'Built to boundary walls'; c. setback from the side boundary: i. if a plan of development provides for only one built to boundary wall on the one boundary not more than 200mm; or ii. if a built to boundary wall may be built on each side of the same boundary, not more than 20mm; d. on the low side of a sloping lot. Editor's note - Lots containing built to boundary walls should also include an appropriate easement to facilitate the maintenance of any wall within 600mm of a boundary. For boundaries with built to boundary walls on adjacent lots a 'High Density Development Easement' is recommended; or for all other built to boundary walls a 'easement for maintenance purposes' is recommended. Note - The above setbacks apply only to Class 1a and Class 10a buildings/structures. Note - This is a quantifiable standard that is an alternative provision to the QDC, part MP1.1, A1 (a), (b) and (c), A2 (a), (b) and (d) and part MP1.2, A1 (a), (b) and (c), A2 (a), (b) and (d). Non-compliance with this provision for a Dwelling house(22) requires a concurrence agency response from Council. Editor's note - A wall is not to be built to the boundary if it has a window or if a wall of a building on an adjoining lot: a. is within 900mm of that boundary; b. is within 1.5m of that boundary and has an opening/window to a habitable room; c. is not constructed from masonry or other material fire rated in accordance with the Building Code of Australia.



Built to boundary - Length & height

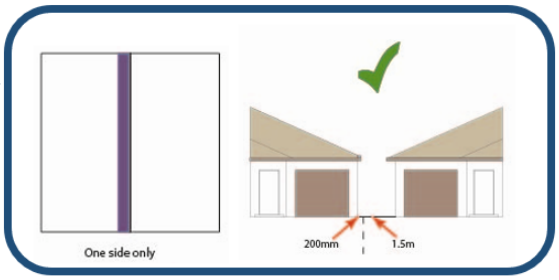
RAD4	Built to boundary walls are: a. provided on lots if required by an existing approval issued by Council, and are established in accordance with the plan of development under that existing approval (including any subsequent amendments to that plan of development that are approved by council in writing) OR if no approved plan of development applies to the land, are only established on lots having a primary frontage of 18m or less and where permitted in Table 9.3.1.7 'Built to boundary walls'; b. of a length and height not exceeding that specified in Table 9.3.1.7 'Built to boundary walls'; c. setback from the side boundary: i. if a plan of development provides for only one built to boundary wall on the one boundary not more than 200mm; or ii. if a built to boundary wall may be built on each side of the same boundary, not more than 20mm; d. on the low side of a sloping lot. Editor's note - Lots containing built to boundary walls should also include an appropriate easement to facilitate the maintenance of any wall within 600mm of a boundary. For boundaries with built to boundary walls on adjacent lots a 'High Density Development Easement' is recommended; or for all other built to boundary walls a 'easement for maintenance purposes' is recommended. Note - The above setbacks apply only to Class 1a and Class 10a buildings/structures. Note - This is a quantifiable standard that is an alternative provision to the QDC, part MP1.1, A1 (a), (b) and (c), A2 (a), (b) and (d) and part MP1.2, A1 (a), (b) and (c), A2 (a), (b) and (d). Non-compliance with this provision for a Dwelling house(22) requires a concurrence agency response from Council. Editor's note - A wall is not to be built to the boundary if it has a window or if a wall of a building on an adjoining lot: a. is within 900mm of that boundary; b. is within 1.5m of that boundary and has an opening/window to a habitable room; c. is not constructed from masonry or other material fire rated in accordance with the Building Code of Australia.

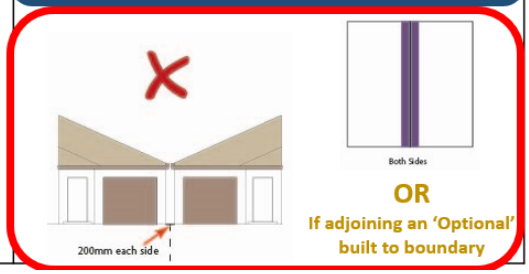


Built to boundary - Setbacks

RAD4	Built to boundary walls are: a. provided on lots if required by an existing approval issued by Council, and are established in accordance with the plan of development under that existing approval (including any subsequent amendments to that plan of development that are approved by council in writing) OR if no approved plan of development applies to the land, are only established on lots having a primary frontage of 18m or less and where permitted in Table 9.3.1.7 'Built to boundary walls'; b. of a length and height not exceeding that specified in Table 9.3.1.7 'Built to boundary walls'; c. setback from the side boundary: i. if a plan of development provides for only one built to boundary wall on the one boundary not more than 200mm; or ii. if a built to boundary wall may be built on each side of the same boundary, not more than 20mm;

OR





OR

If adjoining an 'Optional' built to boundary

5. Building form and design

The design of buildings should be appropriate to the place in which they preside. Built form provisions relating to height, setbacks and site cover are utilised to achieve particular design outcomes that enhance local character.

(North Lakes)

5.1 Character context

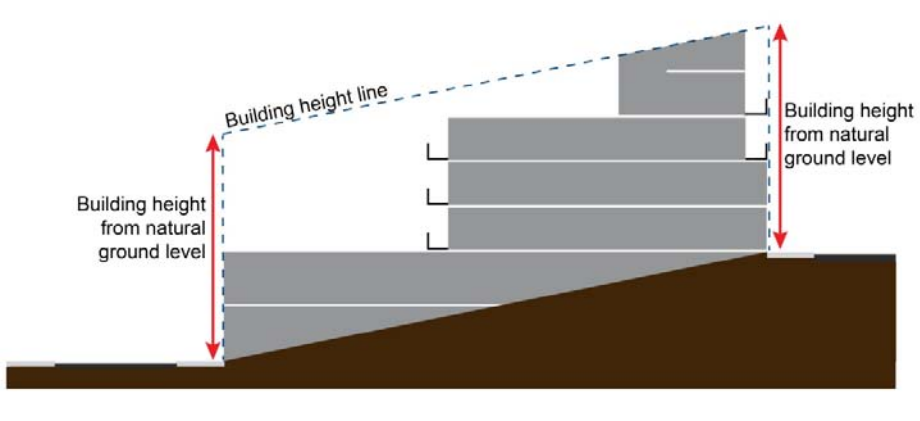
The Moreton Bay region is extensive and encompasses a range of established urban, rural and coastal areas as well as newer expanding areas. Buildings can be designed to acknowledge, interpret and express their context in order to enhance local character and identity. Character is expressed through the thoughtful interpretation of contextual design themes of the location such as the coastal or traditional urban buildings, the massing and building form, geometry of building elements, roof lines, balcony scale and treatments, choices of materials and colours.

	Coastal Character	Rural Settlement Character	Urban Character
	 (Mudjimba)	 (Narangba)	 (North Lakes)
Design themes	Shorelines, bays, coves, headlands, waves, wind, sand, boats, horizontal lines, curves	Traditional town, 'Queenslander', farm houses and farm buildings, rural town industry, butter factory	Strong definition of streets and public spaces, more solid, more privacy required
Roof form	More expansive / generous roof form, extended eves, skillions, curves, propped awnings and eves	More traditional roof forms, gables, hips, visible roof with steeper pitches	Less expansive roof forms, smaller overhangs, wall dominate visually
Balconies	More open and larger for view and lifestyle, transparent balustrades	not overly wide, wrap around, timber balustrades semi-enclosed for cold weather	More enclosed and protected for privacy, masonry balustrades, moveable shutters and screens
Materials	Light weight material, metal, timber, rendered masonry	Light weight material, timber, face brickwork	Natural masonry, more solid, concrete, hardwearing surfaces
Colours	More modern colours, metal, borrowed from coastal landscapes	Traditional, blends more with the landscape	Natural masonry, concrete
Elements	Visually light, canvas awnings, sails, masts, more horizontal, circular sections	More vertical, square sections, intricate	Vertical with combinations of massing elements

5.2 Building height

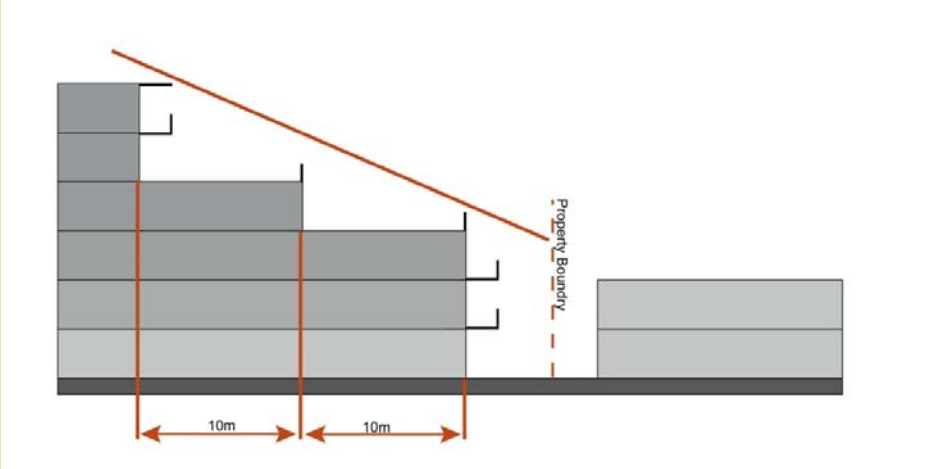
The following diagrams illustrate key features related to the performance outcomes for residential building height.

Buildings and structures have a height that responds to topographic features of the site, including slope and orientation.



Building height for slopes from front to rear.

Buildings and structures have a height that responds to the height of development on adjoining land, where contained within another precinct or zone.

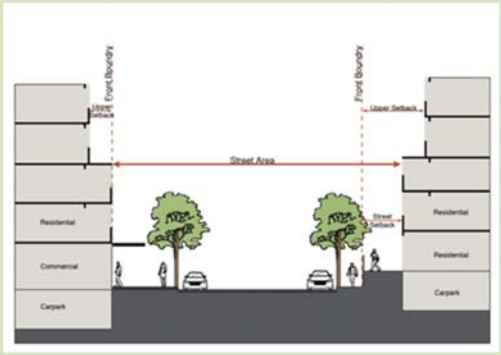


Consider transitional building height when adjoining land in a different zone. For transitioning between zones, sites directly bounding a zone with conflicting building height allowances will be required to transition heights on site by a rate of 1 storey per 10m into the site and then 2 storeys for a further 10m. Where a road separates conflicting zone heights, or is proposed between conflicting zone heights the road sufficiently creates the transition.

5.3 Setbacks

The following diagrams illustrate the residential setbacks detailed in Table 6.2.6.2.3 – Suburban neighbourhood precinct, Table 6.2.6.3.3 – Next generation neighbourhood precinct and Table 6.2.6.4.3 – Urban neighbourhood precinct of the General residential zone code.

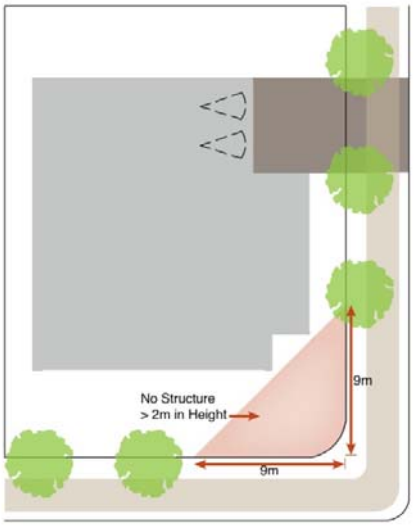
(Maroochydore)



• On sites with commercial uses at ground floor, no ground floor setback from the street should be created.
• Upper level setbacks above podium height should contribute to the creation of a consistent podium height and streetscape character.

(Kawana)

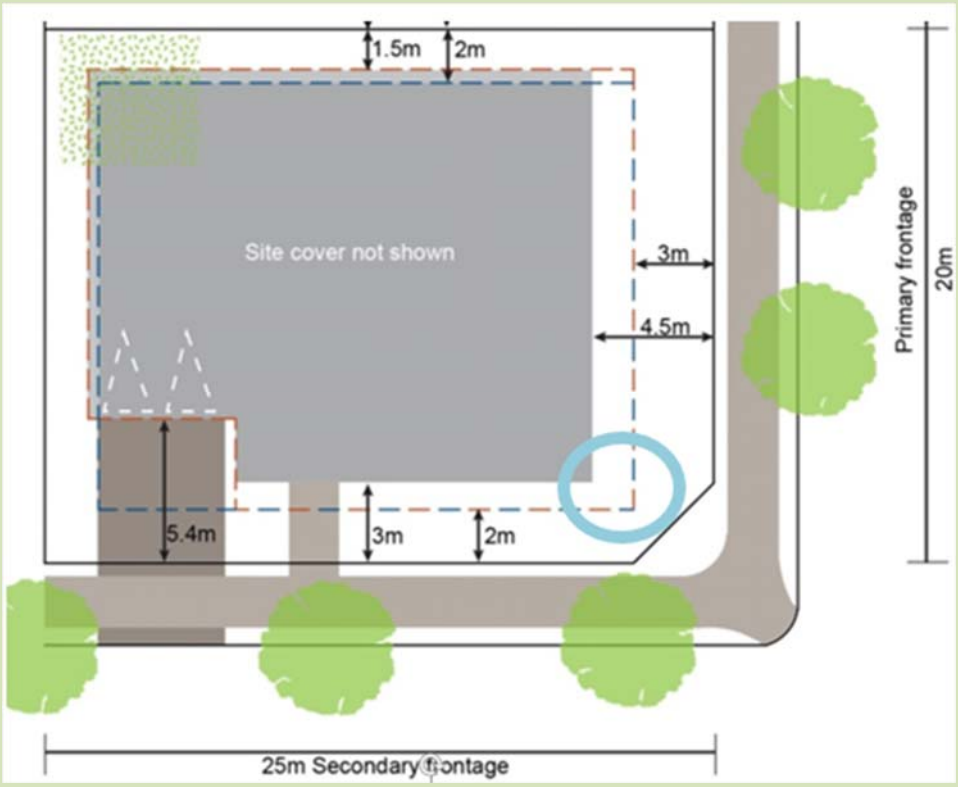
Ground floor awnings, architectural features, sunshades, screens and artworks may be constructed within front setback areas, where they will improve architectural outcomes and articulation.



Corner truncations are to remain free of structures to maintain sight distances.

Measuring setbacks on a corner lot

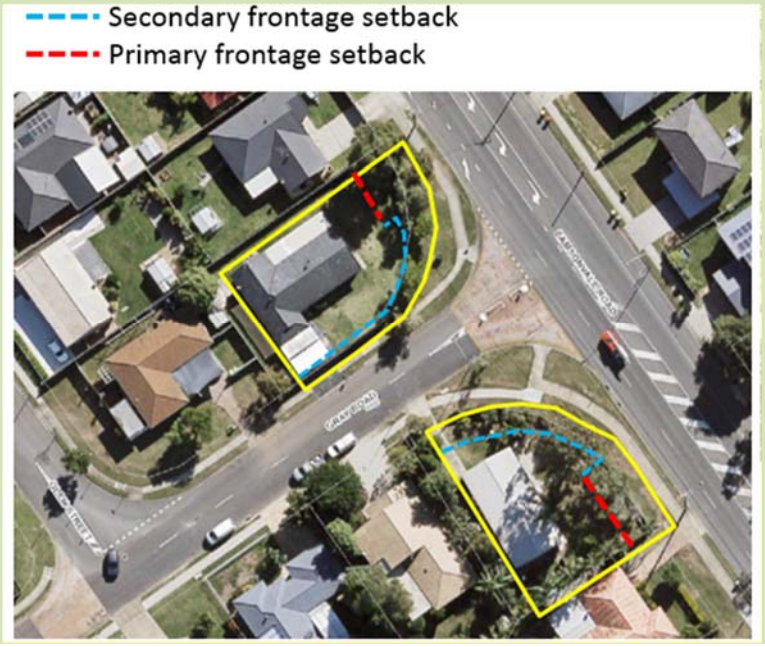
Measure back from the primary and secondary boundary and where they intersect on the corner is the setback.



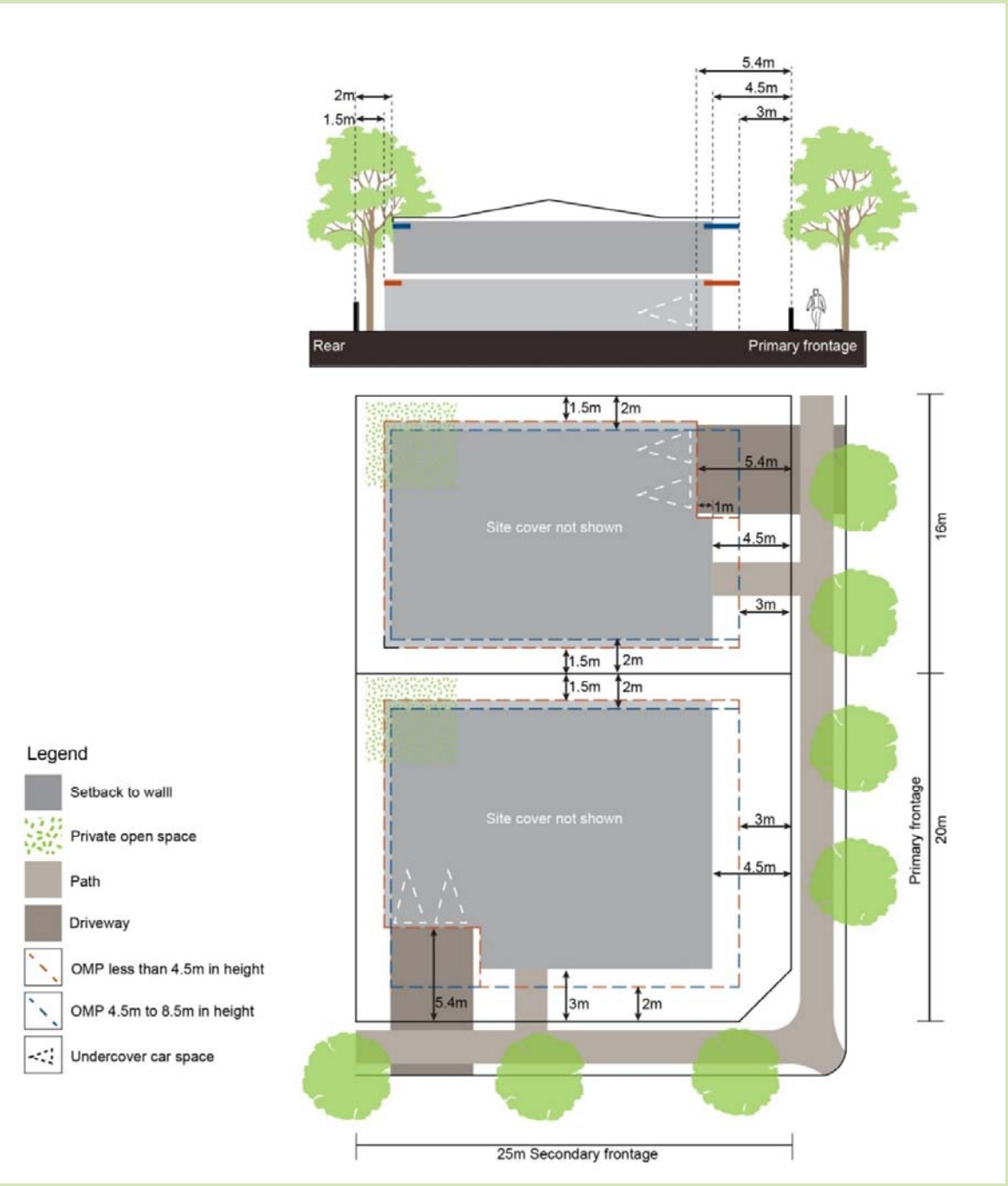
The above is an example from the General residential zone – Suburban neighbourhood precinct

In some circumstances a three chord truncation larger than 14.196m x 14.196m, (or a five chord truncation larger than 14.920m x 14.920m), will result in the projection of these setback lines extending into road reserve.

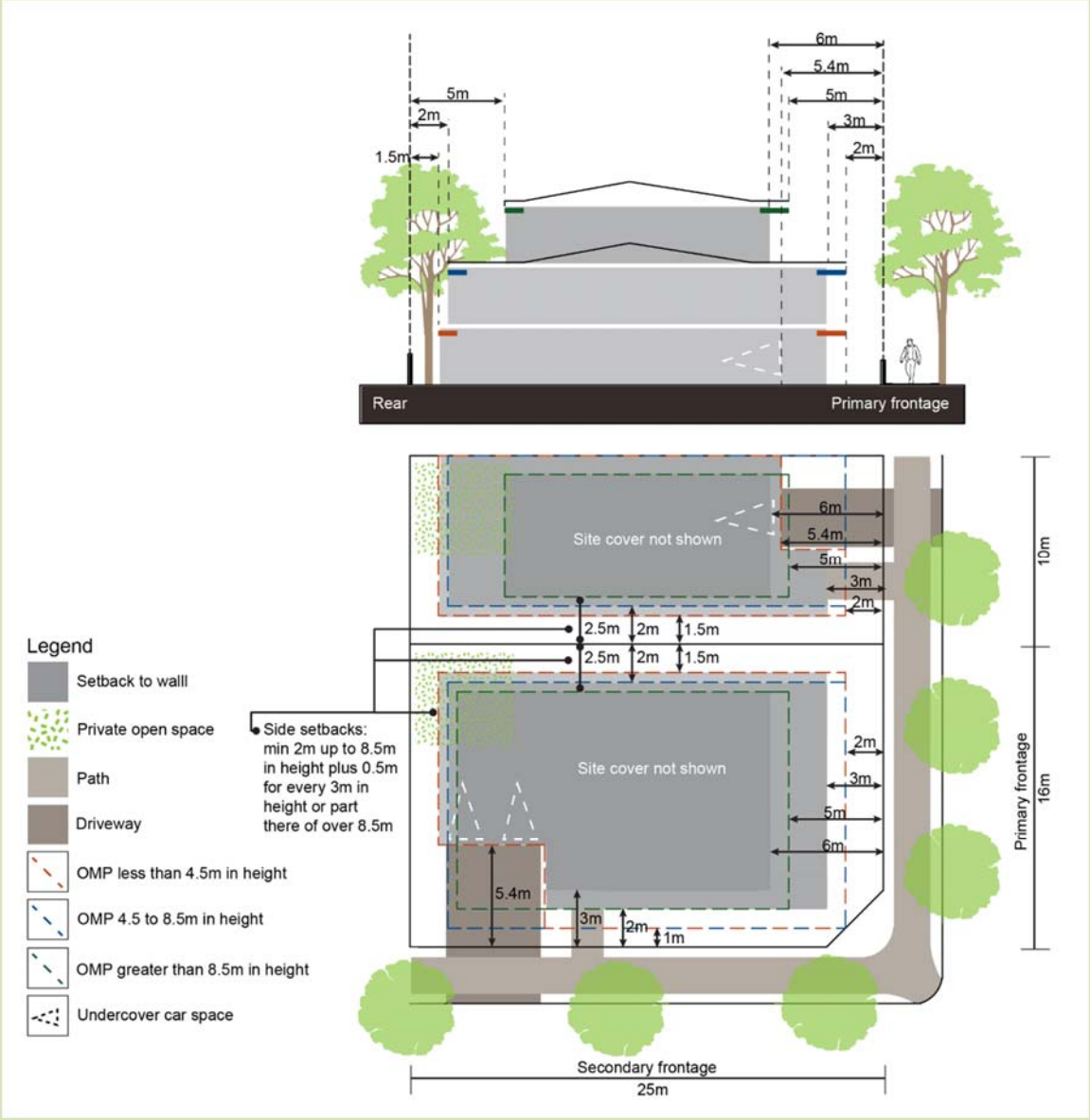
To Measure – Apply the secondary frontage to the entire truncation.



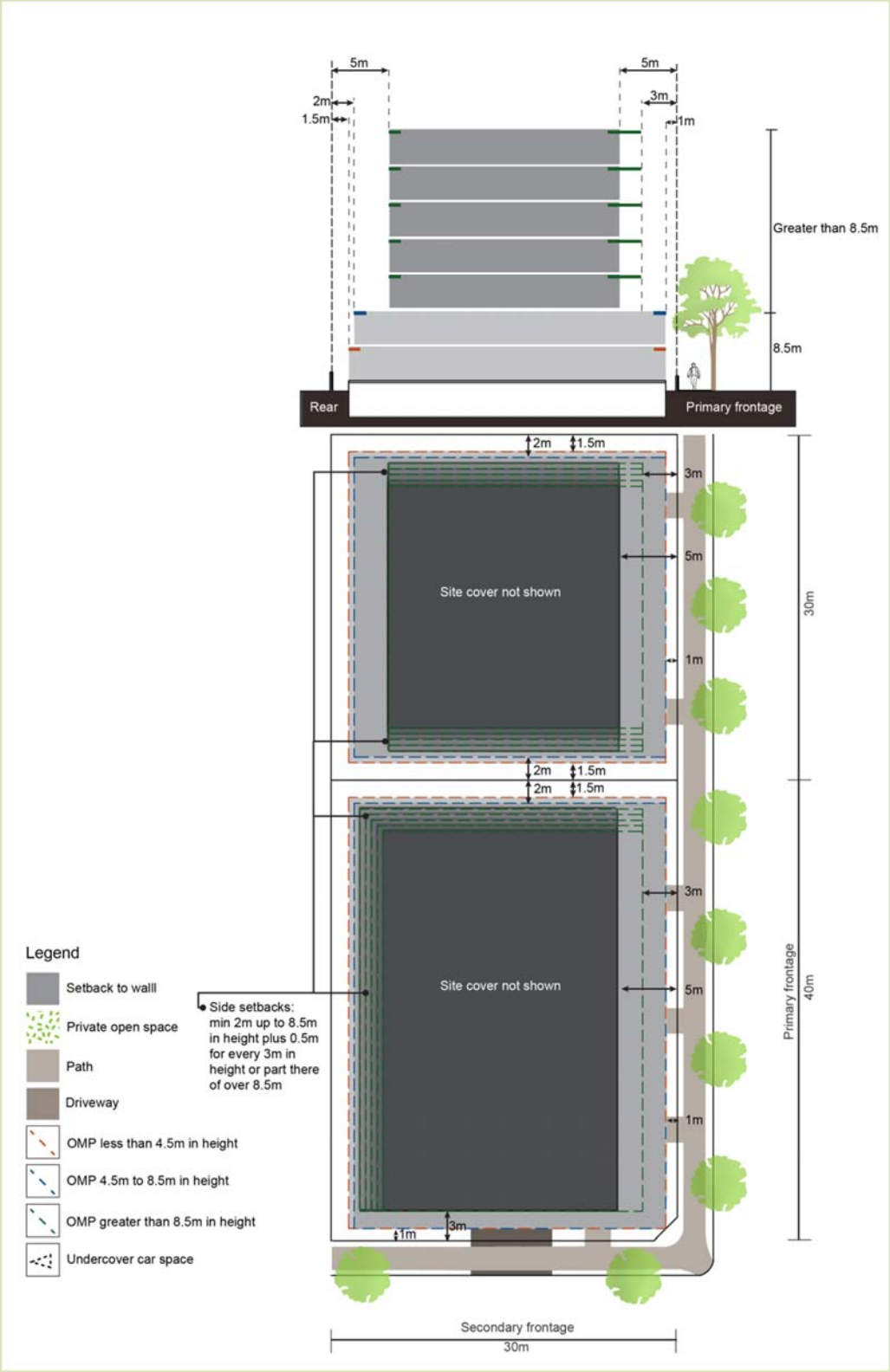
Setbacks: Suburban neighbourhood precinct example



Setbacks: Next generation neighbourhood precinct example



Setbacks: Urban neighbourhood precinct example



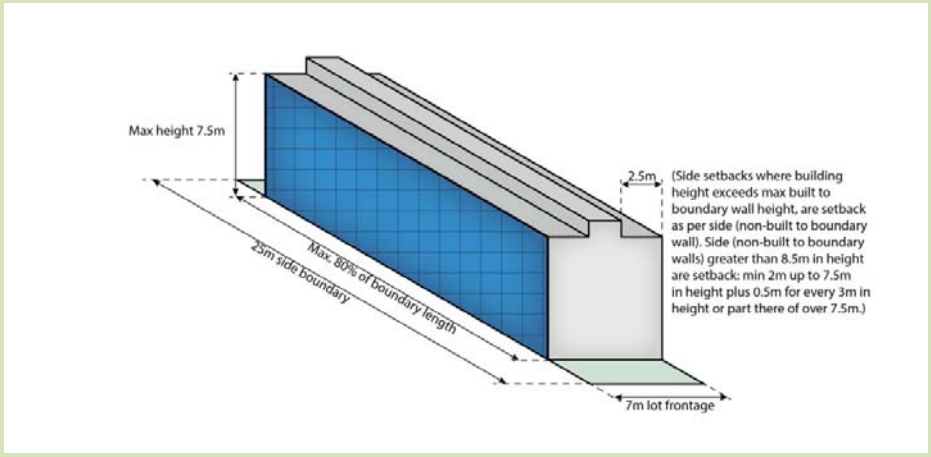
Measuring the primary frontage on corner lots

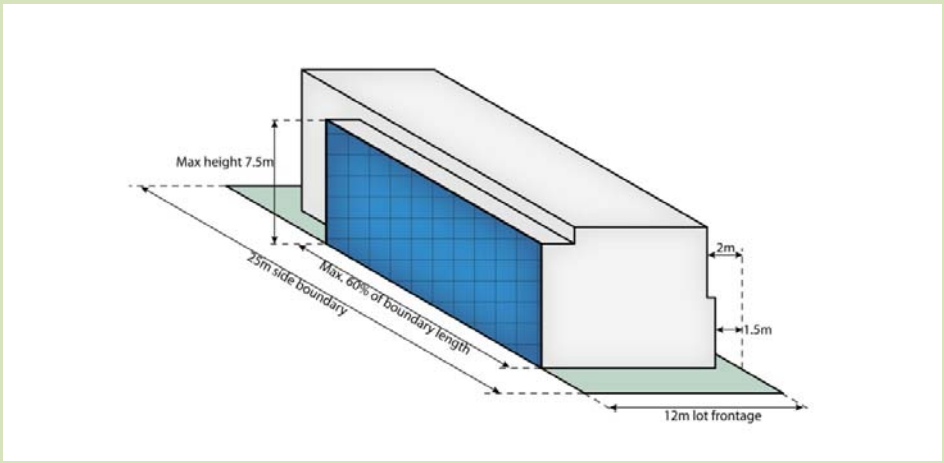
Halve the truncation length and add it to the Primary and secondary frontage

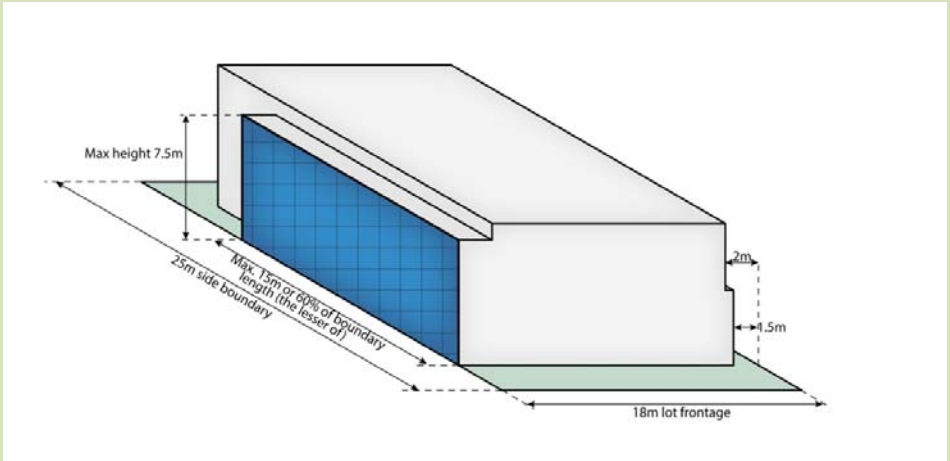
5.4 Setbacks – Built to boundary walls

The following diagrams illustrate the built to boundary length and heights detailed in Table 6.2.6.3.4 – Next generation neighbourhood precinct and Table 6.2.6.4.4 – Urban neighbourhood precinct of the General residential zone.

Built to boundary walls: Next generation neighbourhood precinct examples

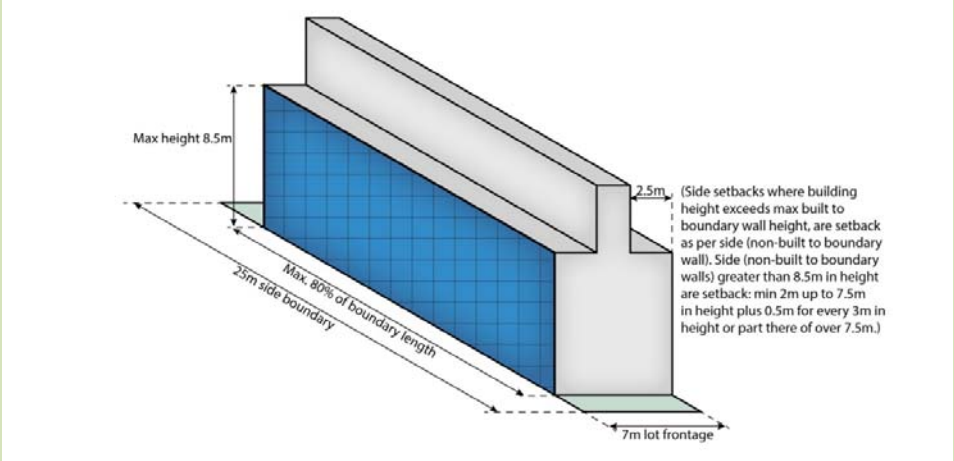


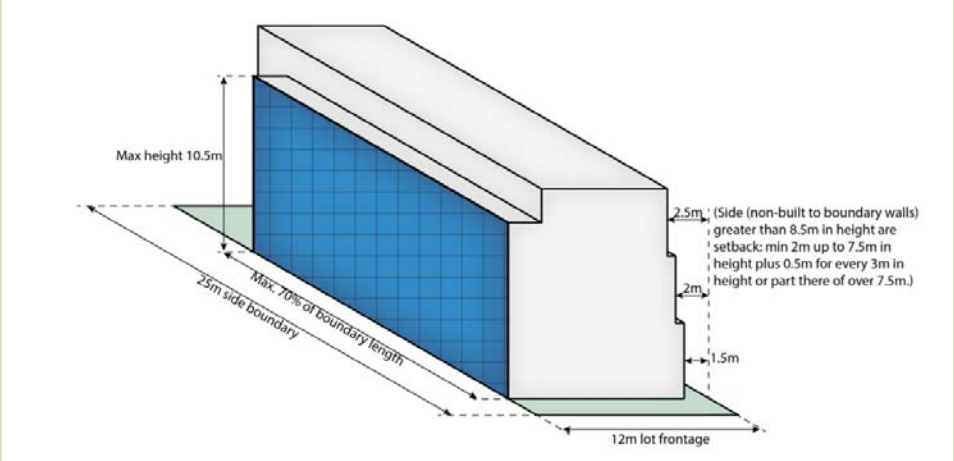


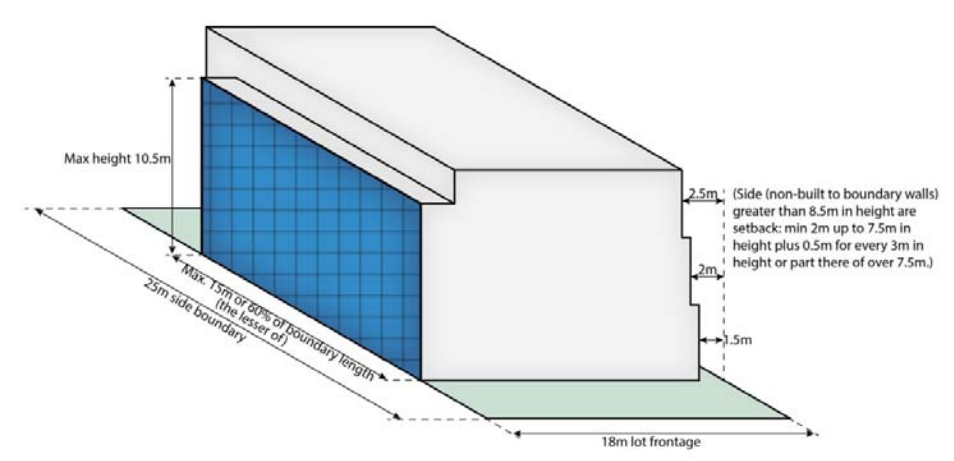


Note: adjoining lot has a frontage less than 18m.

Built to boundary walls: Urban neighbourhood precinct examples



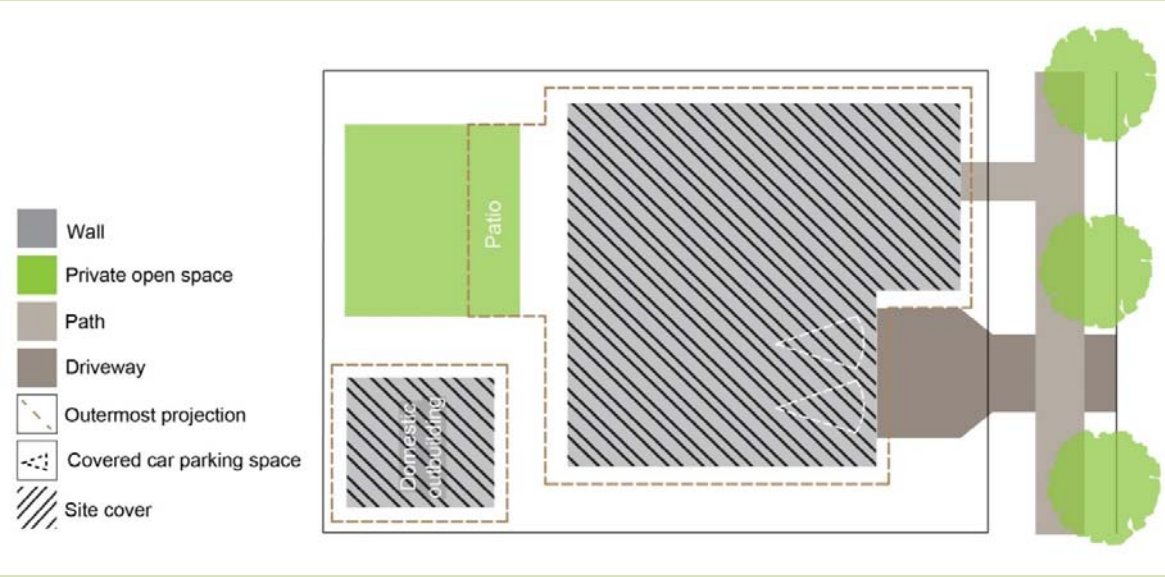




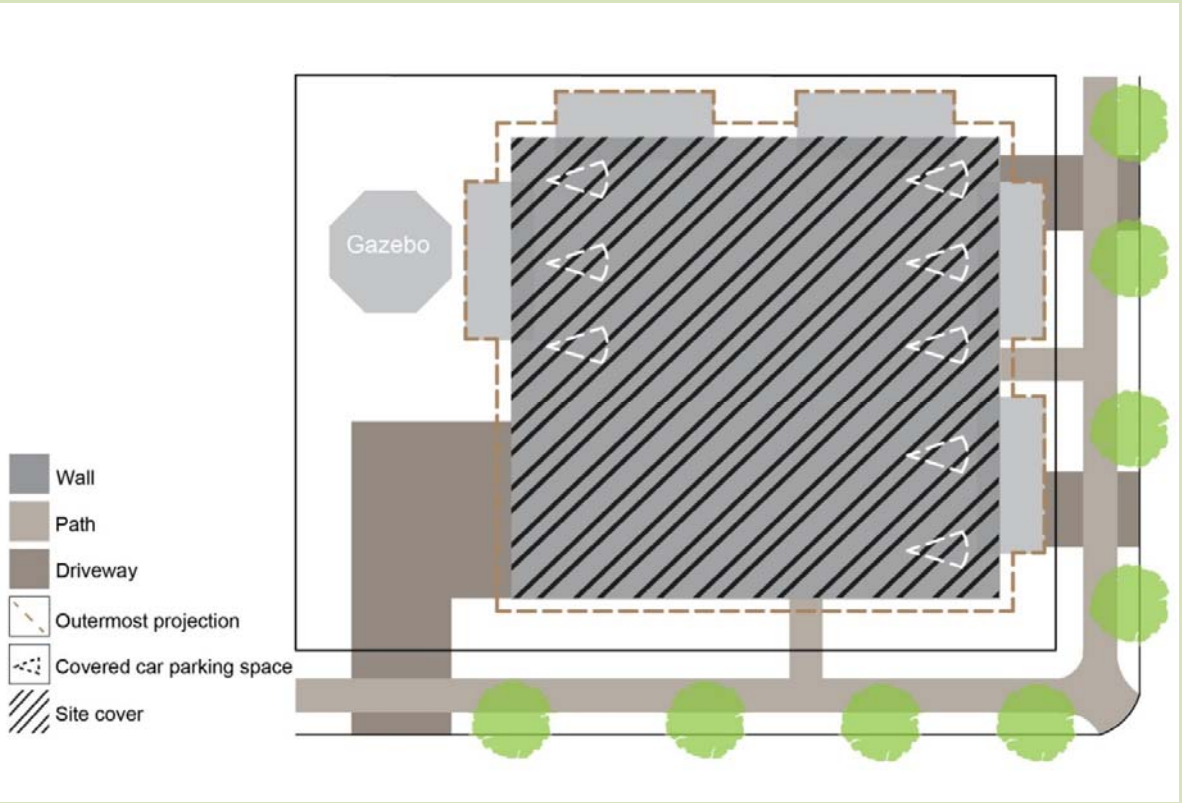
Note: adjoining lot is less than 18m frontage

5.5 Site cover

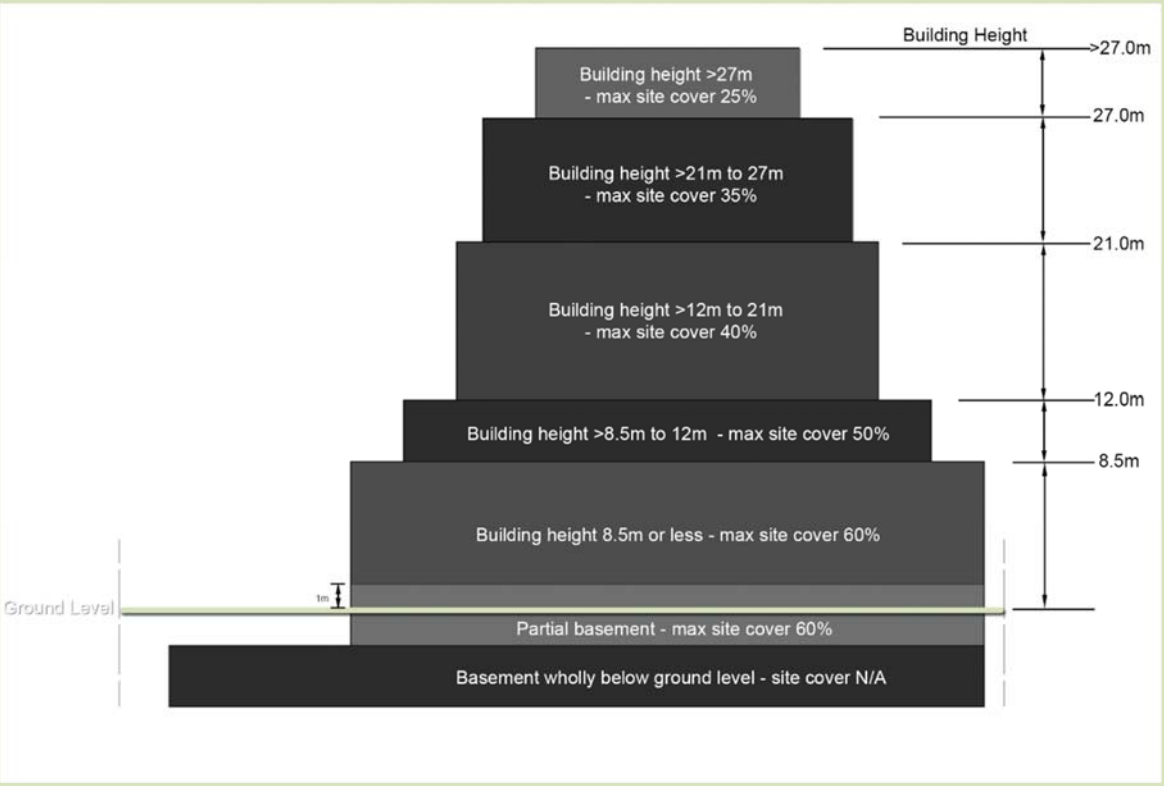
The following diagrams illustrate those parts of a residential building included in the calculation of site cover.



Site cover: Dwelling house example



Site cover: Multiple dwelling example



Site cover: Percentage vs Building height

5.6 Dual occupancy dispersal

Dwelling dispersal, described previously as 'salt and peppering' is achieved in the planning scheme through provisions in the Reconfiguring a lot code requiring different number of lot types depending on the zone or precinct and restricting the number of lots of the same type in a row. While this will be effective in the development of new areas of the region there are numerous established areas within the region that have the potential to result in the clustering of one housing typology unless additional design controls are applied. For example Dual occupancies (traditional) in the Suburban and Next generation neighbourhood precincts. The following diagrams illustrate different measures that can be used to ensure the appropriate dispersal of this dwelling type.

Example: Suburban neighbourhood precinct

A Dual occupancy is not located within 200m (measured along the street alignment) of a lot containing an existing or approved dual occupancy.

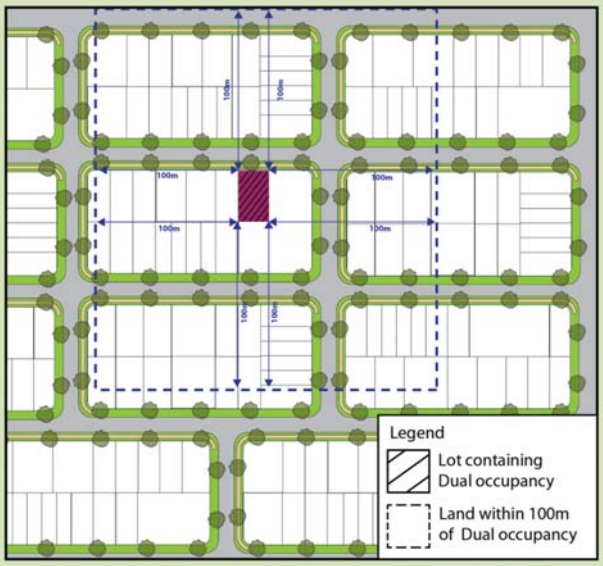
Example: Next generation neighbourhood precinct

No more than 20% of sites within a block contain an existing or approved Dual occupancy. Dual occupancies should be separated by at least 1 lot not containing a Dual occupancy.

Example: Next generation neighbourhood precinct

A Dual occupancy is separated by a minimum of 6 lots (running along the street frontage) from another lot containing an existing or approved Dual occupancy.

Example: Next generation neighbourhood precinct



A Dual occupancy is not located within 100m (in all directions of an existing or approved Dual occupancy.

6. Streetscape

It is important to ensure that residential development contributes towards attractive streetscapes and security for occupants and passers-by. For these reasons development should front streets and public places providing casual surveillance and activity, whilst ensuring adequate privacy for occupants. The following diagrams illustrate the principles of integrated streetscapes, casual surveillance, screening and building appearance that contribute to attractive streetscapes.

(North Lakes)

6.1 Integrated development

Whether in a new greenfield subdivision or infilling into an established residential neighbourhood, ensuring that new dwellings are integrated into the streetscape is critical. Development will be designed to maintain and enhance connectivity with the neighbourhood through orientation of buildings to the street and other public spaces and pathways linking local destinations.

Multiple dwellings

(North lakes)
High fences and gated communities are avoided. Dwelling address streets with a front door, pedestrian access and landscaping to enhance the streetscape. Private open space areas are located to the side or rear where privacy can be provided away from the street frontage.

(North Lakes)
Townhouse style Multiple dwellings can ensure integration through ensuring dwelling address the external streets and public spaces, and providing pedestrian connections that link to the wider street network.

(Maroochydore)
Pedestrian and cycle pathways and links are included in between dwellings as part of a town house development or other managed community. Links should provide the most direct connection from the development to parks, centres or neighbourhood hubs.

(Chermside)
Apartment buildings ensure integration with the streetscape through clear entry points, street number and landscaping.

(Brightwater)
Townhouse style Multiple dwellings should minimise the extent of boundary fencing adjoining streets and public spaces to maintain connectivity, sightlines and surveillance.

Individual dwellings and subdivision

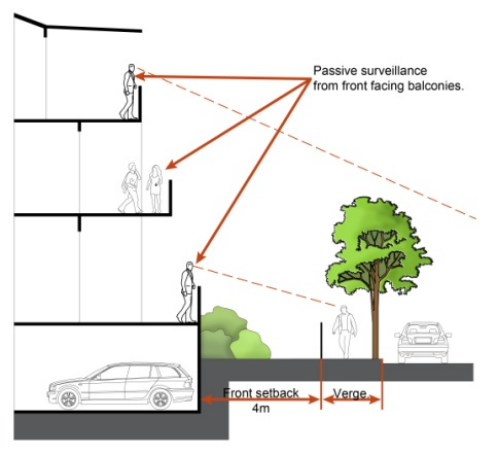
(Maroochydore)
Pedestrian and cycle pathways and links are included in between lots. Links should provide the most direct connection from the development to parks, centres or neighbourhood hubs.

(Maroochydore)
The front door and pedestrian entry as well as habitable room windows should face all primary frontages (whether streets or public open space).

(Maroochydore)
Front door, low fence or garden, pedestrian gate and path to front door all face the primary frontage.

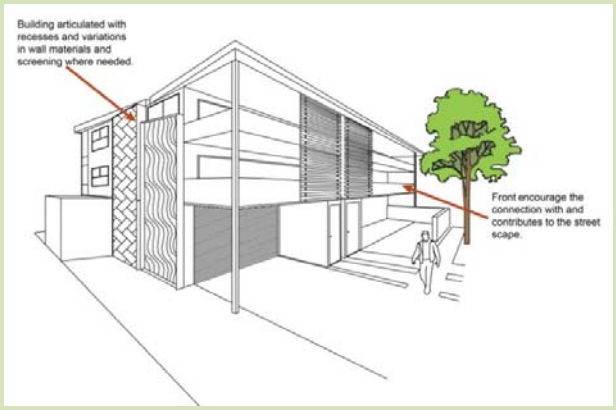
6.2 Casual surveillance

Through building design we can improve the safety of streets and neighbourhoods. Designing dwellings to orientate living areas and active frontages toward streets and other public places increases the level of casual surveillance. In designing dwellings with living areas orientated to public places, we need to consider the privacy of residents. Clever building and landscape design can be used to provide adequate levels of privacy while ensuring casual surveillance of public spaces.



(Maroochydore)
If the proposal is adjacent to a park or other public space, the space should be substantially fronted by dwellings, whilst providing clear separation between public and private land and provide outlook for as many dwellings and other occupancies as practicable whilst avoiding a sense of privatisation of the public park.

(Caloundra)



(Maroochydore)
Building frontages with residential uses at ground floor should:

- provide individual entry doors to ground level dwellings;
- provide privacy by elevating the ground floor approx. 0.5 to 1m above street level or provide landscaping in front setbacks;
- use permeable fences to a maximum height of 1.5m;
- use landscaping to cover semi-basement ventilation;
- locate less private habitable rooms, such as living room, home office, study or kitchen to the street whenever possible.

6.3 Screening – fences and walls

Screening and fencing should complement the streetscape character and help define public from private places. Screening and fencing should provide privacy to residents, without impeding casual surveillance of streets and other public places.

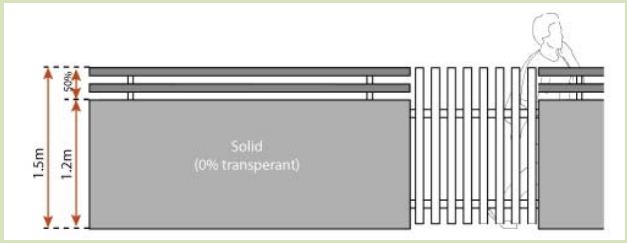
Good examples

(Maroochydore)
Example: 0% transparent, 1.2m high

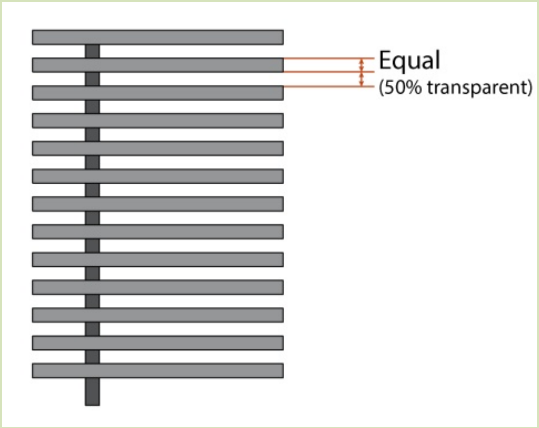
(Maroochydore)
Example: 50% transparent, 1.5m high

(Maroochydore)
Example: 85% transparent, 1.8m high

(Maroochydore)
Example: No front fencing, 1.8m high fencing at the building line



Example: Combination fencing, 0% transparent to 1.2m then 50% transparent from 1.2 to 1.5.



Example: How to calculate transparency

(Maroochydore)
Where solid fences are unavoidable they should include variation in material, reduce flat surfaces and incorporate landscaping in front to reduce visual dominance and assist in the prevention of graffiti.

(Maroochydore)
Combination of solid and transparent fencing with landscaping to define private areas.

Bad examples

(Maroochydore)
Fencing adjoining pedestrian connections and pathways should maintain casual surveillance. A combination of solid and transparent fencing is recommended to provide safety and security while maintaining surveillance.

(Maroochydore)
Solid front fencing that is higher than 1.2m dominates the streetscape. The example above would be improved by bringing the building forward, locating private open space to the side or rear and having a solid fence not exceeding 1.2m in height with a pedestrian gate.

(Kelvin Grove)
Where a retaining wall is unavoidable the height of the retaining wall and the fence should combined and not exceed maximum fencing requirements. Additionally, the fence can be set back to allow low maintenance landscaping on top of the retaining wall in front of the fence.

(Maroochydore)
Solid front fencing that is higher than 1.2m dominates the streetscape.

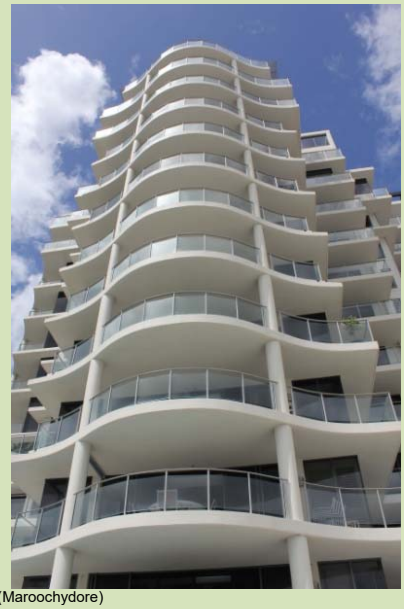
6.4 Building appearance

How a building looks when viewed from an adjacent street or other public area is the most evident feature of how well a building integrates into its streetscape. Buildings should be designed to:

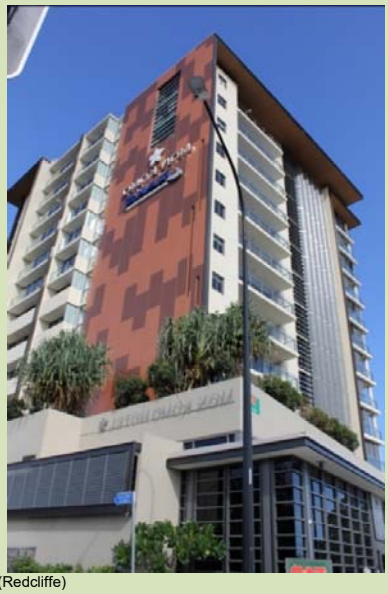
a) incorporate architectural features into the building façade at street level to create human scale;
b) promote identity and diversity between adjacent dwellings;
c) enable individual dwellings to be identified and directly accessible from public streets and communal areas;
d) visually integrate with the intended character of the precinct through appropriate design and materials;
e) avoid blank walls (excluding built to boundary walls) through articulation and architectural treatments to create visual interest;
f) include roof forms that provide visual interest to both the building and the skyline and effectively screen service structures, plant and equipment from view of the street and adjoining buildings;
g) provide a design that enables permeability between buildings;
h) create attractive backs and sides of buildings where visible from public spaces;
i) ensure domestic outbuildings do not dominate the street frontage and do not have a negative impact on the streetscape character;
j) ensure that tall buildings provide architectural variation through a distinct top, middle and base section.

(Maroochydore)
Servicing and utility elements (security grills/screens, car park entry doors, shading and screening structures, signage, drain pipes, air conditioning units, lift over-runs, plant and communication equipment, and other building services) should be screened or designed as part of the building.

(Maroochydore)
Building bulk and blank walls should be reduced through the use of architectural features, recesses and projections, balconies and variations in materials and finishes.



(Maroochydore)
Windows and balconies should overlook the street and other public places.



(Redcliffe)
Blank walls fronting the street should be avoided.

(Chermside)
High buildings provide vertical articulation through a distinct top, middle and base section.

(Maroochydore)

- Garages should be setback at least 1m behind the main building line.
- Car ports and domestic outbuildings should not be located within the front setback.
- For 2 storey buildings the garage should be recessed back from the second storey.

(Cotton Tree)

- Facades should be designed with an appropriate scale, rhythm and proportion, which respond to the building's use and the site context.
- The design of buildings and the materials and finishes used should respect the existing or future character of the area.

(Redcliffe)

(Maroochydore)

- Dwellings include elements (colours, materials and finishes) and features (roof forms, balconies, porticos) that distinguish one dwelling from another.
- Pedestrian entries should be easily identifiable.

(Maroochydore)

- Roofs include pitches, gables, skillions or other features.
- Variation in colours textures and materials, recesses projections lines (horizontal, verticle, angular).

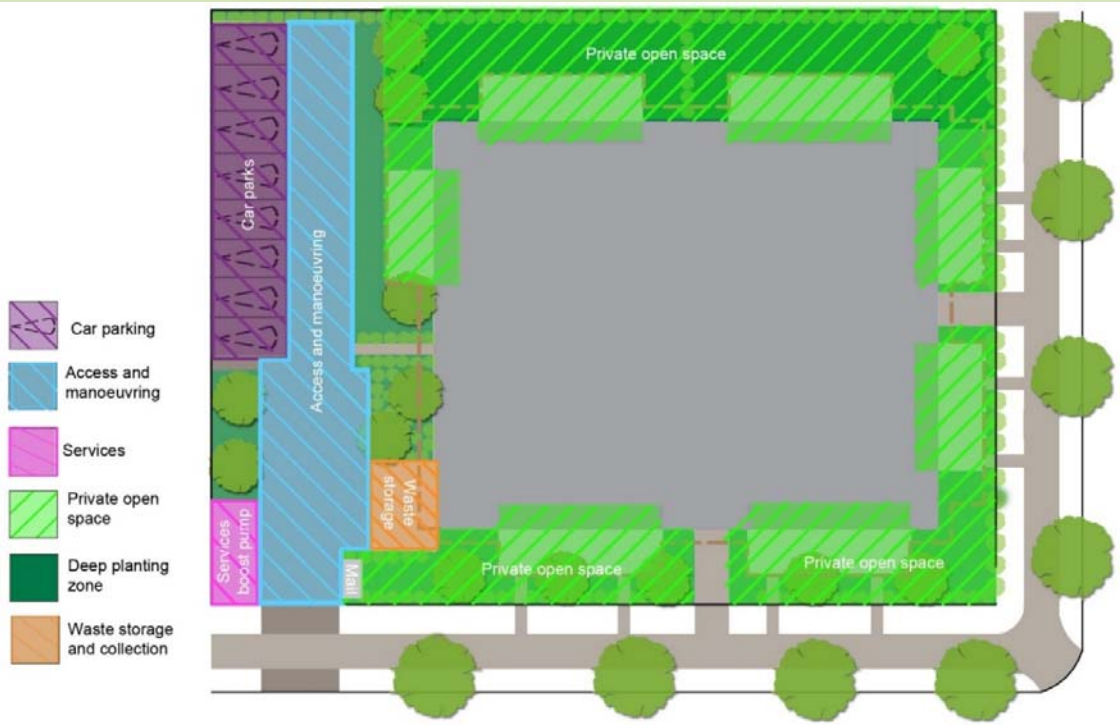
7. Site planning and design

(North Lakes)

7.1 Site area

When looking for an allotment to develop or designing development on a particular allotment, consideration needs to be given to all the elements that take up land area and will ultimately influence the size of the allotment needed. Elements such as vehicle access; manoeuvring and parking; deep planting areas and setbacks; bin enclosures; outside drying areas and private open spaces all need to be integrated into the design of buildings and will impact on the potential yield on a site.

Car parking +
Access and manoeuvring +
Services +
Waste storage and collection +
Private open space +
Deep planting



It is important that the development is located on a lot which has an area and dimensions capable of accommodating a well-designed and integrated building and associated facilities including:

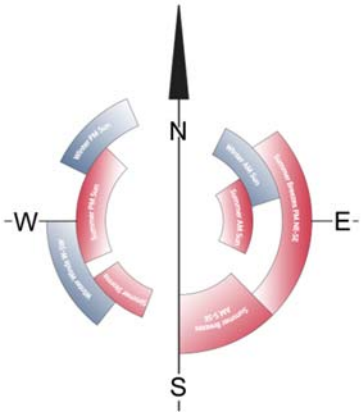
a. vehicle access, parking and manoeuvring areas;
b. efficient and useable communal (for Rooming accommodation or Retirement facility with dependant living) and private open space areas;
c. deep planting zones and landscaping;
d. adequate buffering to adjacent properties.

The following table indicates an indicative minimum area and minimum primary road frontage, depending on the overall height of the proposed building.

Height of building	Minimum lot area	Minimum primary road frontage
12m or less	800m^2	20m
>12m - 21m	1000m^2	25m
>21m - 27m	1600m^2	30m
>27m	2400m^2	35m

7.2 Private open space

The provision of private open space in any residential development is critical, particularly in a sub-tropical climate, as found in South-East Queensland.



The location and orientation of private open space is a critical element of good site planning. From mid-Autumn to mid-Spring, the sun tracks a path through our northern hemisphere making the southern sides of dwellings, shaded, cold and uninviting areas. Locating private open space and by association living areas on the northern side of buildings, improves access to warmth and light during the coolest half of the year.

Private open space also needs to be carefully located to provide a usable and functional private area for the user. With dwelling diversity comes a variety of private open space options, no longer is the backyard the only or even the best solution. Ideally the primary private open space area for a ground floor dwelling is located away from public areas to maintain privacy. This does not preclude dwellings from containing small front gardens etc. as these contribute greatly to the amenity of streetscapes.

While front yards have the ability to contribute greatly to casual surveillance and neighbourly interaction there is also a risk that site specific solutions implemented by an owner or tenant (e.g. high solid fencing, reeds etc.) can more often than not, have an adverse impact on streetscape amenity and casual surveillance.

Above ground dwellings are able to implement dwelling or site specific solutions to ensure privacy while maintaining casual surveillance. Therefore, the private open space areas for above ground dwellings are encouraged to adjoin and address streets and public areas.

Ground level dwellings

Example: Multiple dwelling, townhouse

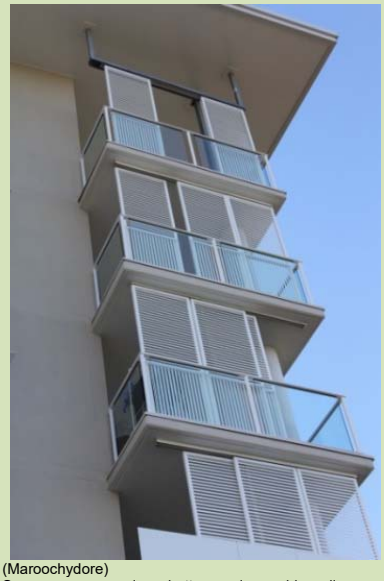
(Fitzgibbon)
For ground floor dwellings private open space should be located behind the main building line and not in the front building setbacks.

Example: Dwelling house on a narrow lot

For ground floor dwellings private open space can be provided in the form of private courtyards directly accessible from living areas. It is important to ensure that courtyards are generous in size, well landscaped and allow good light penetration into apartments.

Above ground dwellings

(Maroochydore)
Provide balconies with operable screens, juliet balconies or operable walls/sliding doors with a balustrade in specific locations where noise or high winds prohibit other solutions e.g. along rail corridors, on busy roads or in tower buildings.

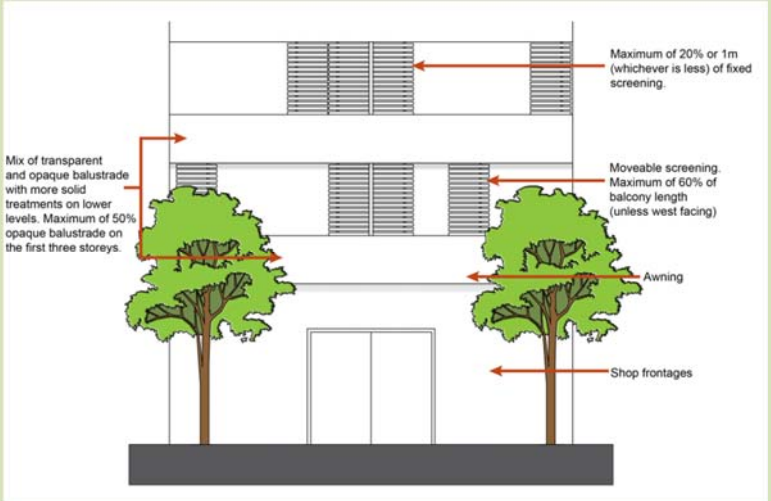


(Maroochydore)
Sun screens, pergolas, shutters and operable walls should be utilised to control sunlight and wind.

(Kawana)
Where balconies are used to house equipment and plant such as clothes drying, air conditioners etc. this equipment should be screened.

(Maroochydore)
Balconies that are partly recessed rather than projecting fully beyond the line of the building give users a better sense of privacy and utility.

(Maroochydore)
Solid balustrading can provide privacy to balconies whilst also facilitating surveillance.



7.3 Communal facilities

Communal facilities can play an important part of some residential uses. Where provided, communal open space should be functional and usable and located to reduce impacts on the amenity of other users of the site and adjoining properties.

(Maroochydore)
Communal open space must be usable and provide reasonable levels of amenity.

(Taringa)
Communal open space should be easily accessible from the dwellings and other occupancies it serves and of a size and design suitable for intended users.

(Tarings)
Solar access to communal open space should be maximised.

(Taringa)
Adequate irrigation, wind protection and shade should be provided.

(Taringa)

(Taringa)

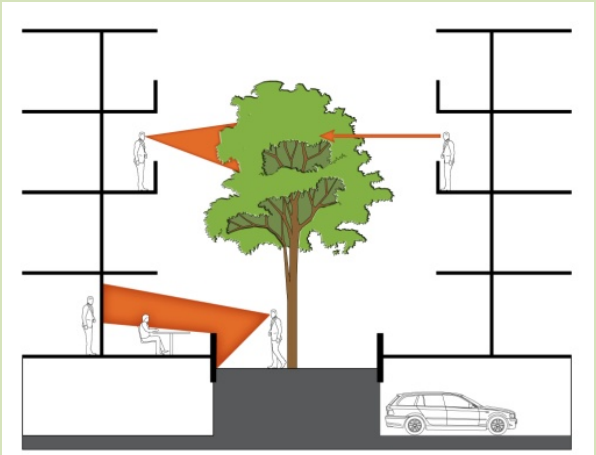
7.4 Car parking

Car parking is an essential feature of any residential development, however car parking areas that are poorly designed or located can dominate the streetscape resulting in inactive spaces at the front of dwellings and diminish the attractiveness of the street. To combat the potential impacts, site planning and building design should consider the following elements:

- garages should not dominate the streetscape;
- for apartments and townhouses:
  - parking spaces gain access via internal driveways;
  - car parking areas are located behind the front of the building;
  - semi-basement car parking should be considered in residential areas, allowing a raised ground floor for privacy and a naturally ventilated basement.

(Maroochydore)
Garages and car ports are to be setback from the frontage to reduce the visual dominance on the streetscape and allow tandem spaces for cars

(Maroochydore)
Garages adjoin a lane ensuring they do not dominate the streetscape.

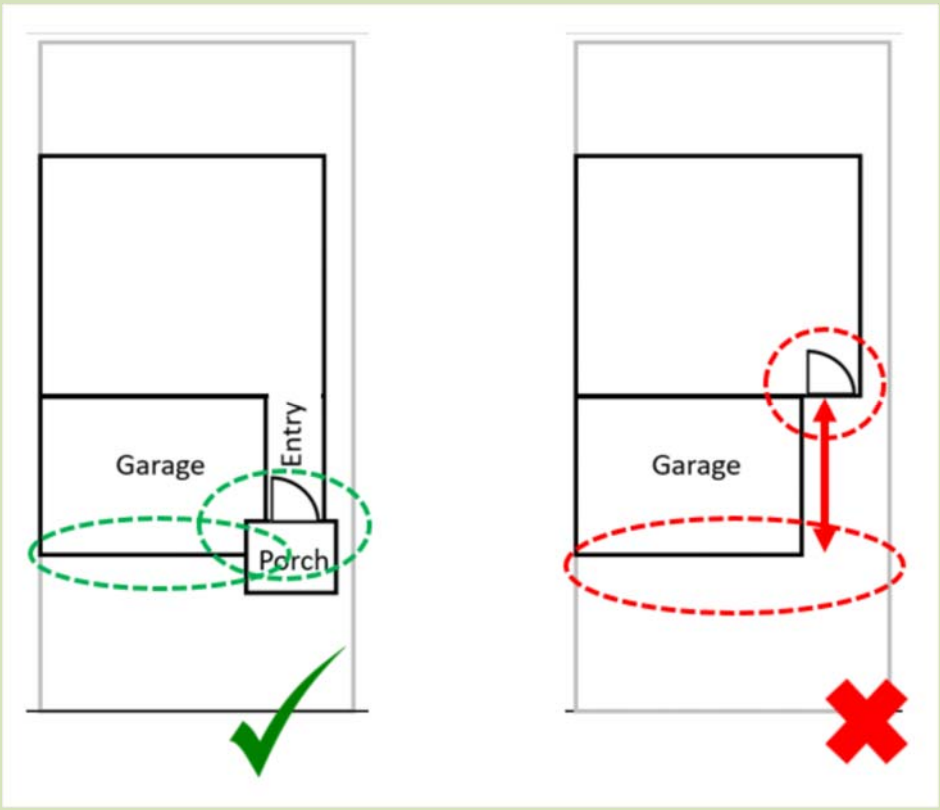


- Semi-basement car parking should be considered in residential areas, allowing a raised ground floor for privacy and a naturally ventilated basement. Landscaping should be used to screen the semi-basement.
- Basement car parking should not interfere with deep planting.

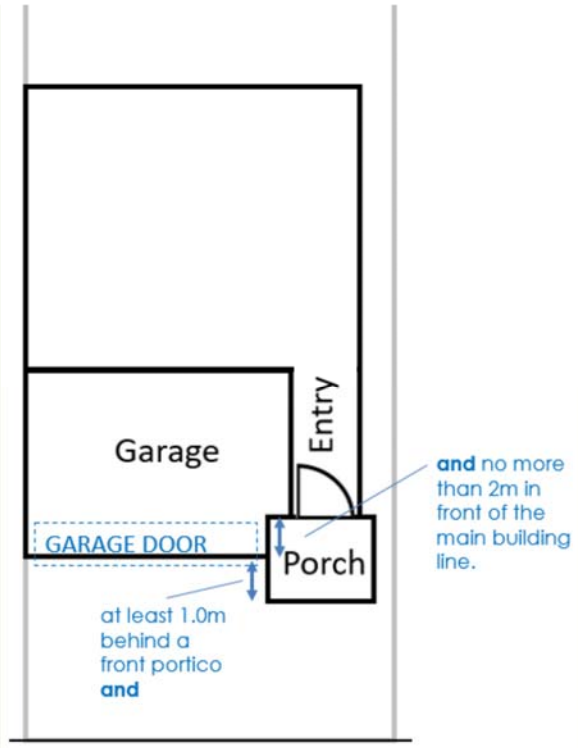
(Cotton Tree – side view. Vehicle access is from the secondary street frontage)
For Multiple dwellings:

- at grade parking areas should be avoided. Any at grade parking should be located at the rear or side of the site, away from primary frontages and include elements to reduce noise, and lighting impacts on dwellings within the site and adjoining properties;
- car parks and vehicle access ways should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where windowsills are at least 1.4 metres above the access way;
- where provided visitor parking is to be discernible from the street; clearly signposted; not located behind a security barrier and not placed in the deep planting zones within front setback areas.

Garages and carport openings on narrow lots less than 12.5 metres

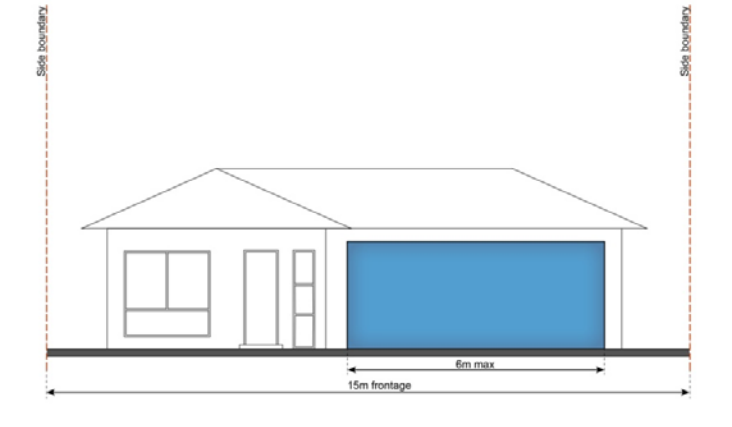


Carport/Garage openings relative to the location of the front porch/portico or the like and the main building line.

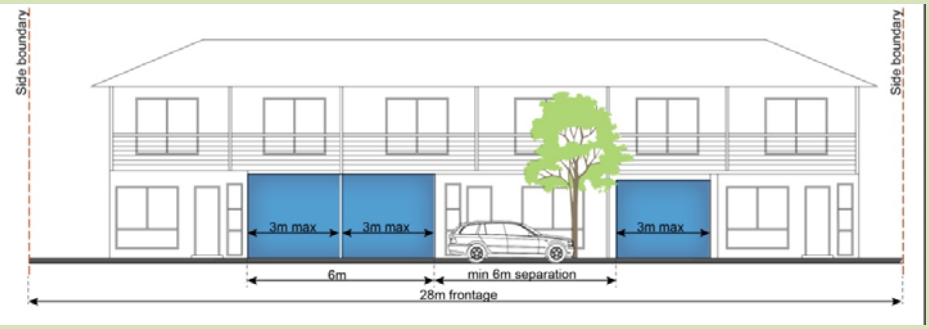


Example: Dwelling house – lot frontage less than 12.5m adjoining a laneway.

Example: Dwelling house – lot frontage less than 12.5m non-laneway frontage. Single storey is 3m if no porch/portico or the like, double storey is 6m.



Example: Dwelling house – lot frontage of 12.5m or greater.



Example: Garage and carport openings

Example: Garage and carport openings

(Suttons Beach)
The above example utilises a combination of landscaping and solid rendered balustrade to reduce the visual dominance of a protruding basement.

(Margate)
The above example uses an architectural feature forming part of the building as a way of screening ground floor parking areas.

(Clontarf - Angled side view to see screening treatments)
Mail collection, landscaping and an architectural feature forming part of the building all work together in this example to reduce the visual dominance of ground floor car parking areas.

(Clontarf - Front on view to see screening treatments in effect)
Mail collection, landscaping and an architectural feature forming part of the building all work together in this example to reduce the visual dominance of ground floor car parking areas.

(Margate - Angled side view to see dwellings adjoining the street)
The above example includes dwellings that adjoin and orientate towards the street with ground floor car parking located behind.

(Margate - Front view to see ground floor parking behind dwellings)
The above example includes dwellings that adjoin and orientate towards the street with ground floor car parking located behind.

7.5 Cycle parking

Encouraging the use of alternative transport modes such as cycling is important. Facilities should be provided in new residential developments that make it easy for residents and visitors to choose to use bicycles. The integration of secure, weather protected storage areas close to the entry/exit points of a site make it convenient for users.

(Maroochydore)

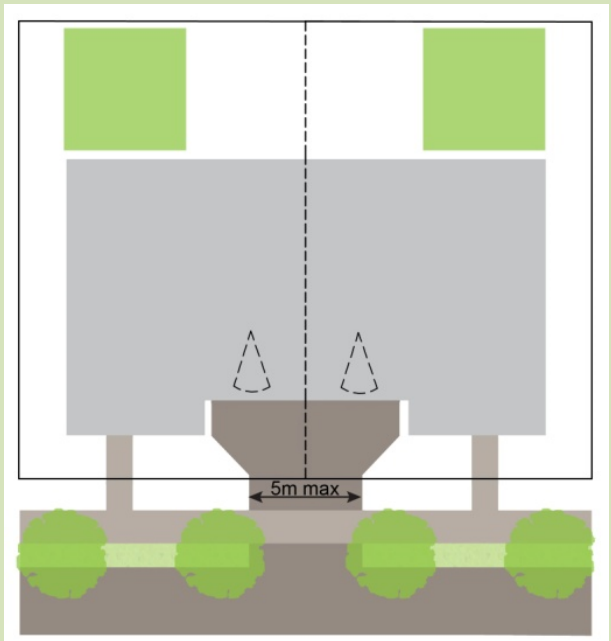
(Caboolture)

(Caboolture)

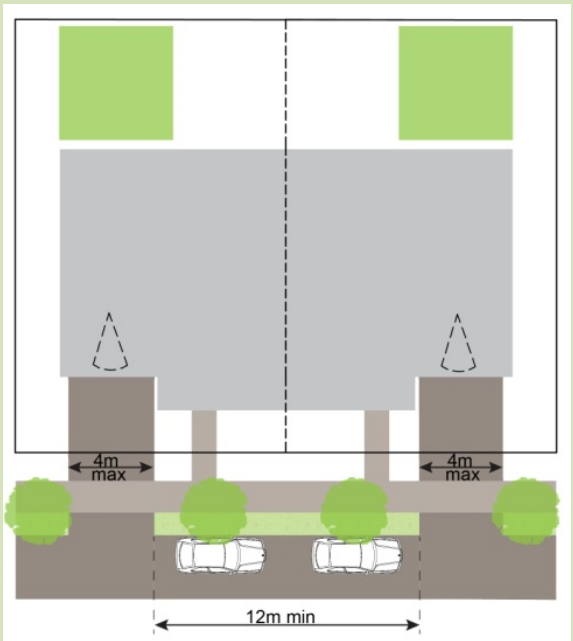
7.6 Access and driveways

Like car parking, access and driveways are an essential element of any residential development, however if poorly designed or located they dominate the streetscape with excessive hard stand areas, prevent on-street parking, impact on the safety of pedestrians and walkable neighbourhoods and have a negative impact on traffic flows and adjoining residential uses. Access and driveways should be designed to:

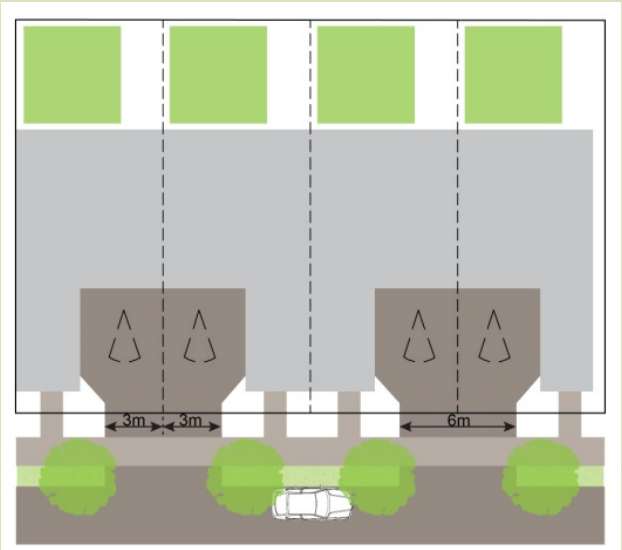
a) be consolidated, shared or paired up whenever possible;
b) where not paired up driveways should be separated to allow adequate space for on-street parking;
c) not locate excessive hardstand areas within the front setback;
d) driveways should be setback from side are rear boundaries or include screening and buffering to adjoining residential activities.



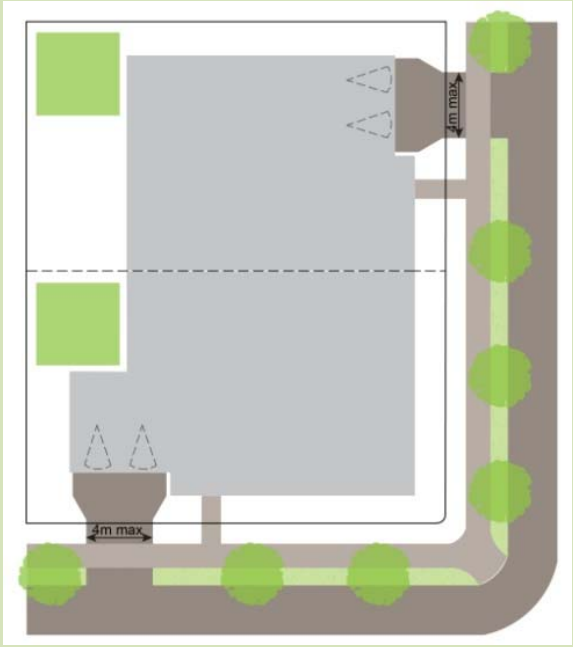
Example: Dual occupancy – shared driveway



Example: Dual occupancy – one driveway per frontage or separated.



Example: individual driveways. 1 3m wide crossover per 7.5m of primary foad frontage.



Example: Dual occupancy – corner lot separate driveways.

Example: Multiple dwelling – shared driveway.

(Cotton Tree – side view. Vehicle access is from the secondary street frontage).
Development:

- ensures any vehicle movement or vehicle parking areas along the side or rear boundary are acoustically screened from adjoining dwellings;
- provides a 3m wide vegetated buffer next to any movement or parking areas along the side or rear boundary;
- is separated from habitable windows to minimise noise and fumes disturbance;
- ensures that a hardstand or maneuvering areas situated on or above ground level (e.g. ramps) are located to minimise noise disturbance;
- incorporate different materials, textures and colours to driveway pavements to break up large hard stand areas, and highlight the priority of pedestrian footpaths.

(Chermside)
Street numbers should be clearly visible.

(North Lakes)
Multiple dwelling unit identification display board for visitors and emergency vehicles.

7.7 Landscaping

The landscaping within a development provides many functions; therefore the design of landscaping on site needs to be carefully considered to:

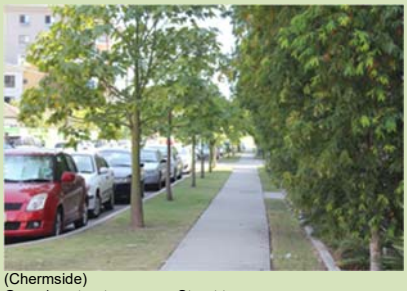
a) ensure it integrates with the overall site layout and building design;
b) reduce the urban heat island effect and enhance and improve micro-climate conditions;
c) contribute to local biodiversity;
d) consider the retention of existing mature vegetation and planting of large trees on the site;
e) integrate water sensitive urban design.

(Maroochydore)
Greening streetscape e.g Green walls with the help of climbing species

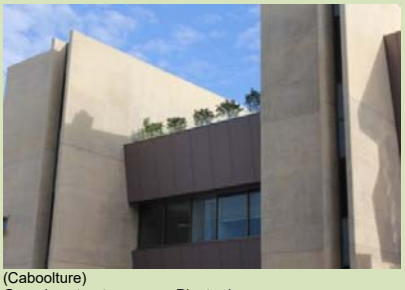
(South Bank)
Greening streetscape e.g Green walls with the help of climbing species.

(Maroochydore)
Greening streetscape e.g front landscaping

(Chermside)
Basement car parks that protrude above natural ground level are setback behind screen landscaping, not just street trees as shown above.



(Chermside)
Greening streetscape e.g Street trees



(Caboolture)
Greening streetscape e.g Planter boxes

For buildings that are setback from the street frontage they should include front landscaping.

5% of the lot area contains a deep planting zone with a minimum dimension of 4m.

7.8 Calculating Deep planting zone

The deep planting zones aim to provide large canopy trees with enough open space to develop naturally and reduce the risk of trees causing long-term structural problems to buildings / hard surfaces. Tree Planting Zones allow for designers to easily determine how much space is necessary to allow for large canopy trees to both meet Council permit requirements and to reduce the potential conflicts between trees and buildings. In addition to hard landscaping, for the life of the tree, storage and other detrimental activities within tree planting zones must be avoided.

Council requests the provision of large canopy trees for a number of reasons. These reasons can include (but are not limited to); replacement planting for trees being removed due to a development, maintenance of streetscape and neighbourhood character or reinforcing indigenous vegetation in an area of environmental importance.

The planting of trees can provide a number of social, communal, environmental and even financial benefits. Although a tree may be located on a single property, it can have a massive effect on the overall character and visual aesthetic of a whole neighbourhood. Trees can be used to emphasize or screen-out views. They provide a background and soften the often harsh appearance of the built urban environment. Trees can complement architecture if placed in the right locations and do not have to be used to only block views to a building. Trees can be used to control an areas microclimate and improve the local environment by improving air quality, providing shade, reducing the effects of wind and creating habitat for wildlife. Financially, trees can be used to reduce energy costs by providing shade in summer and providing a wind break in winter. Well landscaped homes are also more valuable than non-landscaped homes.

Development provides 5% of the lot area with deep planting zones with a minimum dimension of 4m.

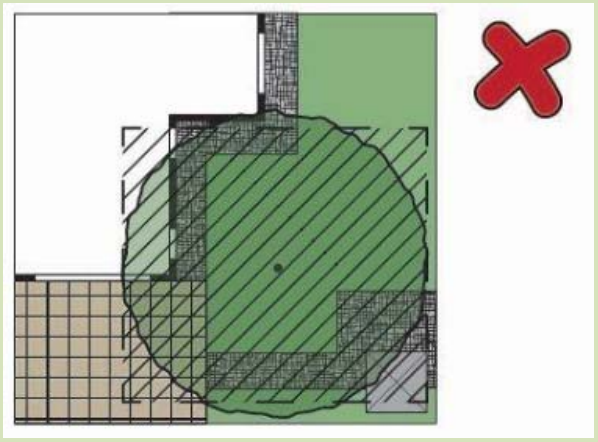
Note - Refer to Planning scheme policy - Integrated design for guidance in selecting suitable species.

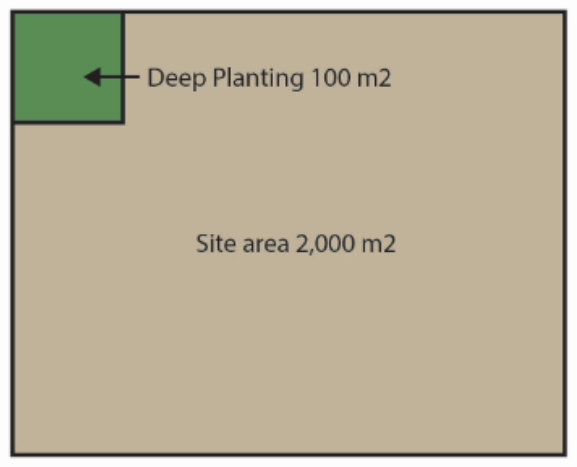
Note - Deep planting zones can be provided in private or communal open space or in front landscaping strip(s).

Deep planting zone means - and area of the site

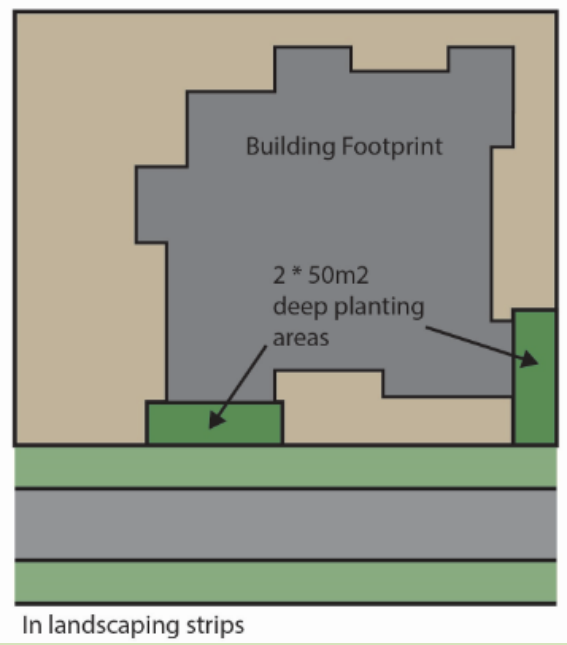
e.g. 2000m2 lot
5% = 100m2.

Tree canopy and root zones must be clear of major structures, buildings infrastructure so as to not cause potential for damage.

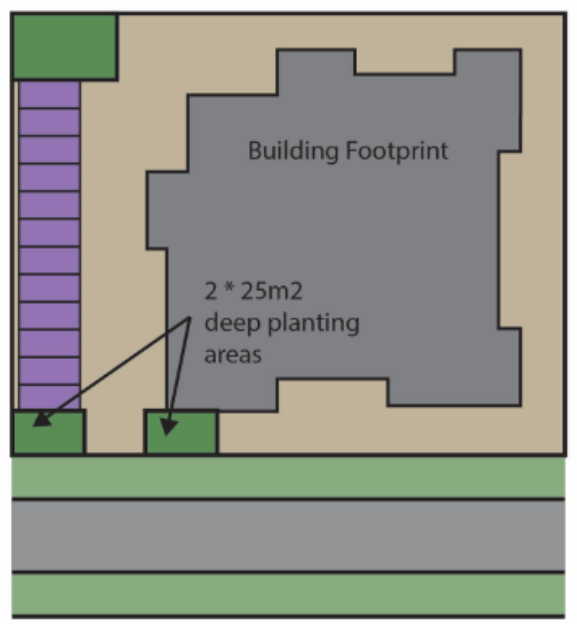




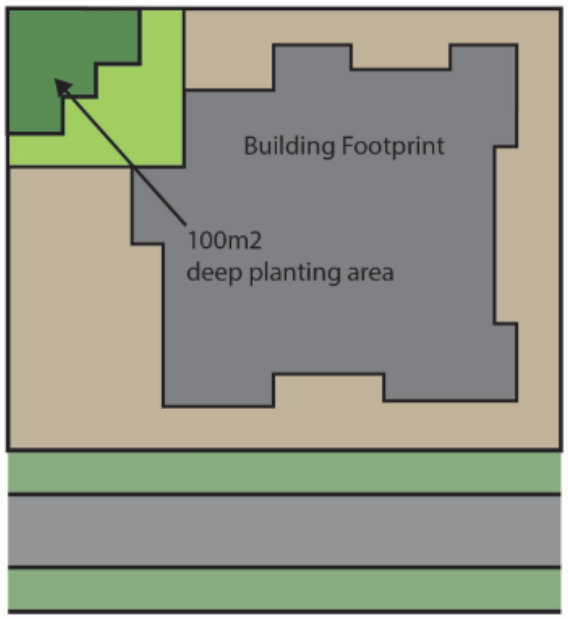
Required amount of deep planting.



In landscaping strips



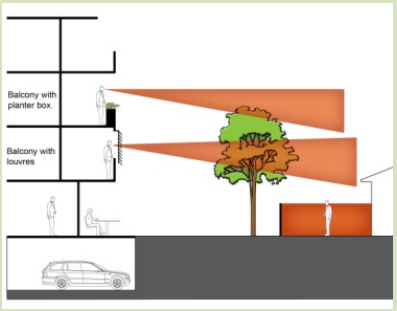
To hide parking areas



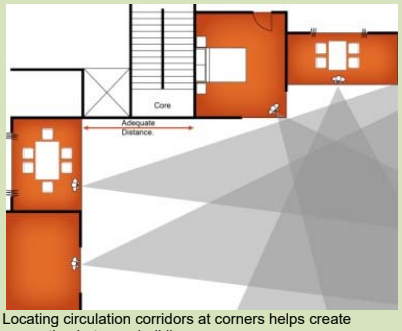
As part of communal garden

7.9 Privacy

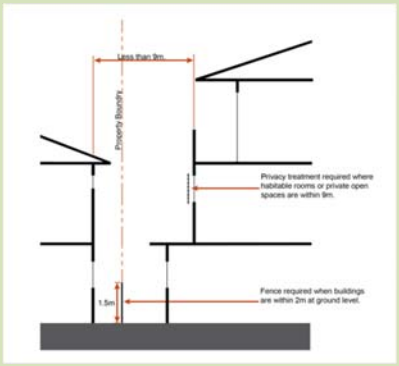
Dwellings should be designed and located on site to limit views into the secluded private open space and habitable room windows of dwellings within a development and on adjoining properties.



Minimise overlooking through the use of louvres and balcony planter boxes.

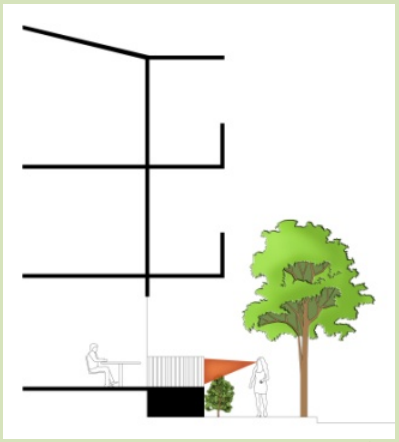


Locating circulation corridors at corners helps create separation between buildings.

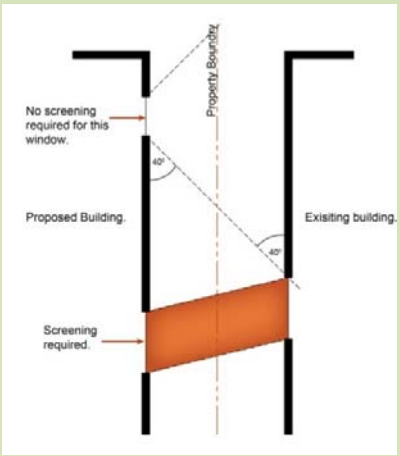


Habitable room windows, balconies, terraces, decks and patios should be designed and located to avoid direct views into secluded private open space and habitable windows of existing dwellings, within a horizontal distance of 9m.

(Maroochydore)
Solid balustrading for lower level apartments increases privacy while maintaining casual surveillance.



Raised terrace and vegetation screen provides privacy for units adjoining public or communal spaces.



Offsetting adjacent habitable room windows and balconies

(Maroochydore)
Screening can be used to direct specific views.

(Maroochydore)
Fixed screening over windows is <u>not</u> a desirable solution to overlooking as shown above. Windows should be offset or have an appropriate separation distance.

(Maroochydore)
design solutions such as louvered screens with specific views, operable or fixed vertical louvres or planter boxes along the edge of balconies should be utilised to limit sight lines. Obscure glazing is the least desirable screening method for apartments.

7.10 Subtropical design

Development is designed to consider sub-tropical climate through maintaining an open and permeable built environment maximising prevailing breezes, connect indoors and outdoors in an integrated design, incorporating landscaping and architectural features to provide shelter and reduce the impacts of climatic conditions including sun, wind and rain.

(Cotton Tree)
Breezes are blocked when screens are not carefully designed. Adjustable screens can block sun when needed and provide privacy for both occupants and neighbours.

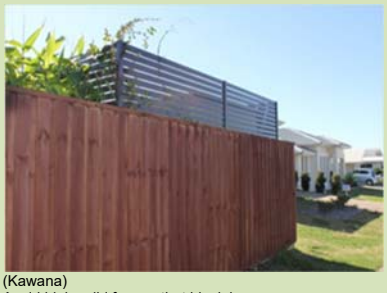
Instead of blocking wind movement louvres or other window systems that hinge or pivot should be incorporated to allow full use of the available opening. They can also act as wind scoops, improving ventilation and air flow regulating wind speed and direction.

(Varsity Lakes)
Houses and gardens should coexist. Plantings between buildings provides visual privacy and porous ground surfaces absorb rainfall and do not obstruct overland flow of water.

(Chermside)
Balconies that are too small and too exposed do not support outdoor living as shown above. Balconies should be deep enough to gather around a table.

(Narangba)
Dwellings achieve effective transition from indoor to outdoor spaces with large windows and doors opening onto shaded verandahs and patios.

(Caboolture)
Allow large shade trees to flourish in both private and public spaces. Preserve significant shade trees as valuable community assets. Promote longevity of trees by providing sufficient unobstructed growing space above and below ground.



(Kawana)
Avoid high solid fences that block breezes.

7.11 Site services and utility areas

Site services and utility areas should be designed and located to ensure they do not dominate or visually clutter the streetscape, are easily maintained, accessible, fit for purpose and attractive and minimise the negative impacts of site services (e.g. noise, safety, visual impacts etc.) on the amenity of public areas and other dwellings.

(Maroochydore)
High fencing in line with the main building line with a gate can provide both screening for bin storage areas and ensure convenient access to collection point.

(Maroochydore)
Visual clutter created by utilities should be screened in laneways.

(Maroochydore)
Utilities such as bin storage, booster pumps and electrical transformers should orientate along internal driveways, perpendicular to the street frontage.

(Maroochydore)
Services such as fire hydrants and electrical transformers should not be visually prominent at the streetscape. Screening and landscaping should be utlised to reduce the visual dominance utility areas have on the streetscape and adjoining sites.

(Maroochydore)
Semitransparent screening combined with landscaping can reduce the visual dominance of utilities while maintaining their visibility.

(Kawana)
Screening of stairwells, and air conditioning units whilst maintaining ventilation.

(Kawana)
Screening of stairwells, and air conditioning units whilst maintaining ventilation.

(Maroochydore)
Screening of air conditioning units can add visual interest to the building.

(Chermside)
Mail boxes should be protected from weather, located close to the building entry so as to not create conflict between pedestrians and vehicles. Mail boxes can achieve good streetscape outcomes where they strengthen the sense of address for the building and activate the street frontage.

(Kawana)
Screening of roof top structures needs to be considered.

7.12 Lighting

Lighting is to maximise safety and minimise adverse impact on residents and neighbours.

(Caboolture)

(Caboolture)

(Caboolture)

7.13 Waste management

The management of waste includes functional storage areas that do not dominate the streetscape. Storage areas can be co-located in garages, allocated car parking areas or incorporate into building design. Storage areas are not contained within dwellings.

Bin storage – Individual bins

(Maroochydore)
High fencing in line with the main building line with a gate can provide both screening for bin storage areas and ensure convenient access to collection point.

(Maroochydore)
High fencing in line with the main building line with a gate can provide both screening for bin storage areas and ensure convenient access to collection point.

(Maroochydore)
Individual bins are not to be stored in an enclosed structure (e.g. garage) unless ventilated, are able to be moved from storage area to the collection point without travelling over steps or through habitable rooms and are screened from public places.

(North Lakes)
Screened bin areas must be provided and carefully designed for Dwellings on narrow lots .

(Fitzgibbon)
Screened bin areas should be provided in lanes.

Bin storage – Shared bins

(Chermside)
Bin storage areas are to be screened and aesthetically treated to not be overbearing or visually dominate the streetscape.

(Maroochydore)
Bin storage areas are not located adjacent to living and eating areas of any residence.

(Maroochydore)
Bin storage areas are to be of a sufficient size to allow for manoeuvring and cleansing.

(North Lakes)
Accessible to the collection point.

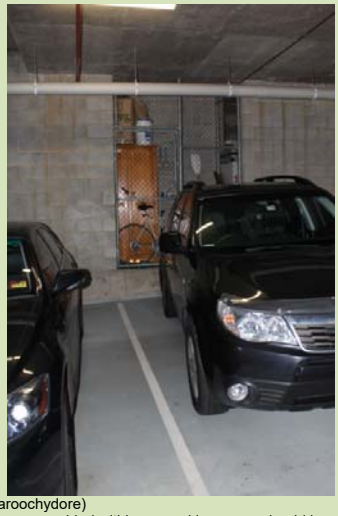
(North Lakes)

(Redcliffe)
Covered bin storage areas should be well ventilated.

7.14 Storage

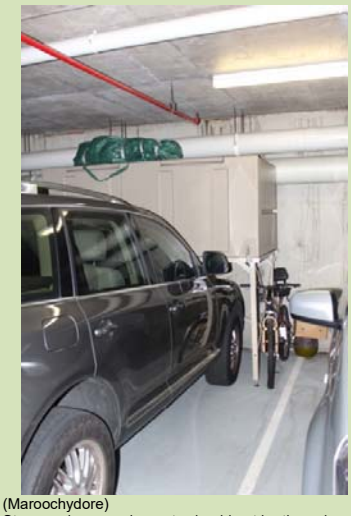
Adequate storage facilities should be provided for each dwelling.

(Maroochydore)
Each dwelling should have convenient access to secure storage. Storage spaces should be clear of any services and other obstacles.



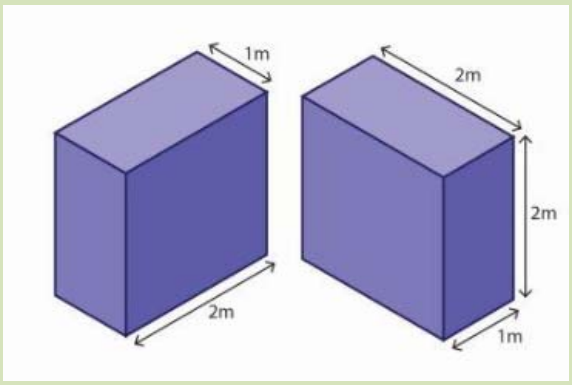
(Maroochydore)
Storage provided within car parking areas should be easily accessible.

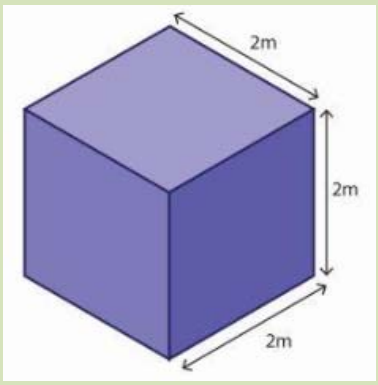
(Maroochydore)
Storage space does not include bicycle parking and should be provided in addition to the required bicycle parking space.

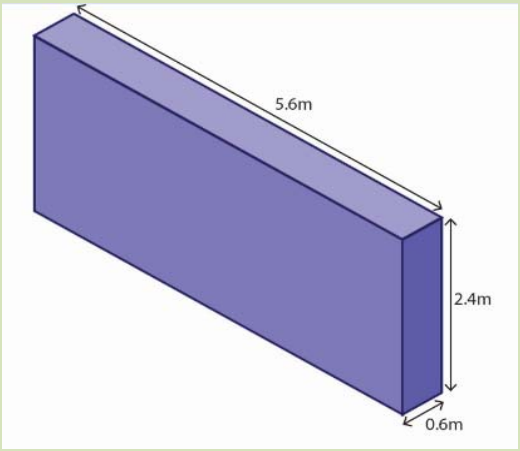


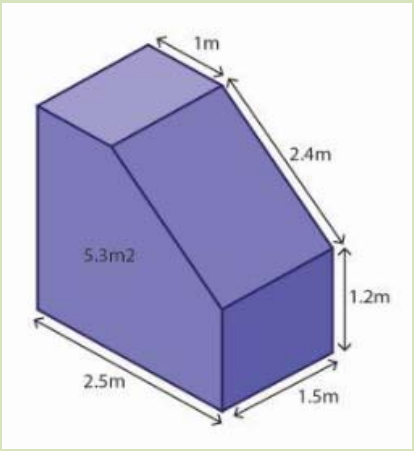
(Maroochydore)
Storage above car bonnets should not be the only storage provided for occupants.

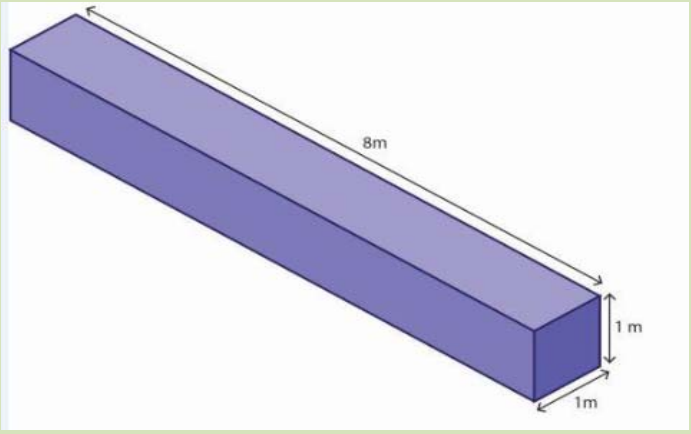
Examples of how 8 cubic metres of storage can be provided.

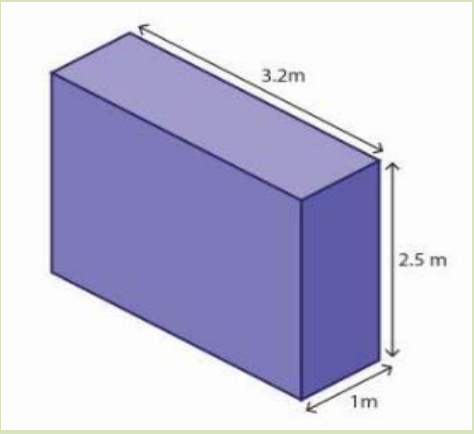










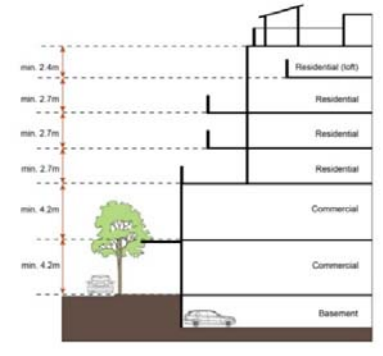


Possible locations for storage include:

a) Cavity under staircase
b) Cupboard/shelving spaces at end or side of garage/parking space
c) Shed/Lawn Lockers in private open space area
   (Note: does not count towards POS area)
d) Additional cupboards/storage space within unit
   (Note: excludes wardrobes, laundry cupboards, kitchen cupboards, etc.)
e) Private storage lockers/rooms in basement or on ground floor of multi-storey unit developments.

7.15 Adaptable development

Land within or in proximity to a centre and public transport node is efficiently used to capitalise on the activity generated by the centre and transport not for retail and commercial purposes and to contribute to the character and activity of the area.



(Chermside)

(Maroochydore)
Awnings and street furniture can be added once the ground floor is converted to a non-residential use.

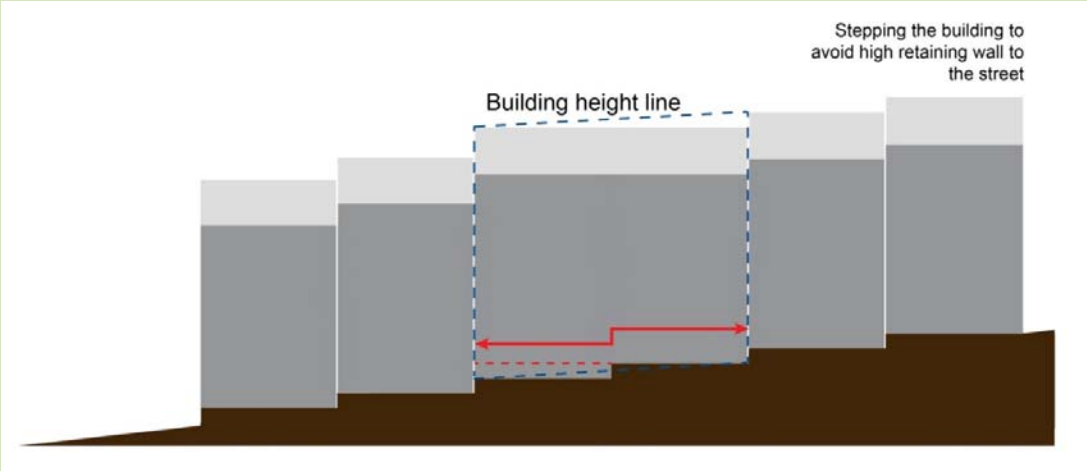
(Caloundra)

(Maroochydore)
Separate entrance for residential uses should be provided in mixed use buildings.

(Maroochydore)
Mixed use buildings should open out onto public spaces e.g. streets, open space or plazas etc.

7.16 Sloping land

The development of sloping sites should avoid cutting and filling as it destroys the local ecology and reduces opportunities for natural ventilation. Development should utilise alternative dwelling types (e.g. terrace housing) and step the building to respond to a sites topography rather than excessive cutting and filling.



Buildings with sloping frontages should be stepped to avoid high retaining walls.

(North Lakes)
Stepped terrace housing

(Narangba)

(Narangba)

7.17 Laneway development

Development adjoining a laneway should be designed to ensure good levels of passive surveillance into, along and through lanes and a reasonable level of amenity and landscaping. Where front door access to a loft apartment is via the laneway, building design should also considered passive surveillance, amenity and landscaping, easy access to visitor car parking accommodation on surrounding streets, pavement treatments, lighting and adequate sight lines for vehicles and pedestrian.

(Maroochydore)

- All vehicle access is to be via the laneway.
- Deep laneway lots are able to accommodate additional tandem car parking.

(Maroochydore)
Screened garbage bin storage areas with fencing and gates to reduce the dominance of garbage bins on the lane.

(Fitzgibbon)
If a dwelling only has frontage to a lane it should address the lane.

(Fitzgibbon)
Landscaping is maximised within the lane to break up the dominance of garages and delineate boundaries between lots.

(Fitzgibbon)
Front - adjoining park

(Fitzgibbon)
Rear – adjoining lane

(Fitzgibbon)
Front - adjoining street

(Maroochydore)
Front – adjoining park

(Maroochydore)
Rear – adjoining lane
Fencing to a lane can be 1.8m high and 0% transparent to screen private open space and servicing areas.

(Maroochydore)
Front – adjoining park
Dwellings should face the non-laneway frontage

(Maroochydore)
Rear – adjoining lane
Lanes should reduce areas for concealment.

(Fitzgibbon)
Front – adjoining park and street beyond

(Fitzgibbon)
Rear – adjoining lane
Fencing providing privacy to private open space

6.18 Visual Impact Assessment

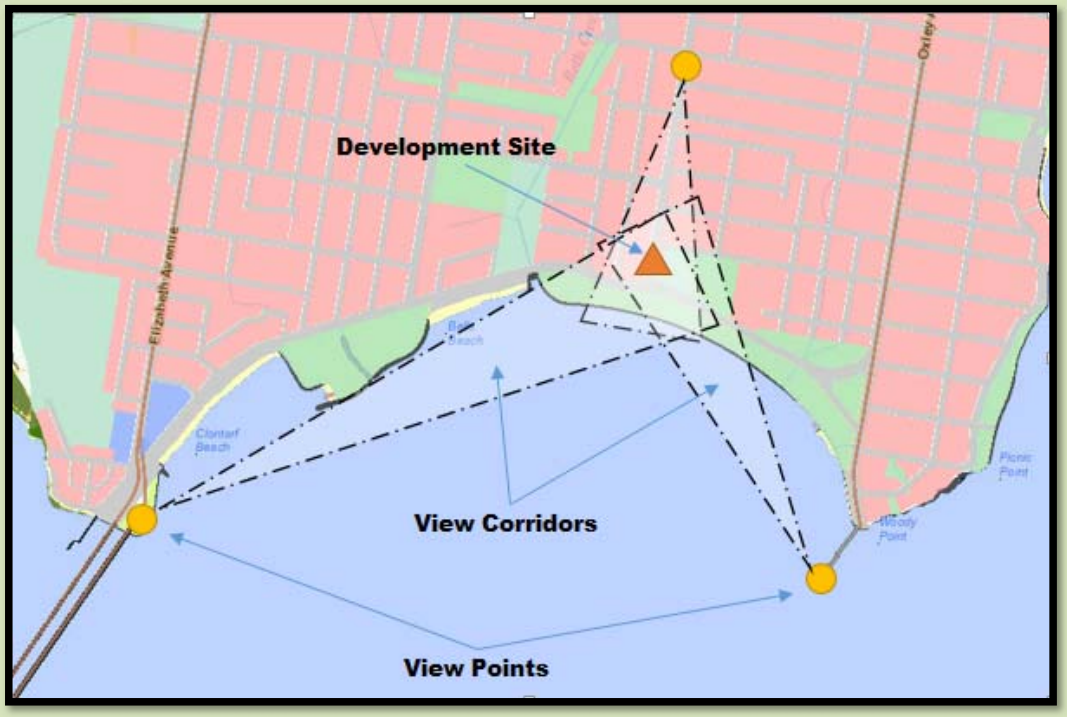
A visual impact assessment may be required where a development proposal departs from the criteria set by the planning scheme, in particular with regards to the maximum building heights, and addresses the potential for impact on the natural landscape and existing built form of the area in which the developed is proposed.

A Visual impact assessment requires the consideration of all built form matters (e.g. height, setbacks, site cover, building bulk and mass, articulation, roof form and other design aspects) from a variety of perspectives (or Public View points) to ascertain if a proposal will result in a positive contribution. Depending on the type of proposal and likely impacts, consideration from view points within private property may also be required.

View points include prominent publicly accessible locations (such as roads, parks, beaches, lookouts, etc), and are to be selected where the view corridors from that view point will include the proposed development. View points must include approaching views of the proposed development from all directions along the relevant street and active transport network as a minimum. View point photos or rendered perspectives are to be taken from eye height to represent a human perspective from the selected view point.

The visual impact assessment must address the following matters where relevant:

a) Description of the visual components of a proposal.
b) Identification of the limitations and assumptions of the assessment.
c) Review and evaluation of existing natural environment (i.e. landform, vegetation) and built environment (i.e. land uses and other built form components such as structures, signage, bridges).
d) Identification and discussion of sensitive receptors within the surrounding area, and selection of view points. The use of Geographical Information System datasets (i.e. contours, lidar, zone/precinct and overlay mapping, aerial photography and on-site verification / photographs of view corridors) is to be included to justify the appropriateness of the selected View points and View corridors. For larger developments 3d rendered digital graphics files may be requested that can be uploaded into councils GIS software for interrogation.
    a. File formats accepted include Sketchup (.skp), Collada (.dae), and OBJ files (.obj)
e) Discussion and assessment of how the proposal is designed with respect to setbacks, site cover, building bulk and mass, articulation, roof form and other design aspects, to offset and mitigate the possible impacts of the proposed height.
f) Assessment of the impact on visual amenity and character within the view corridors from public view points in the wider area, as well as from the street and adjoining land, a result of the proposed development. The assessment is to consider both the existing character/land uses and building heights, possible future development in accordance with the outcomes for the precinct and zone, as well as the height/bulk and screening qualities of topography and significant vegetation both on and external to the site. Refer to figures below for examples of public view points selected from wider area, street and adjoining land.



Example of possible view points and corridors from wider local area. (above)

Example of possible view points from street and adjoining properties.

8. References and resources

Council of Mayors (SEQ) Revision 2- May 2012, *Medium Density House, Model Planning Scheme code*, Queensland.

Moreland City Council DRAFT 3 October 2012, *Moreland Higher Density Design Code*, Victoria.

Brisbane City Council and the Queensland Government August 2011, *Residential Form Handbook*, Queensland.

WA Government and WA Planning Commission August 2013, *R-Codes State Planning Policy 3.1 Residential Design Codes*, Western Australia.

Landcom August 2009, Housing diversity guide, Working draft for discussion.

Landcom May 2011, *Residential Density guide,* http://www.landcom.com.au/news/publications-and-programs/residential-density-guide.aspx.

ULDA, March 2010, *Residential 30*, Queensland.

Council of Mayors (SEQ) 2011, *Next Generation Planning*, Queensland.

DSDIP http://eisdocs.dsdip.qld.gov.au/Port%20of%20Gladstone%20Western%20Basin%20Dredging/EIS/appendix-x-scope-and-methoodology-for-visual-impact-assessment.pdf

Banyule City Council, January 2011, Tree planting Zone Guidelines, http://www.google.com.au/url?sa=t&rct=j&q=&esrc=s&source=web&cd=2&ved=0ahUKEwi51fOOwvXPAhXPQpQKHYvZCiEQFgghMAE&url=http%3A%2F%2Fwww.banyule.vic.gov.au%2Ffiles%2F62a74319-97db-411e-bb78-a20c00f86a06%2FTree-Planting-Zone-Guidelines.pdf&usg=AFQjCNGy7jWoOhWzY1bXb6JvB0qbsLPpmg

End Notes

Amendment Number: 2 **Adopted: 27 June 2017** **Effective from: 3 July 2017**	
Planning Scheme Policy Reference	**Summary of amendment**
-	• Amendment to reflect the terminology used in the *Planning Act 2016,* the *Planning Regulation 2017* and related state planning instruments.
Amendment Number: 3 **Adopted: 12 December 2019** **Effective from: 29 January 2020**	
Planning Scheme Policy Reference	**Summary of amendment**
-	• The overall purpose and general effect of the adopted amendments to the existing planning scheme policies are to reflect changes proposed to planning scheme provisions; to provide better guidance by including more examples and illustrations; and to specifically address earth retaining structures.