

## CHAPTER 5 – OVERLAY CODES

### PART 15 REGIONAL PLAN OVERLAY CODE

#### Division 1 Applicability of the Regional Plan Overlay Code

##### 1.1 This code applies to development:-

- (1) that is located<sup>1</sup> in areas shown on *Overlay Code Map 15 – Regional Plan* as:
  - (a) Strathpine Major Activity Centre and Transit Oriented Development Site; or
  - (b) Potential Transit Oriented Development Sites; **and**
- (2) referred to as “code assessable” in Table 5.15.1 below.

#### Division 2 Assessment Tables for the Regional Plan Overlay Code

##### 2.1 Assessment Categories for the Regional Plan Overlay Code

The assessment categories are identified for development in Column 2 of Tables 5.15.1 or 5.15.2, as follows:-

- (1) Table 5.15.1 - Material Change of Use and Associated Works<sup>2</sup> for uses listed in Column 1; or
- (2) Table 5.15.2 - Other Development not associated with a Material Change of Use<sup>3</sup> listed in Column 1.

**NOTE:** Zones also affect assessment categories. See zone maps to determine the zone of the land. Also see Chapter 1, Part 1, Division 4, Section 4.8(3) explaining how the higher assessment category prevails.

##### 2.2 Relevant Assessment Criteria for Development Affected by the Regional Plan Overlay Code

- (1) The relevant assessment criteria in the overlay code are referred to in Column 3 of Tables 5.15.1 and 5.15.2.
- (2) For development requiring code assessment, the relevant assessment criteria are applicable codes.

**Table 5.15.1: Assessment Categories and Relevant Assessment Criteria for the Regional Plan Overlay Code – Material Change of Use and Associated Works<sup>2</sup>**

| COLUMN 1<br>Uses <sup>4</sup>  | COLUMN 2<br>Assessment category   | COLUMN 3<br>Relevant assessment criteria -<br>applicable code for code assessable<br>development |
|--|---|--|
| <b>All Mapped Features</b>   |   |  |
| Agriculture<br>Associated Unit<br>Bed and Breakfast<br>Accommodation<br>Dairy<br>Detached House<br>Display Home<br>Duplex Dwelling<br>Environmental Park<br>Local Utilities<br>Non-Intensive Animal<br>Husbandry<br>Park<br>Public Utilities<br>Recycling Depot<br>Road Purposes | Exempt  |  |
| Home Business  | Exempt – if<br>1. in the Residential A or Residential B<br>zones<br><b>OR</b><br>2. using an existing building. |  |

| COLUMN 1<br>Uses <sup>4</sup>   | COLUMN 2<br>Assessment category   | COLUMN 3<br>Relevant assessment criteria -<br>applicable code for code assessable<br>development |
|---|---|--|
|   | <b>Code Assessable</b> – if requiring a new building.   | • Regional Plan Overlay Code   |
| <i>Commercial Services</i><br><i>Community Facilities</i><br><i>Fast Foods Delivery Service</i><br><i>Food Outlet</i><br><i>Hardware Shop</i><br><i>Indoor Entertainment and Sport</i><br><i>Office</i><br><i>Place of Worship</i><br><i>Radio Station</i><br><i>Retail Nursery</i><br><i>Shop</i><br><i>Showroom</i><br><i>Vehicle Sales</i><br><i>Veterinary Clinic</i> | <b>Exempt</b> – if using an existing building.<br><br><b>Code Assessable</b> – if requiring a new building. | • Regional Plan Overlay Code   |
| All Other Defined and Undefined Uses  | <b>Code Assessable</b>  | • Regional Plan Overlay Code   |

**Table 5.15.2: Assessment Categories and Relevant Assessment Criteria for the Regional Plan Overlay Code – Other Development not Associated with a Material Change of Use<sup>3</sup>**

| COLUMN 1<br>Type of development | COLUMN 2<br>Assessment category | COLUMN 3<br>Relevant assessment criteria -<br>applicable code for code assessable<br>development |
|---------------------------------|---------------------------------|--|
| All Development                 | <b>Exempt</b>                   |  |

### Division 3 Compliance with the Regional Plan Overlay Code

- 3.1 Code assessable development that is consistent with the specific outcomes contained in Division 5, Table 5.15.3 complies with the Regional Plan Overlay Code.

### Division 4 Overall Outcomes for the Regional Plan Overlay Code

- 4.1 The overall outcomes are the purpose of this code.
- 4.2 The overall outcomes sought by the Regional Plan Overlay Code are the following:-
- (1) Major Activity Centres are the focus of employment and community services and are vibrant, accessible and well-planned and also provide a focus for residential intensification and inter-urban nodes of regional public transport; and
  - (2) Major Activity Centres are catchments of regional significance and accommodate key concentrations of employment; provide business, service, limited comparison and major convenience retail functions; accommodate district or branch offices of government; and provide cultural and entertainment facilities of regional significance; and
  - (3) Transport infrastructure, community services and employment are integrated in the Transport Oriented Development Site, Potential Transport Oriented Development Sites and Structure Plan Areas.

### Division 5 Specific Outcomes for the Regional Plan Overlay Code

- 5.1 The specific outcomes and probable solutions for the Regional Plan Overlay Code are contained in Table 5.15.3. The elements covered by the specific outcomes are:-
- (1) Strathpine Major Activity Centre and Transit Oriented Development Site
  - (2) Potential Transit Oriented Development Sites.

**Table 5.15.3: Specific Outcomes and Probable Solutions for Assessable Development**

| Specific Outcomes for Assessable Development   | Probable Solutions                       |
|--|--|
| <b>Strathpine Major Activity Centre and Transit Oriented Development Site</b>  |  |
| <p><b>SO 1</b> Development in the Strathpine Major Activity Centre and Transit Oriented Development Site provides for a focus of transit, employment and community services by:-</p> <ol style="list-style-type: none"> <li>(1) providing a focus for government and private investment in infrastructure, public transport, health, education, cultural and entertainment facilities;</li> <li>(2) promoting commercial confidence and encourage complementary private sector investment;</li> <li>(3) providing for economic growth by co-locating a mix of compatible land uses;</li> <li>(4) achieving a more efficient concentration of goods and services;</li> <li>(5) providing a focus for community and social interaction;</li> <li>(6) managing private travel demand by encouraging multipurpose trips and shorter travel distances;</li> <li>(7) providing better opportunities for land use and transport integration, particularly walking, cycling and public transport;</li> <li>(8) accommodating higher density residential development and other land uses that support high levels of employment and trip generating activities and facilitate transit oriented development;</li> <li>(9) providing high quality urban design and attractive and safe public spaces</li> <li>(10) being dominated by land uses that support transit;</li> <li>(11) occurring at a scale appropriate to the location;</li> <li>(12) promoting the integration of land use, transport and employment;</li> <li>(13) achieving residential densities between 30 and 120 dwellings per hectare (net) or greater;</li> <li>(14) providing for a mix of housing types, tenures and levels of affordability to promote community sustainability;</li> <li>(15) providing for high employment intensities and a mix of employment opportunities;</li> <li>(16) promoting an integrated mix of uses to achieve a greater variety of services;</li> <li>(17) encouraging continuous activity to provide a sense of vitality and safety;</li> <li>(18) maximising pedestrian amenity, connectivity and safety;</li> <li>(19) providing a built form that is robust and flexible to allow adaptation or redevelopment over time for a variety of uses, increased densities or increased employment intensity;</li> <li>(20) featuring high quality subtropical design that maximises amenity, street activity and pedestrian connectivity; and</li> <li>(21) providing for a high quality public realm to promote social cohesion and develop a sense of place through design;</li> <li>(22) designing to achieve a seamless integration between transit node and community;</li> <li>(23) managing the provision of car parking through its location and design to support walking, cycling and public transport accessibility;</li> <li>(24) facilitating an increased modal share for walking, cycling and public transport;</li> <li>(25) facilitating a high level of intermodal connection; and</li> <li>(26) providing for integration of parking and access to minimise the intrusion of parking and service vehicle requirements with pedestrian amenity and safety.</li> </ol> | <p><b>PS 1</b> No solution provided.</p> |

| Specific Outcomes for Assessable Development   | Probable Solutions                       |
|--|--|
| <b>Potential Transit Oriented Development Sites</b>  |  |
| <p><b>SO 2</b> Development in a potential transit oriented development site:-</p> <ol style="list-style-type: none"> <li>(1) is dominated by land uses that support transit;</li> <li>(2) occurs at a scale appropriate to the location;</li> <li>(3) promotes the integration of land use, transport and employment;</li> <li>(4) achieves residential densities between 30 and 80 dwellings per hectare (net) or greater;</li> <li>(5) Provides for a mix of housing types, tenures and levels of affordability to promote community sustainability;</li> <li>(6) provides for increased employment intensities and a mix of employment opportunities;</li> <li>(7) promotes an integrated mix of uses to achieve a greater variety of services;</li> <li>(8) encourages continuous activity to provide a sense of vitality and safety;</li> <li>(9) maximises pedestrian amenity, connectivity and safety;</li> <li>(10) provides a built form that is robust and flexible to allow adaptation or redevelopment over time for a variety of uses, increased densities or increased employment intensity;</li> <li>(11) features high quality subtropical design that maximises amenity, street activity and pedestrian connectivity;</li> <li>(12) provides for a high quality public realm to promote social cohesion and develop a sense of place through design;</li> <li>(13) is designed to achieve a seamless integration between transit node and community;</li> <li>(14) manages the provision of car parking through its location and design to support walking, cycling and public transport accessibility;</li> <li>(15) achieves an increased modal share for walking, cycling and public transport;</li> <li>(16) facilitates a high level of intermodal connection; and</li> <li>(17) provides for integration of parking and access to minimise the intrusion of parking and service vehicle requirements with pedestrian amenity and safety.</li> </ol> | <p><b>PS 2</b> No solution provided.</p> |

<sup>1</sup> This overlay code does not apply if the proposed development is outside the mapped areas.

<sup>2</sup> Table 5.3.1 refers to material change of use and associated works undertaken at the same time as the material change of use. Also, see **planning scheme** explanatory notes giving examples that explain the type of development involved in different proposals.

<sup>3</sup> Table 5.3.2 refers to other development including works not undertaken at the same time as the material change use. Also, see **planning scheme** explanatory notes giving examples that explain the type of development involved in different proposals.

<sup>4</sup> For defined uses see Chapter 7, Part 2, Use Definitions Schedule.



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Historic Version  
PineRiversPlan