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BRUNO ALAHAKONE ARCHITECTS
INSPIRING COMMUNITY

BA Architects. ABN 19 230 988 215

28 October 2026

TOWN PLANNING REPORT

Prepared for: Brisbane City Council

Re: Proposed Subdivision at No 411 Nudgee Road, Hendra – 1 lot into 2

Property Details
411 NUDGEE RD HENDRA 4011
Plan Area 819 m2
Lot on Plan Lot 23 on RP75573
Ward: HAMILTON

Zone: CR1 Character Residential (Character) 6.2.1.5

Neighbourhood Plans: Racecourse precinct neighbourhood plan & Hendra stables precinct - NPP-004

Overlays: The Planning Department of the Brisbane City Council has confirmed the following overlays apply**:** Bicycle network overlay 8.2.3, Road hierarchy overlay 8.2.18, Streetscape hierarchy overlay 8.2.20, Traditional building character overlay, 8.2.22

Proposed Development: Subdivision -1 lot into 2 – Impact Assessable Application

Adjoining zones:

- North – Low Impact Industry
- East – Low Density Residential
- West – Industry (General Industry A)

T: 07 3371 1175 F:07 3371 1175 M: 0411 063 629

82 Dell Road, St Lucia, Queensland 4067
bruno@baarchitects.com.au
www.baarchitects.com.au

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1.0 INTRODUCTION

Proposed Development

A Town Planning application is required for the above site and the proposal includes the reconfiguring of the existing lot and the creation of 1 new lot.

The site is also known as Lot 23 on RP75573 and currently zoned Character Residential with an existing site area of 819 sqm.

The site is adjoined by a Low Impact Industry zone to the north, a Low Density Residential zone to the east, and a General Industry A zone to the west.

The 1946 Aerial Photo indicates the land was vacant at the time of this photography with no buildings or improvements present. There is evidence to support, that the existing timber house was built or relocated to this site around 1953.

While the Development maintains the original Timber house on the site, sensitively integrating it with the local character, it is our opinion that the requirement of the Traditional building character overlay would not apply to this building due to its post 1946 history.

The proposed subdivision results in the existing dwelling relocated to the reconfigured lot of 418sqm and the creation of a new lot at 400sqm for a potential new dwelling – a SDA Home (Special Disability Accommodation).

The creation of lots less than 450sqm triggers an Impact Assessable application. This has been confirmed by the Planning Department of the Brisbane City Council.

Lots of 400sqm and less are present in substantial numbers in the immediate vicinity, local neighbourhood and the wider surrounding area. Council has recommended we submit supporting information to demonstrate lots of 400sqm or less exist in the neighbourhood and we have provided that information:
See ANNEXTURE A.

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bruno@baarchitects.com.au
www.baarchitects.com.au

It is also considered that establishing a character house on 419 sqm complies with the Traditional building character design code would be consistent with the character to the south of the site, particularly as it adjoins 409 Nudgee Road which has a 10m frontage and 412 sqm

The new lots cater for dwellings for much needed amenity that allow for housing suitable for Brisbane's subtropical climate. The amenity include housing connected well to the outdoors, adequate private outdoor space, energy efficient design, orientation for solar access, casual surveillance, safe vehicular access and on–site car parking.

A traffic report has been conducted by PTT Consulting to demonstrate safe vehicular access and egress to the site and access to public transport. Please find attached copy of the **TRAFFIC REPORT by PTT Engineers**.

The Development does not compromise access the pathways, bicycle network and driveway access. It achieves the relevant outcomes and complies with the standards required by the planning scheme for the zones, neighbourhood plans and overlays that apply to the site.

The development enhances the built form character, landscape, environmental and other values of the site and locality. It is intended to compliment the amenity of its intended use and existing surrounding residential uses.

The Development does not compromise safety of operation or reduce the comfort, quiet, privacy and safety (including impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected in the zone as applicable to the site, therefore does not directly impact Streetscape hierarchy 8.2.20.

Evidence provided below confirms that there were no buildings or other improvements on the site prior to, or as at, 1946. The existing dwelling appears to have been constructed or introduced onto the site in 1953. Accordingly, the dwelling post-dates the 1946 character threshold and does not constitute a pre-1946 building on the site.

Notwithstanding this, all care has been taken to retain the timber dwelling in its original form. The proposal involves relocating the dwelling within the site and repositioning it within Lot 1 of the proposed development. The Development therefore retains the original timber dwelling while sensitively integrating it with the local character and preserving and enhancing its original features.

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bruno@baarchitects.com.au
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The **proposed SDA home** maintains consistency in scale being a single level dwelling and remains consistent in form and character with the surrounding residential housing stock following the proposed subdivision. The design of the home responds positively to the Character Residential Zone code and overlay.

We note the proposal meets the requirements of the City Plan 2014 to the best of our understanding and the relevant provisions of **Chapter 9.4.10 – Subdivision Code.**

The design response is appropriate to the neighborhood character having similar size and smaller size lots located in the immediate vicinity of the site and the development is consistent with the Neighbourhood Local Plans.

Furthermore the requirements of **Character Residential Zone Code -6.2.1.5** have been addressed in this report



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Ariel photo of site and context 2025



May 1946 aerial photograph of the Hendra locality.
Note that the subject site (arrowed) was still vacant / unimproved at this time.

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bruno@baarchitects.com.au
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2.0 STATUTORY PLANNING FRAMEWORK

The following Table address each relevant provision of **Chapter 9.4.10 -Subdivision Code, Chapter 6.2.1.5 Character residential zone code** and the Overlays applicable in regard to the Development:

- Bicycle network overlay 8.2.3,
- Road hierarchy overlay 8.2.18,
- Streetscape hierarchy overlay 8.2.20,
- Traditional building character overlay, 8.2.22

The relevant sections of Racecourse precinct neighbourhood plan & Hendra stables precinct - NPP-004 neighborhood plans have also been referenced in the table below:

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bruno@baarchitects.com.au
www.baarchitects.com.au

Table 9.4.10.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes
Section A—General performance outcomes and acceptable outcomes for reconfiguring a lot	
PO1 Development results in lots and an arrangement of lots that: a. enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use; b. are consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site; c. feature a useable shape able to accommodate the minimum rectangle dimension in Table 9.4.10.3.B and anticipated future development; d. complement the streetscape, local context and character for the locality; e. address development constraints. .	**AO1.1** The Development provides lots with dimensions in compliance with Table 9.4.10.3.B. The response is consistent with the Racecourse precinct neighbourhood plan & Hendra stables precinct - NPP Development being of a scale and form which is consistent with the amenity and character, community expectations for this precinct. The development is consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site; complement the streetscape, local context and character for the locality. The lots proposed are consistent in size with existing residential lots in the precinct. Context analysis indicate where a significant number of lots 400sqm or less. For analysis of adjoining residential lot sizes to support the development **See attached Annexure A**. The Development meets the Dwelling house code and Dwelling house (small lot) code for dwelling houses on standard lots and small lots. The proposed lots are useable and generally rectangular shape and able to accommodate anticipated future development, complement

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bruno@baarchitects.com.au
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	the streetscape, local context and character for the Hendra locality

	AO1.2 A Development building envelope plan has been provided for both lots to ensures the building envelope is coherent for the intended residential amenity and address foreseeable range of site development matters. The Development incorporates a design, bulk and setbacks which enable existing and future buildings to be well separated from each other to allow light penetration, air circulation, privacy and ensure windows are not built out by adjoining buildings; -do not prejudice the development of adjoining sites; -do not dominate the street or other pedestrian spaces; -result in sensitive massing and articulation that ensures the building does not dominate the street or other pedestrian spaces. Development ensures vehicle access, servicing and car parking structures are designed and located to: -minimise disruption to the established building line; -ensure they do not visually dominant the site and streetscape; -protect the safety of pedestrians;
PO2 Development creates useable lots that: a. do not rely on excessive cut and fill; b. do not intrude into areas of waterway and environmental	**AO2.1** Development ensures that any cutting, filling, retaining walls and earthworks: (i) Filling is left to a minimum, where development will follow the natural contours of the land (a) limits cut and fill to less than 1m in height for

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significance; c. ensure any cutting, filling, retaining walls and earthworks: i. minimise adverse impacts to vegetation, natural features and topography; ii. avoid adverse impacts on coastal resources and processes where for development of canals and artificial waterways; d. minimise adverse impacts to the utility of existing or proposed transport network elements. e. where involving a lot with an area less than 180m^2: i. do not adversely affect visual character, amenity, privacy, stormwater run-off and drainage of lots within and adjoining the site; ii. provide finished ground levels that facilitate development of the lots for the intended purpose without the need to provide additional retaining walls. Note—An earthworks plan is required to be submitted to demonstrate compliance with this performance outcome. Note—Where a development footprint plan is required for development involving lots with an area less than 180m^2, the relevant outcomes shown on the development footprint plan must consider the slope of the site and any earthworks that are required as part of	construction of transport network elements.
	AO2.2 Development involving a lot with an area less than 450m^2 is located on a site with a maximum average slope of: (a) 1 in 10 on the shortest lot axis; (b) 1 in 15 on the longest lot axis.
	AO2.3 Development ensures that the minimum rectangle dimension specified in Table 9.4.10.3.B is located on land with an existing slope of less than 1 in 5 prior to any cutting, filling, retaining walls or earthworks occurring on the site.
	AO2.4 Development does not involve the creation of canals or artificial waterways or adversely affect the same.

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the subdivision.	
PO3 Development provides roads, associated pavement and concrete kerb and channel to every road the development has frontage to and lot access, that is designed and constructed: a) in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; b) for the type of vehicle, pedestrian and cyclist use appropriate to the site and intended use; c) to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot; d) to maintain the safety and efficiency of the transport network for vehicles, buses, pedestrians and cyclists; e) at an adequate width, suitable gradient and appropriate construction standard; f) to avoid unreasonable detriment or nuisance to an adjacent premises; g) to preserve the amenity and function of the public realm in accommodating: i. high levels of pedestrian traffic;	**AO3.1** Development provides road access to both proposed lots, pavement and concrete kerb and channel that provide for: (a) design and construction in accordance with the road hierarchy; (b) safe travel for pedestrians, cyclists and vehicles; (c) access to properties for all modes; (d) utilities; (e) high levels of aesthetics and amenity, improved liveability and future growth; (f) a high-quality streetscape; (g) a low-maintenance asset with minimal whole-of-life cost. **AO3.2** Development provides access to each lot in compliance with the Transport, access, parking and servicing planning scheme policy. **AO3.3** Development provides each lot with access to a public road other than a major road, that is: (a) direct; (b) located as far away as practicable from an existing or proposed dwelling; (c) the width specified:

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ii. large subtropical street trees; iii. on-street parking.	(d) compliant with the standard vehicle type requirements for the zone and zone precinct applicable to the site and the intended use.
	AO3.4 Development provides safe sight distances at the following locations: (a) an access point along the frontage of each lot; (b) a pedestrian or cyclist paths
	AO3.4 Development provides grades within a lot that: (a) enable vehicular access to be achieved in accordance with the Transport, access, parking and servicing planning scheme policy; (b) do not require cut and fill in excess of 1m in height.
PO4 Development provides for the delivery of infrastructure and maintains the safety, efficiency and capacity of infrastructure networks. Editor's note—See section 128 (Necessary infrastructure conditions) and section 145 (Conditions local government may impose) of the *Planning Act 2016*.	**AO4.1** Development provides land and works for infrastructure and services in compliance with the: (a) Local government infrastructure plan; (b) standards in the Infrastructure design planning scheme policy; (c) Refuse planning scheme policy; (d) Transport, access, parking and servicing planning scheme policy; (e) Long term infrastructure plan; (f) codes and planning scheme policies that apply to the site.
	AO4.2

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	Development provides a stormwater system in compliance with the standards in the Stormwater code that has sufficient capacity to enable lawful uses appropriate to the intended use for the locality under the planning scheme.
PO5 Development provides for safe and healthy occupation of the lots relative to risks, hazards and land uses that adversely affect the normal occupation of the lot by the intended land use and activities associated with that use.	**AO5** Development ensures that lot density, location, arrangement and dimensions address potential adverse impacts on the normal occupation of the lot for its intended use and associated activities, by: (a) identifying the sources of potential hazards including air, noise, dust, light, contaminated land and electromagnetic emissions; (b) avoiding the hazard; or (c) mitigating hazard impacts, including through buffers, structures or other necessary measures, if a risk is found.
PO6 Development ensures that any rearrangement of a lot boundary: a) does not create additional lots; b) wholly contains infrastructure and services within the lot they serve; c) results in lots having a dimension, arrangement and size that maintains or improves consistency with the: i. character intended for the locality; ii. outcomes of the zones, zone precincts,	**AO6** No acceptable outcome is prescribed. The Development ensures that any rearrangement of a lot boundary wholly contains infrastructure and services within the lot they serve; a. results in lots having a dimension, arrangement and size that maintains or improves consistency with the local character, b. meets outcomes of the zones, zone precincts, neighbourhood plans and

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bruno@baarchitects.com.au
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neighbourhood plans and overlays applicable to the site.	overlays applicable to the site.
PO7 Development ensures that volumetric format plan subdivision and any associated statutory easements: a) facilitate efficient development; b) ensure reasonable and practical access to services, facilities and infrastructure appropriate to the current and any intended future use of the premises; c) are in accordance with an existing development approval or approved building; d) are consistent with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.	**AO7** Development ensures the subdivision : (a) facilitate efficient development; (b) ensure reasonable and practical access to services, facilities and infrastructure appropriate to the current and any intended future use of the premises; (c) are consistent with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.
PO8 Development ensures that a subdivision involving 2 or more zones, zone precincts, a neighbourhood plan precinct or overlay sub-categories, provides for the: a) different lot design requirements that are applicable to the zones, zone precincts, neighbourhood plans and overlays and applicable to the site; b) lawful uses intended for the site and the locality.	**AO8.1** Development ensures that the boundary between the zones, zone precincts, neighbourhood plans, overlays and land uses are reflected in the design, arrangement and boundaries for proposed lots to the extent relevant.
	AO8.2 Development includes separation, buffers, management zones or other means to address any adverse amenity, health or safety impacts caused by an adjacent use.
	AO8.3 Development provides lot dimensions and size in

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bruno@baarchitects.com.au
www.baarchitects.com.au

	each different zone, zone precinct, neighbourhood plan and land use that is in compliance with Table 9.4.10.3.B.

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bruno@baarchitects.com.au
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PO9	AO9
Development ensures that the transport network and all its component elements is designed to: a. facilitate the efficient and cost-effective provision and maintenance of infrastructure; b. deliver the intended functional outcome of each element; c. have a clear hierarchical structure using the existing network classification; d. provide a high level of internal accessibility and external connectivity for local vehicle, pedestrian and bicycle networks and where relevant, public transport and freight networks. Note—A traffic impact assessment may be required in accordance with the Transport, access, parking and servicing planning scheme policy to demonstrate this performance outcome is satisfied.	Development provides a transport network that: (a) is designed and constructed in compliance with the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy; (b) completes, aligns and integrates with the relevant component elements of the surrounding transport network identified through: (i) the Road hierarchy overlay map; the Bicycle network overlay map; the Streetscape hierarchy overlay map; any other overlay, neighbourhood plan, preliminary approval, development approval, structure plan or other plans agreed by the Council, over the subject site or land adjoining and in the locality of the subject site; A traffic impact assessment report in accordance with the Transport, access, parking and servicing planning scheme policy has been prepared by PTT Traffic Engineers. **Please see Traffic Impact Assessment Report** by PTT Traffic Engineers a. The report has been prepared to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; b. It is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply

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bruno@baarchitects.com.au
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	with the requirements of this code and/or the standards and guidelines of the Transport, access, parking and servicing planning scheme policy and that any computer modelling input and output data is accurate, reasonable and carried out in accordance with sound traffic engineering practices.

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bruno@baarchitects.com.au
www.baarchitects.com.au

PO10 Development provides permeable, connected, attractive and safe pedestrian and bicycle networks that: a. are designed to provide permeability for pedestrians and cyclists having regard to the surrounding area and existing and future networks; b. are safe, suitably shaded and embellished, attractive and efficient; c. link destinations such as major developments, public transport stops and parks along the safest, most direct and convenient routes; d. provide routes that are on areas of least slope and avoid potential hazards such as flooding; e. run predominantly along public spaces including streets or parks that are fronted by dwellings; f. are located where there is casual surveillance, avoiding an area with a major break in surveillance and an unlit area at night; g. are widened at potential vehicle conflict points. Note—While the road layout may include no through roads such as cul-de-sacs in limited circumstances, the pedestrian and bicycle network may not. Note—Pedestrian and bicycle networks should be designed in conjunction with the design of the road network and lot layout.	**AO10.1** Development does not compromise the existing pedestrian and bicycle network that connects into the broader network of proposed and existing pathways, that: (a) is in compliance with the Infrastructure design planning scheme policy and any overlay, neighbourhood plan **AO10.2** Development maintains existing pathway links outside the road corridor that: (a) comply with the Infrastructure design planning scheme policy; (b) incorporate key elements of crime prevention through environmental design, including: (i) providing a direct line of sight between the dwellings and the streetscape for surveillance.

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bruno@baarchitects.com.au
www.baarchitects.com.au

PO11 Development provides a road reserve and carriageway that is of sufficient design, width and arrangement to preserve the function of the road hierarchy and address all impacts on the road network, including: a) safe and efficient movement of users, including vehicles, cyclists and pedestrians; b) vehicle parking; c) access to properties, including accommodation of the largest design service vehicle; d) construction and maintenance of public utilities; e) landscaping, street trees and shading; f) safety and visibility; g) integrated pedestrian and cyclist movement and safety; h) noise reduction; i) required design vehicles; j) utility services.	**AO11** The Development maintains the existing road reserve and does not compromise its functionality under the planning scheme policy. (a) It does not compromise the safe and efficient movement of users, including vehicles, cyclists and pedestrians; (b) Provides adequate vehicle parking; (c) Maintains access to properties, including accommodation of the largest design service vehicle; (d) Does not impede on the construction and maintenance of public utilities; (e) Provides adequate landscaping, maintains sufficient street trees and shading; (f) Development addresses safety and visibility through good design; (g) Maintains integrated pedestrian and cyclist movement and safety; (h) Manages noise reduction; (i) Provision for required design vehicles has beed included; (j) Includes allowance for utility services.
PO12 a) Development provides a road network that: b) includes a minor road network that	N/A N/A

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bruno@baarchitects.com.au
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creates convenient and safe movement between uses and to major roads; c) positively contributes to and enhances the bicycle network and streetscape hierarchy; d) caters for the expected vehicle, pedestrian and cyclist use; e) utilises geometry consistent with the standards relevant for the road hierarchy; f) provides safe vehicular access to each lot where direct lot access is allowed; g) prevents the needs for traffic-calming devices and ensures speed management is achieved by geometric design and arrangement of roads and paths; h) provides safe pedestrian and cyclist crossings; i) minimises the need for earthworks; j) provides minor roads adjoining and overlooking the public parks network; k) enables the creation of lots that facilitate sufficient solar access for potential dwellings, buildings, structures and activity areas; l) maximises the quality of the public realm, provision of street trees and availability of on-street parking.	N/A

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bruno@baarchitects.com.au
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PO13 Development provides connected road, pedestrian and bicycle networks.	The Development does not compromise the existing connected road, pedestrian and bicycle networks.
PO14 Development maximises opportunities to provide on-street car parking where: (a) in compliance with the intended function of the road; (b) taking into consideration kerb space requirements for: i. bus stops, passenger set down, servicing and traffic control devices; ii. street trees and landscaping; iii. street furniture and public signage; iv. utilities and other infrastructure.	**AO14** Development provides on-street car parking in compliance with the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy.
PO15 Development provides intersection designs that ensure: (a) safety, efficient function and visibility for vehicles, pedestrians and cyclists; (b) verge areas that provide sufficient space for safe pedestrian movement; (c) sufficient space for infrastructure and traffic management.	**AO15** Development provides intersections that are designed in compliance with the Infrastructure design planning scheme policy. Safety, efficient function and visibility for vehicles, pedestrians and cyclists are not compromised by the development; verge areas provide sufficient space for safe pedestrian movement.

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bruno@baarchitects.com.au
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PO16 Development provides a transport network that caters for the extension of existing or future public transport routes and infrastructure including safe pedestrian set-down and pick-up facilities.	N/A.
PO17 Development provides a transport network that is: (a) designed to operate safely for users, pedestrians and cyclists; (b) ensures emergency access or evacuation in emergencies.	N/A
Section C—Specific performance outcomes and acceptable outcomes applicable to development	
Section C1—Development for reconfiguring a lot involving any of the following: a. a site that is more than 1ha in the Emerging community zone; or b. the number of potential dwellings is 20 or more in the Emerging community zone; or c. a site that is more than 7,000m^2 in the Low density residential zone or Low-medium density residential zone; or d. the number of lots is 20 or more; or e. the opening of a new road, creation of a park, the creation of a bicycle and pedestrian network element; or f. the creation of more than 50% of the lots with an area less than 350m^2 where not associated with a material change of use or in accordance with an approved building, if in a zone other than the Low-medium density residential zone.	

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bruno@baarchitects.com.au
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PO18 **PO19** **PO20** **PO21** **PO22** **PO23** **PO24** **PO25** **PO26**	Not Applicable - Performance outcomes PO18 -PO25 are not applicable to this Development as they relate to Section C1
Section C2—Detailed performance outcomes and acceptable outcomes for a small lot: (a) not complying with the dimensions in Table 9.4.10.3.B; or (b) with a frontage width of less than 10m.	
PO27 Development ensures that each small lot is of a suitable size, frontage width and configuration to enable the development of a dwelling house, associated ancillary structures and site access without adversely impacting the: (a) intended character of a locality; (b) quality of the public realm and provision of street trees; (c) availability of on-street parking; (d) natural, character or heritage features of the lot. Note— A performance outcome for a small lot that does not comply with AO27.1 , AO27.2, AO27.3 and AO27.4 requires a development footprint plan is shown on the	**AO27.1** Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a development footprint plan: (a) formed by the acceptable outcomes for side and rear boundary setbacks for a dwelling house in compliance with the Dwelling house (small lot) code; (b) 3m to the primary street frontage or the least setback of an adjoining dwelling, whichever is the greater; (c) 1.5m to any secondary street frontage, where a corner lot; (d) 3m to any private open space on an existing or proposed adjoining small lot.

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bruno@baarchitects.com.au
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plan of subdivision to be registered for the lot.	Note—The development footprint plan does not override the Dwelling house (small lot) code other than to the extent provided for in that code. Note—This acceptable outcome requires a development footprint plan on the plan of subdivision to be registered for the lot.
	AO27.2 Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a minimum of 16m^2 principal private open space with a minimum dimension of 4m. Note—The development footprint plan does not override the Dwelling house (small lot) code other than to the extent provided for in that code. Note—This acceptable outcome requires a development footprint plan on the plan of subdivision to be registered for the lot.
	AO27.3 Development locates the development footprint plan so that no more than 6 dwelling houses in a row provide for co-located built to boundary walls.

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bruno@baarchitects.com.au
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	AO27.4 Development where a small lot with a frontage width less than 10m provides a development footprint plan demonstrating that any vehicle parking areas, access or driveway is in a location that: (a) minimises impacts to existing street trees and on-street car parking; (b) maximises opportunities for street tree planting and on-street car parking. Note—This acceptable outcome requires a development footprint plan on the plan of subdivision to be registered for the lot.
Section C3—Additional performance outcomes and acceptable outcomes for a lot less than 180m²	
PO28 Development ensures that a lot is of a suitable size, frontage width and configuration to enable the development of a dwelling house, associated ancillary structures and site access in accordance with section B of the Dwelling house (small lot) code, without adversely impacting the: a. intended character of the local area and street context; b. future development potential and residential amenity of the reconfigured lot and adjoining lots; c. quality of the public realm and the provision of street trees; d. ability to effectively manage stormwater to ensure that stormwater run-off does not	**AO28.1** The proposed development complies with the requirements of the relevant provisions of the City Plan. The lot is of a suitable size, frontage width and configuration to accommodate a dwelling house, associated ancillary structures and site access in accordance with Section B of the Dwelling house (small lot) code. The development does not adversely impact: a. the intended character of the local area or the established street context; b. the future development potential or residential amenity of the reconfigured lot or adjoining lots; c. the quality of the public realm or the provision of street trees;

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have an adverse impact on the safety of, or cause nuisance to properties; e. access to and maintenance of infrastructure, servicing and utilities; f. transport network including the availability of on-street car parking. Note—This performance outcome requires preparation and lodgement of a development footprint plan. A development footprint plan will form part of the development approval. Note—In Brisbane's subtropical climate, small lot sizes, built to boundary walls and shared walls require careful consideration of stormwater management. The Stormwater code and Infrastructure design planning scheme policy provide requirements for stormwater management. Development should ensure proper management of run-off from the site, neighbouring properties and any external catchments during minor and major storm events. Editor's note—Where a site has water supply and sewerage infrastructure, development is required to protect the infrastructure from damage and maintain access for inspection and maintenance activities. QDC MP1.4 and SEQ Water Supply and Sewerage Design and Construction Code applies to development located near a sewer or water asset.	d. the effective management of stormwater, with stormwater runoff able to be appropriately managed so as not to adversely impact the safety of, or cause nuisance to, adjoining properties; e. access to, and maintenance of, infrastructure, servicing and utilities; or f. the transport network, including the availability of on-street car parking. Accordingly, the proposed lot configuration is considered to provide an appropriate outcome having regard to the relevant requirements of the City Plan.
PO29 Development does not interfere with the safety and function of higher order roads. Note—This acceptable outcome requires preparation and lodgement of a development footprint plan. A development footprint plan will form part of the development approval. Note—Relevant standards and requirements to justify compliance with this criteria are located in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	**AO29** Development provides lots that are arranged to: (a) provide direct access to Nudgee Road (b) and supported by a Traffic study to not interfere with the safety and function of higher order roads

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Note—A traffic impact assessment may be required in accordance with the Transport, access, parking and servicing planning scheme policy to demonstrate this performance outcome is satisfied.	
Section C4—Additional performance outcomes and acceptable outcomes if involving reconfiguring a lot in a zone in the Industry zones category or the Extractive industry zone	
PO30 Development provides a lot layout plan that: a. facilitates the integration of industrial development with other adjacent industrial development and the transport network elements intended for industrial traffic; b. minimises impacts to existing or potential incompatible land uses.	Not Applicable
PO31 Development for industrial uses that are proposed to be serviced by a railway, road freight depot, intermodal terminal, airport or seaport maximises access to these facilities.	Not Applicable
PO32 Development in the General industry C zone precinct of the Industry zone and the Extractive industry zone, provides lots that: a. are of a size that facilitates a variety of industrial and industry compatible land uses; b. are not subdivided or otherwise fragmented into unviable lot sizes.	Not Applicable
Section C5—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in a zone in the Centre zones category, Mixed use zone, Community facilities zone or Specialised centre zone Note—If a reconfiguration of a lot for commercial development occurs prior to a development application for a material change of use, the reconfiguration of a lot design is to have regard to the relevant development code.	

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PO33 Development: a. facilitates the integration of centre and mixed uses with adjacent uses and features; b. complements and enhances existing or proposed public spaces; c. ensures minimum impact on the amenity of adjacent and nearby areas; d. provides for reasonable buffers between any existing or potential incompatible land uses.	Not Applicable
Section C6—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in the Environmental management zone, Rural zone or a very-low density residential potential development area identified in a neighbourhood plan	
PO34 Development provides a lot design that protects, maintains and enhances ecological features, significant vegetation, koala habitat trees and rural land values. Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy and accommodated through the approach described in the Structure planning planning scheme policy.	Not Applicable
PO35 Development provides vehicular access that is: a. available to each lot or building envelope area; b. does not result in the loss of ecological features, significant vegetation and koala habitat trees. Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy.	Not Applicable

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Section D—Additional performance outcomes and acceptable outcomes if reconfiguring a lot other than involving the creation of freehold lots **If dividing land into parts by an agreement that is a lease or an exclusive use agreement or lease or the reconfiguring of an existing or approved building whether or not including land.**	
PO36 Development does not result in: a. the use of a premises being impaired or made unlawful; b. dependent activities of a use becoming separated by titling; c. the functioning of the relevant development approval being compromised.	Not Applicable
If involving a standard format lot with common property such as requiring a community management scheme under the *Body Corporate and Community Management Act 1997* Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.	
PO37 Development involving common property under the *Body Corporate and Community Management Act 1997*, provides residential lots that have an appropriate area and dimensions: a. for siting and constructing the intended building and any ancillary outbuilding and structure; b. for the provision of private open space, vehicle access and parking; c. that are consistent with the zone, zone precinct, neighbourhood plan and overlay outcomes applicable to the site.	Not Applicable
PO38 Development provides internal access ways and driveways that: a. are designed to clearly indicate the function of the access way; b. provide acceptable levels of access, functionality, safety, amenity and convenience for users, as well as catering for car parking facilities.	Not Applicable

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Table 6.2.1.5 Character residential zone code —Performance outcomes and acceptable outcomes

6.2.1.5 Character residential zone code	Acceptable Outcome
1. The purpose of the character residential zone is to: a. ensure the character of a residential area is protected or enhanced; and b. provide for community uses, and small-scale services, facilities and infrastructure, to support local residents. Note—Land in the Character residential zone is contained in either the Character zone precinct or the Infill housing zone precinct. Note—As neighbourhood planning is undertaken by the Council, where it is intended that the Traditional building character overlay should apply to land clusters of well-located land containing housing built in 1946 or before and suited to house-sensitive scaled infill multiple dwellings – in the inner city, surrounding district and neighbourhood centres and along public transport routes – land may be included in the Infill housing zone precinct of the Character residential zone. In most instances this land will already have been included in the Traditional building character overlay and included in the 3 or 4 storey mix zone precinct of the Low-medium density residential zone. Note—All land within the Character residential zone (with the exception of sites covered by the Heritage overlay) is covered by the Traditional building character overlay. 2. The purpose of the zone will be achieved through overall outcomes for: a. zone role; b. development location and uses; c. development form; d. the following zone precincts: i. Character zone precinct; ii. Infill housing zone precinct. 3. Zone role overall outcomes are: a. Development in the zone supports the	The proposed development complies with the relevant overall outcomes of the Character residential zone. The development provides for low-density suburban living through a 1 or 2-storey dwelling house, consistent with the intended predominance of dwelling houses within the Character zone precinct. The proposed development does not involve multiple dwellings or dual occupancy and therefore maintains the low-density and intact suburban identity sought by the planning scheme. The proposed dwellings are appropriately scaled and configured to reinforce the established residential character of the area. The development is consistent with the requirement for a new dwelling house to be 1 or 2 storeys, located on an appropriately sized and configured lot, and compatible in scale and design with the traditional building character of the Character zone precinct. Accordingly, the proposal maintains the intended low-density residential character of the Character zone precinct and is consistent with the relevant overall outcomes of the

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implementation of the policy direction set in the Strategic framework, in particular: i. Theme 2: Brisbane's outstanding lifestyle, Element 2.1 – Brisbane's identity and Element 2.2 – Brisbane's housing and accommodation choices; ii. Theme 5: Brisbane's CityShape and Element 5.5 – Brisbane's Suburban Living Areas.	City Plan. T
4. Development location and uses overall outcomes are: a. Development provides for low density suburban and inner-city living through the development of predominantly 1 or 2 storey dwelling houses comprising primarily of existing houses built in 1946 or before and infill housing that incorporates any housing built in 1946 or before in the development. b. Development in the Character zone precinct provides for low density suburban and inner-city living through: i. 1 or 2 storey dwelling houses to predominate over other types of development; ii. a low density and intact suburban identity to be maintained in which multiple dwellings and dual occupancy are not accommodated. c. Development in the Infill housing zone precinct facilitates a mix of existing dwelling houses and new housing choices including dual occupancy, 2 storey low rise multiple dwellings such as row houses at a house scale, rooming accommodation, residential care facilities and retirement facilities which: i. comply with the site density, building height, number of storeys and setback requirements of the Traditional building character (design)	The development location and use is consistent with the zone being predominantly single residential dwelling amenity. The development strengthens Brisbane's urban legibility and reinforces its identity as a subtropical river city. It contributes positively to Brisbane's urban public realm contributing to a sense of place of local communities. The development address Public realm design, building setbacks, vegetation, open spaces and landscaping contributing positively to Brisbane's natural and built form

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overlay code and the Multiple dwelling code; ii. are sensitively integrated with and located between or behind existing dwelling houses built in 1946 or before and on appropriately sized lots; iii. provide housing diversity that offers choice to different household types and individuals to suit residents through life-cycle stages, in the inner city and well-located parts of the city. d. Development reflects and supports the high level of comfort, quiet, privacy and safety (including impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected within a predominantly low density permanent residential environment. e. Development for an active frontage use on land within the Active frontages in residential zones overlay is to comply with the Active frontages in residential zones overlay code. f. Development for a commercial character building activities use on land within the Commercial character building overlay is to comply with the Commercial character building (activities) overlay code. g. Development for a compatible and individual small-scale non-residential use which is a community care centre, community use, health care service, office, shop or veterinary service (together with any associated caretaker's accommodation or dwelling unit) where not on land within the Commercial character building overlay or the Active frontages in residential zones overlay, is to: i. have a gross floor area of less than 250m^2; ii. serve local residents' day-to-	and legibility. The development is two storey and respectful of the character and density of the neighbourhood. Not applicable.

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day needs; iii. not undermine the viability of a nearby centre. h. Development which would result in the co-location of new non-residential uses only occurs along an active frontage identified on the Active frontages in residential zones overlay map or where located in two or more adjoining commercial character buildings. i. Development for a home-based business may only operate in a dwelling house, dual occupancy or multiple dwelling and is of a scale and nature that protects the amenity of adjoining residents. j. Development for any other non-residential use serve a local community facility need only, such as a childcare centre or substation, and is compatible with and integrates with the built form intent of the Character residential zone. k. Development for rooming accommodation accommodates 5 persons or less. 5. Development form overall outcomes are: a. Development occurs on an appropriately sized and configured lot and is of a form and scale that reinforces a distinctive subtropical character of low rise buildings set in green landscaped areas. b. Development for a residential building is of a height, bulk, scale and form, materials and detailing which is compatible with the traditional building character of the Character residential zone and consists of buildings of 1 or 2 storeys in height. c. Development protects and retains buildings built in 1946 or before on land within the Traditional building character overlay in accordance with the Traditional building character (demolition) overlay code. d. Development provides that a new building or extension of a building	The development supports high level of comfort, privacy and safety through design. The development supports active frontages with both dwellings facing the street and openings to allow casual surveillance of the street.

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reflects and complements the city's traditional building character of housing built in 1946 or before prevalent within the Traditional building character overlay in accordance with the Traditional building character (design) overlay code.	
e. Development supports a subtropical character by ensuring that a dwelling house on a small lot is of a size and scale that minimises negative impacts on amenity and private open space of other dwellings, by maintaining access to sunlight, daylight and privacy.	The proposed developments are appropriately sized and configured lot and is of a form and scale that reinforces a distinctive subtropical character of low rise buildings set in green landscaped areas.
f. Development of a dwelling house on a small lot comprising a new premises or an increase in gross floor area of an existing premises is located within a defined building envelope that:	The development not exceeding two storeys has a height, bulk, scale and form, materials and detailing which is compatible with the traditional building character of the Character Residential Zone.
i. maximises the retention of backyard spaces as private landscaped space;	The development retains the dwelling that was brought to site in in the 1950's maintaining its relevant features and amenity.
ii. avoids overbearing development involving bulk or setbacks which are inconsistent with the character of a dwelling house on adjoining lots.	The design response in accordance with the Traditional Building Character (demolition) overlay code.
g. Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.	The new dwelling compliments and reflects the city's traditional building character. The design response in accordance with the Traditional Building Character (demolition) overlay code.
6. Character zone precinct overall outcomes are:	
a. Development retains a dwelling house built in 1946 or before.	
b. Development provides that a new dwelling house:	
i. is 1 or 2 storeys in height;	The development supports subtropical character by maintaining access to sunlight, daylight and privacy through private open spaces that mitigate negative impacts on amenity.
ii. is located on an appropriately sized and configured vacant lot;	
iii. is compatible in scale and design with existing houses	

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built in 1946 or before; iv. reinforces the traditional building character of the Character zone precinct. c. Development for a dwelling other than a dwelling house is not accommodated within the Character zone precinct. d. Development provides for a minimum lot size of 450m^2 to maintain a block pattern that accommodates traditional backyards and large trees.	The development maximises the retention of backyard spaces as private landscaped space avoiding overbearing bulk or setbacks and therefore are consistent with adjoining lots.
7. Infill housing zone precinct overall outcomes are: a. Development retains a dwelling house built in 1946 or before. b. Development provides that a new dwelling house, dual occupancy or multiple dwelling: i. is no more than 2 storeys in height; ii. is located between or behind dwelling houses built in 1946 or before on an appropriately sized and configured vacant lot; iii. is compatible in scale and design with existing dwellings built in 1946 or before; iv. reinforces the traditional building character of the Infill housing zone precinct. c. Development achieves a maximum dwelling yield of one dwelling per 300m^2 of site area. d. Development for alternative housing types, such as rooming accommodation, a residential care facility or a retirement facility, which provide housing diversity and enable people to find suitable accommodation throughout their life cycle: i. is consistent with the	The development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development. The development retains the dwelling brought to site in 1953 on an appropriately sized and configured vacant lot. The new dwelling is less than two storeys and appropriately sized and configured with a compatible scale and street setback to existing design and enhances the traditional building character. Development achieves a maximum dwelling yield of one dwelling per 300m2 of site area. The proposed development is a dwelling house therefore accommodated within the Character zone precinct.

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bruno@baarchitects.com.au
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predominant traditional building character and amenity expectations of residents in the Infill housing zone precinct; ii. meets the bulk and building height requirements of the Multiple dwelling code or any applicable neighbourhood plan. e. Development for a new residential use other than a dwelling house, such as a multiple dwelling or dual occupancy, has a built form and design that is: i. consistent with the character of a low density residential environment comprising 1 or 2 storey dwelling houses; ii. suited to smaller lot sizes. f. Development is compatible in scale with adjoining dwelling houses, both within or adjoining the Infill housing zone precinct, in order to maintain an appropriate level of amenity and privacy to an adjoining dwelling. g. Development supports a subtropical character by ensuring that: i. the building form, spacing, orientation and design ensure dwellings are well designed and sensitive to the city's climate; ii. residents on the site, as well as residents of existing or future dwellings on adjoining sites, have sufficient privacy and good access to daylight, sunlight and breezes to enable the intended use of indoor and outdoor spaces. h. Development provides quality private and communal open spaces and landscaping, including deep planting, that reinforce the house-compatible scale of buildings, provide breathing spaces and outdoor activity areas and encourage outdoor living. i. Development provides for a building to address and interface with the street	The development proposes lots less than 450sqm and supporting information has been provided to show lots of 400sqm and less exist in the immediate neighbourhood. See **ANNEXURE A**. Not applicable.

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bruno@baarchitects.com.au
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and other adjoining public space, including via habitable uses at ground level (with parking not forming a dominant element in the streetscape) in order to reinforce the traditional setting and provide surveillance and encourage activation of parks and streets. j. Development provides for setbacks which suitably buffer a residential use from an activity in an adjoining non-residential zone. k. Development provides for a residential dwelling on a site which fronts a heavily trafficked road or other noise source to be: i. suitably located and orientated on the site; ii. designed and finished to minimise noise intrusion while maintaining some opportunities for interface with and surveillance of the street.	Not applicable.

Table 9.4.11 Trasport, Access, Parking and servicing code — Performance outcomes and acceptable outcomes

Performance Outcomes	**Acceptable outcomes**
Development is designed: a. to include a technically competent and accurate response to the transport and traffic elements of the development; b. in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; c. to ensure the efficient operation	Please find attached the Traffic Report, which outlines the proposed alterations to improve site accessibility. Development provides on-site parking and manoeuvring areas for vehicles in a safe and efficient way. The development provides a competent and accurate response to the transport

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and safety of the development and its surrounds.	and traffic elements. The development is in accordance with the transport, access, parking and servicing planning scheme policy. The development ensures the safety and efficient operation of itself and its surroundings while not diminishing amenities by nearby land uses. Development provides on-site servicing that is safe, convenient for use, but discrete. The development ensures impacts on amenity caused by traffic generation is consistent with the use intended. The development maximises safety for all users.

Racecourse precinct neighborhood plan 7.2.18.1	
Neighbourhood Plans provide detailed guidance for development on sites within a Neighbourhood Plan boundary. Refer to the Racecourse precinct neighbourhood plan code. Racecourse precinct neighbourhood plan – 7.2.18.1	The proposed development is some distance from the racing precinct boundary. Nevertheless it is consistent with the overall outcomes of the Racecourse precinct neighbourhood plan. The development maintains the predominant low-density residential character of the area and is appropriately scaled to respond to the established residential context. The proposal does not introduce a higher-density or intensive form of development that would be inconsistent with the intended character of the neighbourhood plan area. The proposed dwelling is designed to respect the established character of the surrounding area, with the built form appropriately addressing the street and maintaining a suitable residential presentation. The development also provides appropriate consideration of

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	noise impacts associated with the precinct's proximity to Brisbane Airport and other transport infrastructure. The proposal is contained within the relevant neighbourhood plan precinct and is of a height, scale and form consistent with the amenity, character and community expectations identified for the area. Accordingly, the proposed development is considered to be consistent with the outcomes sought by the Racecourse precinct neighbourhood plan and will maintain the established residential character and amenity of the surrounding area.
Hendra stables precinct - NPP-004 Hendra stables precinct - NPP-004 of the Racecourse precinct neighbourhood plan.	The proposed development is some distance from the r Hendra stables precinct. The proposed development is consistent with the overall outcomes of the Racecourse precinct neighbourhood plan. It maintains the predominant low-density residential character, provides a built form that respects the established character, and appropriately addresses the street and surrounding amenity.

Overlays

Bicycle network overlay 8.2.3	
The Bicycle network overlay deals with the provision of bikeway infrastructure and facilities to encourage the safe and efficient movement of pedestrians and cyclists through the movement network. Development is governed by the Bicycle network overlay code. Refer to Part 8 in the City Plan 2014. The Bicycle network overlay includes: • Primary cycle route sub-category • Secondary cycle route sub-category • Local cycle route sub-category • Riverwalk - Typology 1 (City reaches north and south) sub-category	The development does not compromise the completion of the bicycle network. The development contributes to a safe and efficient operation of the existing and planned bicycle network. The development supports cycle routes and pathways allowing them to cater to all cyclists by making them integrated, connected, direct, convenient, legible and safe. The development design and constructs to fulfil the transit functions corresponding to their network classification

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• Riverwalk - Typology 2 (Urban reaches) sub-category • Riverwalk - Floating walkway sub-category	allowing users to travel efficiently and safely.
Road hierarchy overlay 8.2.18.1	
The Road hierarchy overlay applies to the existing and future road networks, including state controlled roads. Refer to Part 8 and Part 10 Other Plans, Part 10.3.3 long term infrastructure plans (corridor plan) for the road network in the City Plan 2014 and the Factsheets. The Road hierarchy overly includes: • Motorways sub-category • Arterial roads sub-category • Suburban roads sub-category District roads sub-category Neighbourhood roads sub-category Future motorway sub-categor Future arterial road sub-category Future suburban road sub-category Future district road sub-category Primary freight routes sub-category Primary freight access sub-category Refer to the overlay map to see which sub-categories are relevant to specific properties. NOTE: Land that adjoins land where an overlay sub-category applies, is within the overlay sub-category.	The development ensures that vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of: i. the road hierarchy shown on the Road hierarchy overlay map; ii. public transport operations; iii. pedestrian and cyclist movement. **A Traffic Report has been provided to support the development.** The development allows site access driveways in the road area accommodate all turns only when such arrangements are safe and can be demonstrated to not inhibit transport system operation. The development ensures that the traffic generated by the development is consistent with the road hierarchy classification, function and expected traffic flows for the area. The development ensures that a new road connection provides safe, efficient and convenient connectivity of the new road to the major road network and a minimum number of intersections to the major road network. Development ensures that premises and vehicle access are located and controlled to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the major road network and preserves the function of the road hierarchy.

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8.2.20.1 Streetscape hierarchy overlay

The Streetscape hierarchy overlay identifies the various functions of the streetscape network and determines how development is assessed to ensure high quality subtropical streetscape outcomes are achieved. Refer to Part 8 in the City Plan 2014. The Streetscape hierarchy overlay includes: • Subtropical boulevard - in centre verge width 6m sub-category • Subtropical boulevard - in centre verge width 5m sub-category • Subtropical boulevard - in centre verge width 3.75m/4.25m sub-category • Subtropical boulevard - out of centre verge width 6m sub-category • Subtropical boulevard - out of centre verge width 5m sub-category • Subtropical boulevard - out of centre verge width 3.75m/4.25m sub-category • Centre street major sub-category • Centre street minor sub-category • Neighbourhood street major subcategory • Neighbourhood street minor sub-category • Industrial street sub-category • Pathway link sub-category • Corner land dedication sub-category • Locality street subcategory • Laneway sub-category • Wildlife movement solution sub-category • Refer to the overlay map to see which sub-categories are relevant to specific properties. NOTE: Land that adjoins land where an overlay sub-category applies, is within the overlay sub-category.	The proposed development is consistent with the overall outcomes of the Streetscape hierarchy overlay code. The development maintains an appropriate streetscape interface, supports safe and convenient pedestrian access, and provides opportunities for appropriate subtropical landscaping and shade. Existing street trees will be retained where practicable, with the proposal not adversely impacting the established streetscape or pedestrian environment.

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8.2.22 Traditional building character (design) overlay code

If in the Low-medium density residential zone or the Character residential zone, where for a dwelling house, dual occupancy, multiple dwelling, retirement facility, rooming accommodation, or short-term accommodation, where not in the Local character significance sub-category

Performance outcomes	**Acceptable outcomes**
PO1	AO1.1
Development retains buildings constructed in 1946 or earlier in its original setting and complements nearby buildings in the street built in 1946 or earlier.	The site was vacant in 1946 and contained no building or improvements. Development of the existing house is retained is sited at the front of the site at the street frontage.
PO2	AO2.1
Development for a garage does not dominate the street frontage or gardens and complements the traditional setting of residential buildings constructed in 1946 or earlier nearby in the street.	The Development proposes open carports Development for a garage is set back from any road alignment in a position similar to garages located on sites of dwelling houses constructed in 1946 or earlier located nearby in the street.
PO3	AO3

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Development has a building form and bulk which complements the predominant traditional scale of a dwelling house constructed in 1946 or earlier nearby in the street.	The proposed development has a building form and bulk that complements the predominant traditional scale of nearby dwelling houses constructed in 1946 or earlier. The new building and extension use breaks in form to present as smaller components, similar in scale to the existing traditional dwelling houses nearby. This articulation reduces the perceived bulk of the development and reinforces the established streetscape character, as illustrated in Figure B in the City Plan.
PO4	AO4.1
Development has a building form which complements the traditional building form and traditional elements, detailing and materials of a residential building constructed in 1946 or earlier nearby in the street.	The proposed development complements the traditional building form and character of nearby residential buildings constructed in 1946 or earlier. The design incorporates appropriate traditional elements, detailing, materials and proportions to respond to the established character of the street and ensure the new development is sympathetic to the surrounding traditional residential built form.
	AO4.2
	The Development ensures that different floor levels are distinguished in the streetscape through the expression of external elements on the upper and lower levels.
	AO4.3
	Development allows for a building which is located at the front of the site, provides habitable space, verandahs / balcony and windows that are orientated towards the street consistent with Figure C of the City Plan.
	AO4.4

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	Development for a dwelling house does not provide for the ground storey to project forward of the upper floor verandah or balcony structure.
PO5	AO5
Development provides external elements and detailing which: a. reflect traditional elements and detailing and materials; b. reduce building bulk; c. form a transition with the external landscape.	Development provides external elements such as lightweight verandahs and stairs, eaves, overhangs, balustrades and batten panels which: a. reflect those of dwelling houses constructed in 1946 or earlier nearby in the street; b. are sufficient to cast shadows; c. provide three-dimensional effects.
PO6	AO6.1
Development uses: a. materials which reflect the traditional materials used predominantly in residential buildings constructed in 1946 or earlier nearby in the street;	Development uses traditional materials consistent with the predominant traditional materials of the dwelling houses constructed in 1946 or earlier fronting the same street.
	AO6.2

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b. external materials which reflect the architectural themes of residential buildings constructed in 1946 or earlier, reduce building bulk and form a transition with the external landscape.	The proposed development incorporates external materials that reflect the architectural themes of residential buildings constructed in 1946 or earlier. The material palette and articulation assist in reducing the perceived building bulk and provide an appropriate visual transition between the built form and the surrounding landscape. Development uses roof materials similar to the roof materials on dwelling houses constructed in 1946 or earlier nearby in the street.
	AO6.3 Development ensures that for both dwelling houses lightweight materials predominate;
PO7	AO7.1
Development provides roof forms which complement traditional roof styles of residential buildings constructed in 1946 or earlier that are located nearby in the street in terms of roof pitch and proportion.	Development provides roof forms which are one or more of a combination of pyramids, hips or gables of similar pitch and proportions to those of dwelling houses constructed in 1946 or earlier nearby in the street.
	AO7.2

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	Development includes eaves that are of similar proportions to eaves on dwelling houses constructed in 1946 or earlier nearby in the street.
Additional performance outcomes and acceptable outcomes if in the Character residential zone where for a dwelling house, dual occupancy, multiple dwelling, retirement facility, rooming accommodation, or short term accommodation, where not in the Local character significance sub-category	
PO8	AO8
Development has a building height and bulk which reinforces the natural topography and complements the predominant 'traditional scale' of residential buildings constructed in 1946 or earlier nearby in the street.	Development, if in a sloping street where the rhythm of the stepping levels and eaves is characteristic of the streetscape created by dwelling houses constructed in 1946 or earlier, has a building height and roof and eave levels that continue the rhythm and maintain that stepping. It corresponds with Figure E of the City Plan performance outcome.
Additional performance outcomes and acceptable outcomes in the Latrobe and Given Terraces neighbourhood plan area	
PO9	**AO9**
Development ensures that:	Not Applicable

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a. low-set houses remain of a low-set appearance;	
b. if raising a building, the height increase does not alter the overall effect of the floor area to the street level.	Not Applicable
PO10	**AO10.1**
Development for a building is designed with appropriate detailing for the period of the building.	Not Applicable
	Editor's note—A good example is located at 212 Given Terrace.
Additional performance outcomes and acceptable outcomes if a pre-1911 building where in the Latrobe and Given Terraces neighbourhood plan area	
PO11	

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Development involving an alteration or addition conserves the traditional building character and does not obscure or is not otherwise insensitive to the traditional building fabric.	Not Applicable
Additional performance outcomes and acceptable outcomes if in the Sherwood—Graceville district neighbourhood plan area where not in the Westside character precinct.	
PO12, PO13, PO14, PO14, PO15, PO16 & PO17 Performance outcomes and acceptable outcomes that apply to the Sherwood—Graceville district neighbourhood precinct	The following Performance Outcomes relate to Sherwood—Graceville district and therefore not applicable to this Development: **PO12, PO13, PO14, PO14, PO15, PO16 & PO17**
Additional performance outcomes and acceptable outcomes if in the Local character significance sub-category	
PO18	**AO18.1**

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The design of new residential development complements the traditional building character of the area.	Development uses traditional materials consistent with the predominant traditional materials of residential buildings constructed in 1946 or earlier, nearby in the street.
	AO18.2
	The design of new residential buildings reflects, but need not replicate, the character elements of existing dwelling houses constructed in 1946 or earlier, nearby in the street.
PO19	**AO19**
Development for a garage does not dominate the appearance or landscape setting of the dwelling house when viewed from the street.	Development for a garage where located forward of the front facade of a dwelling house consists of a carport and: a. is open on all sides; b. has no gates or roller doors; c. has a roof line which complements and enhances the traditional character of the dwelling house and the streetscape; d. Driveway crossover widths as shown are provided to facilitate safe access and egress as demonstrated in the TRAFFIC REPORT by PTT Engineers. e.
PO20	**AO20**
Development involving a fence does not dominate views from the street and complements traditional fencing styles in the area.	Development involving a front and return side fence forward of the main building is:
	a. a maximum height of 1.2m;
	b. constructed of materials which complement the period and style of the main building;
	c. at least 50% transparent.

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Additional performance outcomes and acceptable outcomes if in the Local character significance sub-category where on a site containing a residential building constructed in 1946 or earlier

PO21	AO21.1
Development involving an extension or addition to a residential building constructed in 1946 or earlier:	Development does not involve an extension or addition to a residential building constructed on site in 1946 or earlier:
a. does not compromise the traditional building character of the building;	a. is not located in front of the existing building constructed post 1946 or otherwise obscure its visibility from its street frontage;
b. retains the original roof form of the building constructed in 1946 or earlier as viewed from the street and does not dominate the original roof form.	b. is smaller in scale and bulk than the existing building;

82 Dell Road, St Lucia, Queensland 4067
bruno@baarchitects.com.au
www.baarchitects.com.au

	c. comprises roof forms of similar pitch and proportions to those dwelling houses constructed in 1946 or earlier nearby.
	AO21.2
	Development retains open verandahs that face the street.
PO22	**AO22**
Development involving building-in underneath a residential building constructed in 1946 or earlier:	Development involving building-in underneath a residential building constructed in 1946 or earlier:
a. is consistent with the scale, form and height of nearby dwelling houses constructed in 1946 or earlier or the predominant scale, form, height and rhythm of dwelling houses constructed in 1946 or earlier in the street;	a. The development is consistent with the scale, form and height of nearby dwelling houses constructed in 1946 or earlier or the predominant scale, form, height and rhythm of dwelling b. Has front setbacks consist or greater that existing street setbacks
b. recesses new ground storey enclosures in line with the main building core.	i. for the full depth of all open or enclosed verandahs on the upper level above on the street frntage, ii. or it is in line with the original external wall;

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	b. is screened with a vertical batten frieze to minimise the visual impact of new built-in areas underneath;
	c. uses timber or steel stumps on those areas of the house that are visible from the street to maintain the character scale and materiality.

3.0 CONCLUSION & RECOMENDATION

The proposed 1-into-2 lot subdivision complies with all relevant performance outcomes and acceptable outcomes of the Brisbane City Plan 2014 for Character Residential zone. The design makes efficient use of existing urban infrastructure without causing adverse impacts on neighborhood character or residential amenity.

The proposal demonstrates that Lots of 400sqm and less are present in substantial numbers in the immediate vicinity, and local neighbourhood and the proposal is consistent with the local neighbourhood in scale and form.

The Development retains the original timber dwelling on the site, sensitively integrating it with the local character and preserving and enhancing its original features.

The proposed lots are appropriately arranged and configured to complement the established pattern of development in the locality, respond positively to the relevant Neighbourhood Plans and comply with City Plan overlays and provisions applicable to the site.

We trust that this report adequately addresses the relevant requirements of Brisbane City Plan 2014, including Chapter 9.4.10 – Subdivision Code, Chapter 6.2.1.5 – Character residential zone code, the Racecourse Precinct and Hendra Stables Precinct Neighbourhood Plans, and other applicable City Plan 2014 provisions.

Accordingly, we seek Council's approval of the Development and trust that the supporting information provided is sufficient to facilitate Council's assessment of the proposal.

- **Recommendation:** It is recommended that Brisbane City Council **approve** the development application for a 1 to 2-lot residential subdivision, subject to standard reasonable and relevant conditions (including service connections, pegging, and plan sealing).

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BA ARCHITECTS
BRUNO ALAHAKONE ARCHITECTS
INSPIRING COMMUNITY
BA Architects. ABN 19 230 988 215

Should Council require any further information or clarification in relation to the Development, please do not hesitate to contact the undersigned.

Yours Sincerely,



Bruno Alahakone

B. Arch, B. Planning

T: 07 3371 1175 F:07 3371 1175 M: 0411 063 629

82 Dell Road, St Lucia, Queensland 4067
bruno@baarchitects.com.au
www.baarchitects.com.au

SUBJECT SITE:
411 NUDGEE ROAD,
HENDRA



BA ARCHITECTS
BRUNO ALAHAKONE ARCHITECTS
INSPIRING COMMUNITY

LEGEND

- SUBJECT SITE
- LOTS UNDER 450m²
- STRATA TITLES (LESS THAN 250m² PER LOT

ANNEXURE A

SMALL LOTS IN IMMEDIATE PRECINCT

VERSION: 1 DATE: 22/09/2026