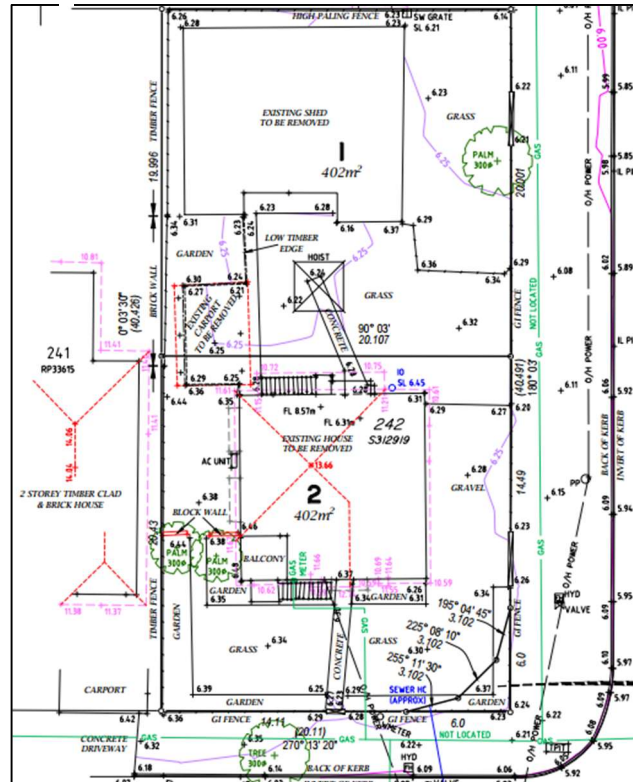


Town Planning Report

74 Raceview Ave, Hendra

Reconfiguration of Lot (1 into 2 lot subdivision)

Qiyu Dou



Client: **Qiyu Dou**
 Project: **74 Raceview Ave, Hendra**
 Project No: **25-8667**
 Date: **March 2026**
 Project Contact: **Jared Cooper / Lochlan Mummery**

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1.0 Executive Summary

1.1 Project Overview

This Town Planning Report has been prepared by Urban Strategies Pty Ltd of behalf of Qiyu Dou in association with a development application seeking approval for the Reconfiguration of Lot (1 into 2 lot subdivision) in the Character Residential Zone, over land at 74 Raceview Ave, Hendra.

The subject site:

- a) Comprises a single corner lot formally identified as Lot 242 on S312919
- b) Is rectangular in shape with a land area of 812m²
- c) Afforded two frontages to both Raceview Ave (primary) by approximately 20.4m and Ure St (secondary) by approximately 40.36m.
- d) Currently improved upon by a pre-1947 Dwelling house which is to be removed in accordance with the existing approval
- e) is generally flat.

1.2 Proposal

The proposal seeks a Development Permit for Reconfiguring a Lot (1 into 2 lot subdivision) at 74 Raceview Ave, Hendra. As detailed within the accompanying Subdivision Proposal Plan prepared by House Surveys, the proposed development seeks to create two separate Standard Format Plan 'small lots' as outlined further within the body of this report.

1.3 Legislative Requirements

City Plan 2014, the Categorising Instrument, categorises this Development Application as Assessable Development. Further City Plan 2014 identifies the application to be subject to Impact Assessment in accordance with Section 45 (5) of the Planning Act 2016.

The site is contained within the Character Residential CR1 zone. Comment with respect to the manner in which the proposal responds to this zone can be found within Section 6.4.5 of this report.

The Subdivision Code and Racecourse Precinct Neighbourhood Plan Code are triggered and are assessed in Appendix A of this report. In accordance with Part 5, Table 5.3.5.1 of City Plan 2014, the above Development Codes trigger the following Prescribed Secondary Codes:

- Filling and Excavation Code
- Infrastructure Design Code
- Landscape Work Code
- Outdoor Lighting Code
- Park Planning and Design Code
- Stormwater Code
- Transport, Access Parking and Servicing Code
- Wastewater Code.

Where applicable, these Prescribed Secondary Codes have been addressed within Appendix A of this report and in the accompanying consultant documentation.

The following Overlays are identified as being potentially relevant to the site:

- Airport Environs Overlay
- Community Purposes Network Overlay
- Critical Infrastructure and Movement Network Overlay
- Dwelling House Character Overlay
- Flood Overlay
- Potential and Actual Acid Sulfate Soils Overlay
- Road Hierarchy Overlay
- Streetscape Hierarchy Overlay
- Traditional Building Character Overlay.

The proposal is consistent with the relevant Assessment Benchmarks and furthers the purpose of the Planning Act 2016. Further the proposal is consistent with and does not compromise the Strategic Framework of City Plan 2014. Relevant components of the Strategic Framework have been addressed within Section 6.4.2 of this report.

1.4 Supporting Documentation

This application is supported by the accompanying plans and documents as described in Table 1 below.

Table 1 – Application Plans and Documents

Description	Author
Town Planning Report	Urban Strategies
Subdivision Proposal Plan	House Surveys
Code Compliance Report	Milanovic Neale Consulting Engineers (MNCE)
Flood Advice Letter	Milanovic Neale Consulting Engineers (MNCE)

1.5 Conclusion

The proposal is considered to be in accordance with the intent of the relevant Codes, the Strategic Framework and the Racecourse Precinct Neighbourhood Plan Code and consequently this development application meets the relevant Assessment Benchmarks and Planning Regulations and should be approved subject to reasonable and relevant conditions.

2.0 Summary

Address of Site: 74 Raceview Ave, Hendra			
Name of Ward: Hamilton			
Real Property Description: 242 on S312919			
Area of Site: 812m ²			
Regional Plan Land Use Category: Urban Footprint			
Zone: Character Residential CR1 zone			
Neighbourhood: Racecourse Precinct Neighbourhood Plan – Hendra Stables Precinct			
Name of Owner: Qiyu Dou			
Type of Application:		Prelodgement / Consultation: No formal prelodgement meeting or consultation was request as the proposal generally accords with the relevant provisions of the planning scheme.	
Aspects of Development	Type of Approval Requested		
	PA		DP
MCU			
RoL			X
BW			
OW			
Variation Request:			
Brief Description / Purpose of Proposal: Reconfiguration of Lot (1 into 2 lot subdivision)			
Staged Development: No			
Referral Agencies: Not Applicable			
Category of Assessment: Impact			
Public Notification: Yes If Yes: 15 business days			
Superseded Planning Scheme Application: No			
RiskSmart: No			
Assessment Manager / Council Officer Previously Involved: N/A			
Applicant Contact Person: Jared Cooper / Lochlan Mummery			

3.0 Pre-Application / Consultation and History

3.1 Pre-application / Consultation

No formal prelodgement meeting or consultation was request as the proposal generally accords with the relevant provisions of the planning scheme.

3.2 Development History

A review of Council's *Development.i* platform for searchable online development applications lodged thereafter 1 January 2004 yields the following results, listed in chronological order:

A003969670:

The site was the subject of a development application seeking approval for the Reconfiguration of a Lot (1 into 2 Lots). Council issued the approval on 20 November 2014.

A004491898; A004782278; A005054455 & A005315245:

Between 2016-2019 several applications were made to extend the currency period of the above application. Council subsequently approved each application, extending the currency period to midnight on 20 November 2019. However, no further relevant applications were made, nor was the approval acted upon, resulting in the lapsing of the approval.

A006919062:

The subject site currently benefits from a Brisbane City Council approval issued on 02 February 2026 permitting the demolition of the existing pre-1947 dwelling house.

4.0 Site Information and Analysis

4.1 Physical Description

The subject site comprises a single lot at 74 Raceview Ave, Hendra, formally identified as Lot 242 on S312919. The lot is rectangular in shape with a land area of 812m² and two frontages to both Raceview Ave (primary) by approximately 20.4m and Ure St (secondary) by approximately 40.36m.

The site is currently improved upon by a pre-1947 Dwelling house which is to be removed in accordance with the above-mentioned approval prior to the reconfiguration occurring. Topographically, the site is relatively unconstrained by slope, presenting as virtually flat as depicted in Figure 2 below.



Figure 1: Subject Site Aerial – Captured November 2025 (Source: Nearmap)

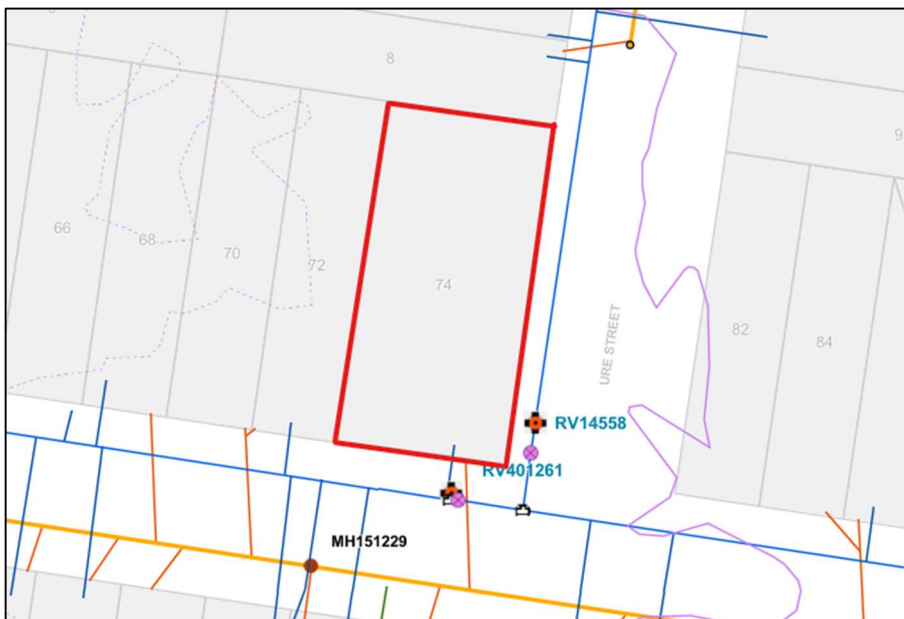


Figure 2: Site Utility Connections & Topography (Source: Community Maps)

The lot is fully serviced with reticulated water, sewer and electricity connections available from Raceview Ave. Further, the site does not contain any notable feature or vegetation identified as being of significance.

4.2 Existing and Previous Uses

The subject site is currently improved upon by a pre-1947 dwelling house which is to be removed in accordance with the recent approval issued by Brisbane City Council (vide: A006919062). As detailed within this approval, there is no evidence that the site has been used for any other purpose other than residential since its original subdivision.

4.3 Exemption Certificates

The site does not currently benefit from an exemption certificate, nor are exemption certificates being sought as part of this development application.

4.4 Easements and Encumbrances

The subject site is not burdened by nor benefits from any easements nor encumbrances.

4.5 Site Circumstances

The site is located within the inner north-eastern suburb of Hendra, a locality that supports an existing urban residential neighbourhood. The site's immediate development context is predominately consistent of detached character and infill housing, noting the presence of Doomben Racecourse directly to the site's south and emerging community zoning to the sites east.

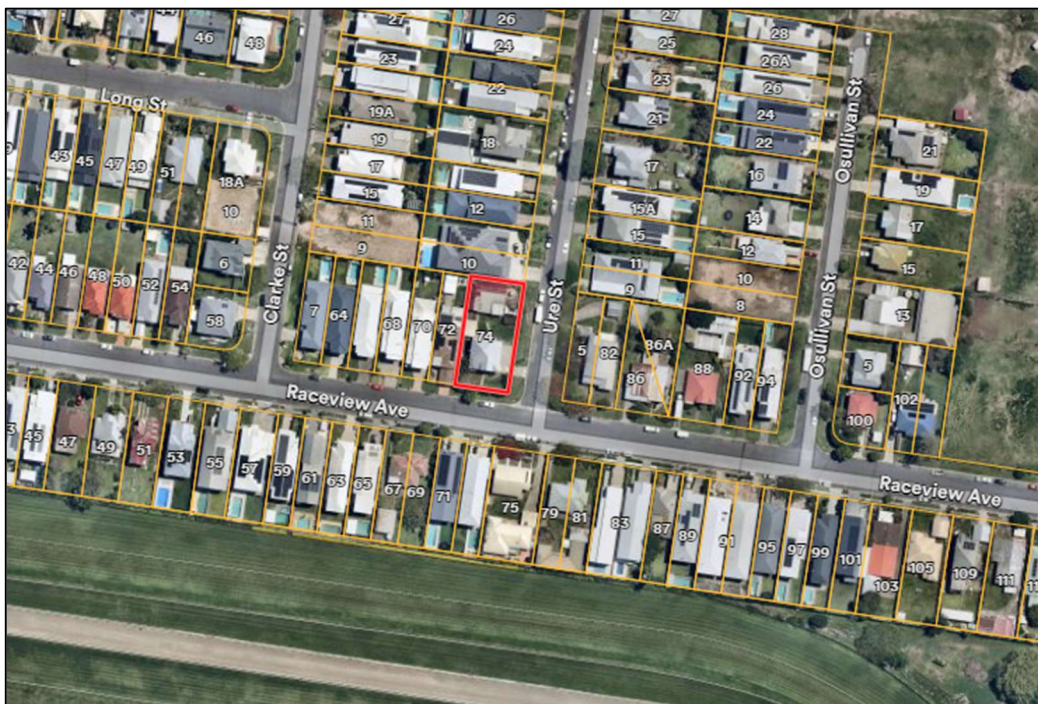


Figure 4: Subject Site Immediate Development Context – Captured November 2025 (Source: Nearmap)

Within the wider context, the site is conveniently located within close proximity to a number of local amenities including Hendra State School, public transport connections, several commercial character places, and Brisbane Airport across South Cross Way.

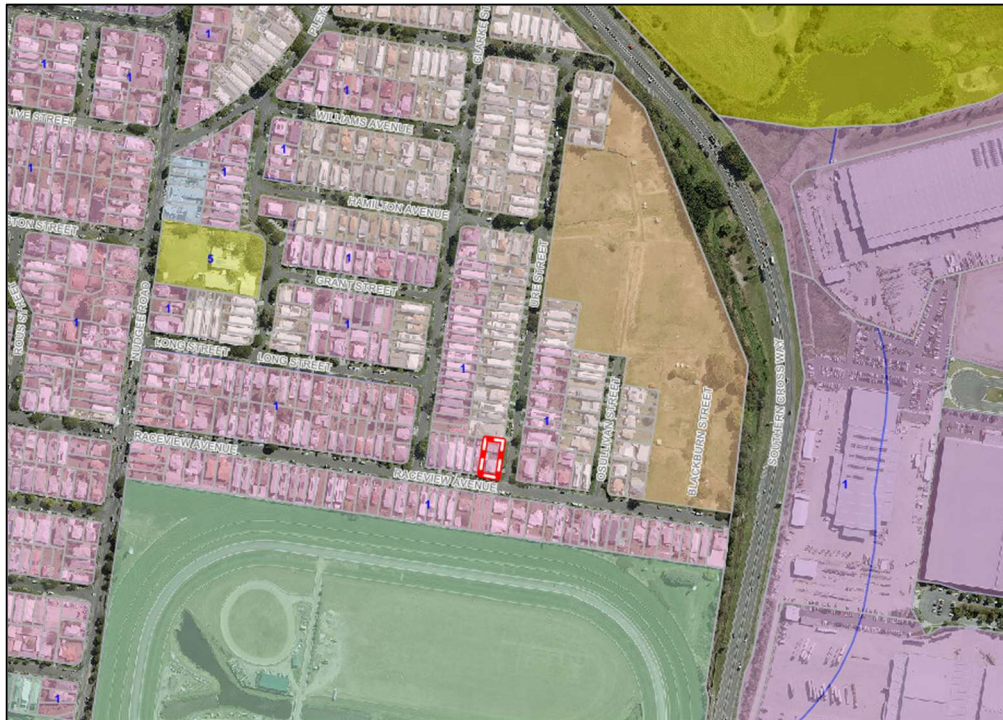


Figure 5: Wider Development Context (Source: BCC Interactive Mapping)

4.6 Town Planning Particulars

The site is contained within the CR1 Character Residential Zone (Refer Figure 6). Comment with respect to the manner in which the proposal responds to this zone can be found within section 6.4.3 of this report.



Figure 6: Subject Site Zone Mapping (Source: BCC Interactive Mapping)

Further, the site is located within the Racecourse Precinct Neighbourhood Plan, Hendra Stables sub-precinct (NPP-004) and subject to the following overlays, of which only the those in bold are considered potentially relevant to the proposal:

- Airport Environs;
- **Community Purposes Network;**
- Critical Infrastructure and Movement Network;
- Dwelling House Character;
- **Overland flow flood planning area;**
- Potential and Actual Acid Sulfate Soils;
- **Road Hierarchy;**
- **Streetscape Hierarchy;** and
- Traditional Building Character.

5.0 Proposal Details

5.1 General Description

The proposal seeks a Development Permit for Reconfiguring a Lot (1 into 2 lot subdivision) at 74 Raceview Ave, Hendra. As detailed within the accompanying Subdivision Proposal Plan prepared by House Surveys, the proposed development seeks to create two separate Standard Format Plan lots as outlined within the Table 2 below:

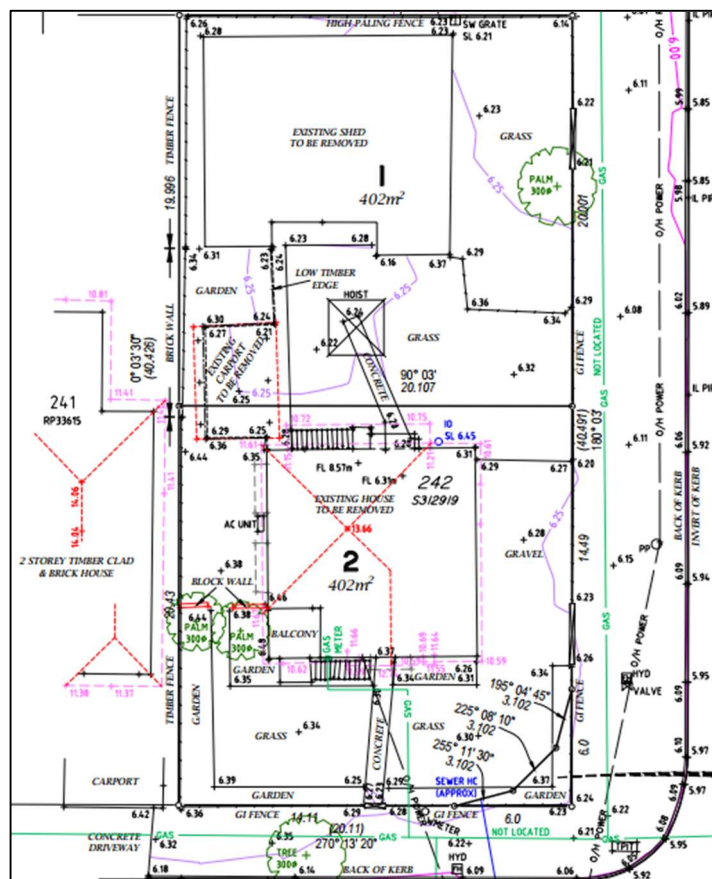


Figure 7: Subdivision Proposal Plan (Source: House Surveys)

Table 2: Key Development Parameters

Proposed Lot	2	1
Area	402m ²	402m ²
Width	20m	20m
Depth	20.4m	20m
Frontage	Raceview Ave – Primary Ure St – Secondary	Ure St
Access Arrangements	Access can be provided via Ure St	
Lawful Point of Discharge	To the kerb.	
Filling and Excavation	The proposal complies with the Filling and Excavation Code.	

The proposed Reconfiguration of Lot will incorporate elements that form both accepted and assessable development against the CR1 Character (Character) zone and Subdivision Code. However, all elements of the proposal are considered to meet the desired outcomes associated with the CR1 Character (Character) Zone and Subdivision Code, as detailed further below in the relevant subsections.

5.2 Proposal Detail & Town Planning Justification for Proposal / Design

5.2.1 Proposed Lot Sizes

Pursuant to Table 9.4.10.3.B – Part 1 of the Subdivision Code, it is typically expected that any new lots located within the Character Zone Precinct of the Character Residential Zone are a minimum 450m². Whilst both proposed lots meet the minimum rectangle dimension and average lot width provisions, they require a performance outcome for the proposed lot size of 402m².

Subdivision Code – Performance Outcome 1 (PO1)
<p>PO1</p> <p>Development results in lots and an arrangement of lots that:</p> <ul style="list-style-type: none"> (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; (e) complement the streetscape, local context and character for the locality; (e) address development constraints.

While resulting in lots less than 450m², the proposed subdivision provides adequately sized land parcels which are consistent with the overall expectations and outcomes of the Character Precinct zone and Racecourse Precinct Neighbourhood Plan. Moreover, it is noted that the reduced lot sizes are consistent with the prevailing pattern of development within the immediate surrounds, exemplified by the Table 3 and Figure 7 below:

Table 3: Snapshot of Small Lots within the Immediate Development Context

Site	Lot Area (m ²)	Zone	Council Approval
72 Raceview Ave	405	CR1 Character	-
70 Raceview Ave	405	CR1 Character	-
68 Raceview Ave	406	CR1 Character	A003929358
66 Raceview Ave	405	CR1 Character	
64 Raceview Ave	405	CR1 Character	-
62 Raceview Ave	405	CR1 Character	-
8 Ure St	405	Low Density	A004685921
10 Ure St	405	Low Density	
12 Ure St	405	Low Density	
14 Ure St	405	Low Density	
15 Ure St	405	CR1 Character	-
15A Ure St	405	CR1 Character	-
73 Raceview Ave	412	CR1 Character	A005488761
71 Raceview Ave	412	CR1 Character	



Figure 7: Dwellings Occupied Over a Single Small Lot within the Immediate Development Context – marked in orange (Source: Urban Strategies 2026)

Notwithstanding the above, the proposal provides a functional and useable lot area that generally accords with the relevant provision of the Planning Scheme, creating two lots that will:

- Be sufficiently sized to site new dwelling houses;
- Provide for the efficient use of land in a serviced urban area;
- Create housing choice and supply in an existing urban residential neighbourhood;
- Reflect and maintain the surrounding pattern of development; and
- Support a positive transition to land north and directly adjoining the subject site zoned for Low density residential.

5.2.2 Proposed Crossover Location

As per the Flood Advice Letter provided by MNCE, site access via Raceview Ave exceeds QUDM trafficability tolerances in the 2% AEP event. Subsequently, both Lots are proposed to be accessed via Ure St, which is not identified as flood affected. It is noted however, that specific crossover locations have not been provided. Crossover locations are best proposed and assessed within a future MCU application to suit future owners design intentions and avoid crossovers being damaged during building works. The development can be conditioned to ensure future crossover locations are in accordance with the relevant outcomes of the Planning Scheme.

5.2.3 Stormwater Management

As detailed within the accompanying Code Compliance Report and Preliminary Services Sketch prepared by MNCE, major and minor flows for each lot are to be discharged to the kerb and channel. No stormwater quantity management is proposed in accordance with the Brisbane City Council Infrastructure Density Planning Scheme Policy.

5.3 Staging

No staging is proposed as part of the proposal.

5.4 Infrastructure Charges

In accordance with the Brisbane Adopted Infrastructure Charges Resolution (No. 14) 2025, infrastructure charges are to be imposed in the following manner. The below charges and credits relate to those to be imposed by Brisbane City Council and their associated distributor-retailer, Urban Utilities.

Credits for Existing or Previous Uses:

Credit use	Credit unit	BCC value per demand unit	Number of credit units	Value of Credit
Lot – Residential	Lot	\$18,026.28	1	\$18,026.28
			Total Credit:	\$18,026.28

Demand Charges:

Demand use	Demand unit	Total value per demand unit	Number of demand units	Demand Value
Lot – Residential	Lot	\$18,026.28	2	\$36,052.56
Gross Charge:				\$36,052.56
Credits:				\$18,026.28
Net Charge:				\$18,026.28

Trunk Infrastructure / Offsets

The proposed development does not involve the construction or dedication of trunk works and is consequently not subject to an Infrastructure Charge Offset.

5.5 Approval Requirements

In accordance with Section 85 of the Planning Act 2016, a Currency Period of 4 years is requested for the Reconfiguring of a Lot applied for.

6.0 Legislative Framework

6.1 Purpose of the Planning Act 2016

The Planning Act 2016 identifies a Purpose of achieving Ecological Sustainability. In accordance with Section 5 of the Planning Act 2016, an entity that performs a function under the Act must perform the function in a way that advances the purpose of the Act. Further Section 4 of the Act outlines the system to facilitate the achievement of ecological sustainability to include:

- State Planning Policies;
- Regional Plans;
- Planning Schemes;
- Temporary Local Planning Instruments;
- Planning Scheme Policies; and
- The Development Assessment System.

The manner in which the proposal responds to each of these items, and consequently furthers the Purpose of the Act, can be seen within the following sections of this report.

6.2 Development Assessment System

The Development Application is categorised as Impact Assessment and as such will be assessed in accordance with Section 45 (5) of the Planning Act 2016.

Parts 1, 3, 4 and 5 of the Development Assessment Rules are consequently applicable to this development application. Of note, the Applicant does not choose to opt out of receiving an Information Request and consequently the decision as to whether to issue an Information Request is left at the discretion of the Council.

6.3 State Planning Instruments

6.3.1 State Planning Policies

The State Planning Policy is a State Planning Instrument outlining matters of State Interest. In accordance with the Planning Act 2016, a Local Government in assessing a development application must give consideration to any relevant components of the State Planning Policy if the Planning Scheme has not yet appropriately integrated the relevant State Interest Policies. Part E of the State Planning Policy outlines 5 themes and 17 State Interest Policies and associated Assessment Benchmarks to which development is to be assessed. Part 2.1 of the City Plan indicates all State interests in the State Planning Policy that are potentially relevant to the proposal have been appropriately integrated into the City Plan.

6.3.2 Regional Plan

The subject site is contained in the Urban Footprint within the *South East Queensland Regional Plan*. The intent of the Urban Footprint is to accommodate a range of urban uses in the forms of housing, industry, businesses, infrastructure, community facilities and urban open space. The proposal is for Reconfiguring a Lot (1 into 2 lot subdivision); thus, the application is consistent with the intentions of the Urban Footprint.

6.4 Local Planning Instruments

6.4.1 City Plan 2014

The site is contained within the Brisbane City Council Local Government Area and is assessable under the Local Government's Planning Scheme, City Plan 2014.

6.4.2 Category of Assessment

The proposed development is categorised as Impact Assessment in accordance with Part 5 of the City Plan 2014.

City Plan 2014 is structured such that an Overlay can alter the Category of Assessment to which a Development Application is subject to Applicable Overlays and the associated Category of Assessment is as follows:

Overlay	Level of Assessment in accordance with Part 5.10	Assessment Benchmarks
Airport Environs Overlay	-	N.A.
Community Purposes Network Overlay	Code Assessment	Community Purposes Network Overlay Code
Critical Infrastructure and Movement Network Overlay	-	N.A.
Dwelling House Character Overlay	-	N.A.
Flood Overlay	Code Assessment	Flood Overlay Code – purpose, overall outcomes and outcomes in Section C
Potential and Actual Acid Sulfate Soils Overlay	-	N.A.
Road Hierarchy Overlay	Code Assessment	Road Hierarchy Overlay Code – purpose, overall outcomes and outcomes in Section C and D
Streetscape Hierarchy Overlay	Code Assessment	Streetscape Hierarchy Overlay Code – purpose, overall outcomes and outcomes in Section A and B
Traditional Building Character Overlay	-	N.A.

The highest category of assessment afforded to the proposal is Impact Assessment, pursuant to Table 5.6.1 – Reconfiguring a Lot in the CR1 Character (Character) Residential Zone. As such the proposal will be assessed in accordance with the Impact Assessment procedures of Section 45 (5) of the Planning Act 2016.

In accordance with Section 45 (5) of the Act this Impact Assessable development application must be assessed against the assessment benchmarks and having regard to any matters prescribed by regulation or having regard to any other relevant matters such as planning need or the current relevance of the assessment benchmarks in light of changed circumstances.

6.5 General Assessment Provisions

The proposal has been assessed against Version 35/2025 of the Brisbane City Plan 2014 (effective 05 December 2025.)

Zones

The Character Residential CR1 zone is intended to provide for low density suburban and inner-city living through development of 1 or 2 storey dwelling houses comprising predominantly existing houses built in or before 1946. New housing is subject to a number of design criteria and is intended to complement the character of pre 1946 housing.

The proposal is considered to further the intent for this zone and is in accordance with the overall outcomes of the Character Residential CR1 zone. A response to the particular elements of the Character Residential CR1 zone is set out below:

Character residential zone code	
Overall Outcome	Proposal
Zone role overall outcomes	
<p>(a) Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular:</p> <ul style="list-style-type: none"> (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. 	<p>Complies</p> <p>The proposal supports the creation of appropriately sized land parcels which will contribute to the supply of a mix of lot sizes in well located areas. Further, the proposed lot dimensions reinforce a sense of place and protect local attributes.</p>
Development location and uses overall outcomes	
<p>(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.</p>	<p>Not Applicable</p> <p>The proposal is for Reconfiguration of Lot (1 into 2 lot subdivision).</p>
<p>(b) Development in the Character zone precinct provides for low density suburban and inner-city living through:</p> <ul style="list-style-type: none"> (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. 	<p>Complies</p> <p>The proposed reconfiguration of lot will create appropriately sized land parcels which reflect the low density nature of the immediate development context.</p>
<p>(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:</p> <ul style="list-style-type: none"> (i) comply with the site density, building height, number of storeys and setback requirements of the Traditional building character (design) 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. 	<p>Not Applicable</p> <p>The subject site is not located within the Infill Housing zone precinct.</p>

Character residential zone code	
Overall Outcome	Proposal
(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.	Complies The subdivision will facilitate new dwelling houses in a suburban area, which will enable a level of amenity consistent with a 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.	Not Applicable The subject site is not mapped within the Active frontage in residential zones overlay.
(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.	Not Applicable The proposal is for Reconfiguration of Lot (1 into 2 lot subdivision).
(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-day needs; (iii) not undermine the viability of a nearby centre.	Not Applicable The proposal is for Reconfiguration of Lot (1 into 2 lot subdivision).
(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.	Not Applicable The proposal is for Reconfiguration of Lot (1 into 2 lot subdivision).
(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.	Not Applicable The proposal is for Reconfiguration of Lot (1 into 2 lot subdivision).
(j) Development for any other non-residential use serve a local community facility need only, such as a child care centre or substation, and is compatible with and integrates with the built form intent of the Character residential zone.	Not Applicable The proposal is for Reconfiguration of Lot (1 into 2 lot subdivision).
(k) Development for rooming accommodation accommodates 5 persons or less.	Not Applicable The proposal is for Reconfiguration of Lot (1 into 2 lot subdivision).
Development form overall outcomes	
(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.	Complies The proposed lot sizes are considered to comply with the intent of the zone, providing appropriately sized and configured land parcels which reflect the precedent set within the immediate development context.

Character residential zone code	
Overall Outcome	Proposal
(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.	Not Applicable The proposal is for Reconfiguration of Lot (1 into 2 lot subdivision).
(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.	Not Applicable The proposal is for Reconfiguration of Lot (1 into 2 lot subdivision).
(d) Development provides that a new building or extension of a building 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.	Not Applicable The proposal is for Reconfiguration of Lot (1 into 2 lot subdivision); new buildings or extensions are not proposed.
(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.	Not Applicable The proposal is for Reconfiguration of Lot (1 into 2 lot subdivision); new buildings or extensions are not proposed.
(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: <ul style="list-style-type: none"> (i) maximises the retention of backyard spaces as private landscaped space; (ii) avoids overbearing development involving bulk or setbacks which are inconsistent with the character of a dwelling house on adjoining lots. 	Not Applicable The proposal is for Reconfiguration of Lot (1 into 2 lot subdivision); new buildings or extensions are not proposed.
(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.	Complies The proposal seeks to positively respond to the site circumstances as appropriately addressed throughout this report, accompanying Code Compliance Report and Flood Advice Letter prepared by MNCE.

The proposal is in accordance with the overall outcomes of the Character Residential zone.

Character residential zone code – Character zone precinct	
Overall Outcome	Proposal
Character zone precinct overall outcomes	
(a) Development retains a dwelling house built in 1946 or before.	Not Applicable The proposal is for Reconfiguration of Lot (1 into 2 lot subdivision).
(b) Development provides that a new dwelling house: <ul style="list-style-type: none"> (i) is 1 or 2 storeys in height; (ii) is located on an appropriately sized and configured vacant lot; 	Not Applicable The proposal is for Reconfiguration of Lot (1 into 2 lot subdivision); new buildings or extensions are not proposed.

Character residential zone code – Character zone precinct	
Overall Outcome	Proposal
(iii) is compatible in scale and design with existing houses 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.	Not Applicable The proposal is for Reconfiguration of Lot (1 into 2 lot subdivision); new dwellings are not proposed.
(d) Development provides for a minimum lot size of 450m ² to maintain a block pattern that accommodates traditional backyards and large trees.	Alternative Outcome The proposed lots are suitably sized and dimensioned to enable the siting of a future dwelling to achieve the relevant overall outcomes of the Character Residential Zone Code and Traditional Building Character Overlay Code. Furthermore, the proposed lots provide a density that is consistent with the immediate development context.

The proposal is in accordance with the overall outcomes of the Character zone precinct.

Neighbourhood Plans

The site is contained within the Racecourse Precinct Neighbourhood Plan Code area. An assessment against the relevant provisions of this Neighbourhood Plan can be found within Appendix A of this report.

Development Codes

The Subdivision Code is triggered and are assessed in Appendix A of this report.

In accordance with Part 5, Table 5.3.5.1 of City Plan 2014, the above Development Codes trigger the following Prescribed Secondary Codes:

- Filling and Excavation Code
- Infrastructure Design Code
- Landscape Work Code
- Outdoor Lighting Code
- Park Planning and Design Code
- Stormwater Code
- Transport, Access Parking and Servicing Code
- Wastewater Code.

Where applicable, these Prescribed Secondary Codes have been addressed within Appendix A of this report and in the accompanying consultant documentation.

Overlay Codes

The following Overlays have been identified as applicable to the site and are addressed in Appendix A where identified as applicable to the proposed development in Assessment criteria Column of Section 5.10 of City Plan 2014.

- Airport Environs Overlay
- Community Purposes Network Overlay
- Critical Infrastructure and Movement Network Overlay
- Dwelling House Character Overlay
- Flood Overlay
- Potential and Actual Acid Sulfate Soils Overlay
- Road Hierarchy Overlay
- Streetscape Hierarchy Overlay
- Traditional Building Character Overlay.

6.6 Local Laws

A review of Council Community Maps indicates the subject site is not mapped as being within an area affected by the Natural Assets Local Law.

6.7 Referral Agencies

A review of the State Government's Development Assessment Mapping System (DAMS) and Planning Regulations 2017 indicates that the site and nature of development is not subject to referral.

7.0 Emerging and Non-Statutory Policy

There is no emerging or non-statutory policy relevant to the proposal.

8.0 Conclusions and Recommendations

This Town Planning Report has been prepared by Urban Strategies Pty Ltd on behalf of Qiyu Dou in association with a development application seeking approval for Reconfiguration of Lot (1 into 2 lot subdivision) over 74 Raceview Ave, Hendra.

The proposal seeks to create two freehold lots which are appropriately sized and configured to accommodate future dwelling houses. Moreover, the development proposes adequately sized land parcels consistent with the prevailing pattern of development and overall expectations and outcomes of the Character Precinct zone and Racecourse Precinct Neighbourhood Plan.

The proposal is consequently considered an appropriate development in the context in which it is located and has been suitably demonstrated to comply with the relevant Assessment Benchmarks, it is therefore recommended to the Council to be approved subject to reasonable and relevant conditions.

Urban Strategies Pty Ltd

012/03/2026

APPENDIX A – Brisbane City Council Codes

Neighbourhood Plan:

Table 7.2.18.1.3.A – Racecourse Precinct Neighbourhood Plan		
Performance outcomes	Acceptable outcomes	Response
General		
<p>PO1</p> <p>Development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is:</p> <ul style="list-style-type: none"> a. consistent with the anticipated density and assumed infrastructure demand; b. aligned to community expectations about the number of storeys to be built; c. proportionate to and commensurate with the utility of the site area and frontage width; d. designed to avoid a significant and undue adverse amenity impact to adjoining development; e. sited to enable existing and future buildings to be well separated from each other and to avoid affecting the potential development of adjoining sites. <p>Note—Development that exceeds the intended number of storeys or building height can place disproportionate pressure on the transport network, public space or community facilities in particular.</p> <p>Note—Development that is over-scaled for its site can result in an undesirable dominance of vehicle access, parking and manoeuvring areas that significantly reduce streetscape character and amenity.</p>	<p>AO1</p> <p>Development complies with the number of storeys and building height in Table 7.2.18.1.3.C and is in accordance with Figure a, Figure b and Figure c.</p> <p>Note—Neighbourhood plans will mostly specify maximum number of storeys where zone outcomes have been varied in relation to building height. Some neighbourhood plans may also specify height in metres. Development must comply with both parameters where maximum number of storeys and height in metres are specified.</p>	<p>Not Applicable</p> <p>The proposal is for Reconfiguration of Lot (1 into 2 lot subdivision); new buildings or extensions are not proposed.</p>

Table 7.2.18.1.3.A – Racecourse Precinct Neighbourhood Plan

Performance outcomes	Acceptable outcomes	Response
PO2 Development of a building incorporates a design, bulk and setbacks which: <ul style="list-style-type: none"> a. 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; b. do not prejudice the development of adjoining sites; c. do not dominate the street or other pedestrian spaces; d. result in sensitive massing and articulation that ensures the building does not dominate the street or other pedestrian spaces. 	AO2.1 Development has a maximum gross floor area in accordance with Table 7.2.18.1.3.D.	Not Applicable The proposal is for Reconfiguration of Lot (1 into 2 lot subdivision).
	AO.2.2 Development has building setbacks in accordance with Table 7.2.18.1.3.E.	Not Applicable The proposal is for Reconfiguration of Lot (1 into 2 lot subdivision); new buildings or extensions are not proposed.
PO3 Development ensures vehicle access, servicing and car parking structures are designed and located to: <ul style="list-style-type: none"> a. minimise disruption to the established building line; b. ensure they do not visually dominant the site and streetscape; c. protect the safety of pedestrians; d. ensure vehicle access is not provided from an arterial road where an alternative access is available. 	AO3.1 Development does not provide vehicular access from Racecourse Road or Kingsford Smith Drive.	Not Applicable The subject site does not front Racecourse Road or Kingsford Smith Drive.
	AO3.2 Development ensures there is no net increase in driveway crossovers on Racecourse Road and Kingsford Smith Drive.	Not Applicable The subject site does not front Racecourse Road or Kingsford Smith Drive.
	AO3.3 Development ensures common access driveways, car parking and servicing areas are created where possible and secured in perpetuity through the granting of reciprocal access easements.	Performance Outcome The proposal is for Reconfiguration of Lot (1 into 2 lot subdivision), noting that each lot can be provided access via a standard residential vehicular crossover located at the kerb. This arrangement reflects and maintains the surrounding Character Residential development context.

Table 7.2.18.1.3.A – Racecourse Precinct Neighbourhood Plan		
Performance outcomes	Acceptable outcomes	Response
	AO3.4 Development ensures car parking and servicing areas are located at the rear or underneath buildings	Not Applicable The proposal is for Reconfiguration of Lot (1 into 2 lot subdivision).
	AO3.5 Development provides driveway crossovers that maintain the integrity, quality and primacy of footpaths.	Complies Neither the Raceview Ave nor Ure St verge contains a footpath at present. Notwithstanding the above, the proposal includes sufficient frontage to provide adequately separated standard vehicular crossovers, thus maintaining the integrity, quality and primacy of future footpaths.
If Adjoining an Operational Rail Corridor – Not Applicable		
If in the Racecourse Road Precinct (Racecourse Precinct Neighbourhood Plan/NPP-001) – Not Applicable		
If in the Racecourses Precinct (Racecourse Precinct Neighbourhood Plan/NPP-002) – Not Applicable		
If in the Kingsford Smith Drive Precinct (Racecourse Precinct Neighbourhood Plan/NPP-003) – Not Applicable		
If in the Kingsford Smith Drive West Sub-Precinct (Racecourse Precinct Neighbourhood Plan/NPP-003a) – Not Applicable		
If in the Hendra Stables Sub-Precinct (Racecourse Precinct Neighbourhood Plan/NPP-004)		
PO13 Development for the purposes of a stable avoids or minimises adverse impacts on the amenity of land uses of the subject site or adjoining sites, particularly in terms of noise and odour.	AO13.1 Development for a stable locates: <ol style="list-style-type: none"> stable buildings, waste storage bin areas and vehicle loading areas for horse transport, a minimum of 10m from any residential building on an adjoining site without a stable; horse-training facilities, a minimum of 5m from any residential buildings on an adjoining site without a stable; stable buildings and horse-training facilities, a minimum of 1.5m from any residential building on an adjoining site that also includes a stable. 	Not Applicable The proposal is for Reconfiguration of Lot (1 into 2 lot subdivision).
	AO13.2 Development for a stable includes:	Not Applicable The proposal is for Reconfiguration of Lot (1 into 2 lot subdivision).

Table 7.2.18.1.3.A – Racecourse Precinct Neighbourhood Plan

Performance outcomes	Acceptable outcomes	Response
	<ul style="list-style-type: none"> a. rubber mats (or the like) on concrete floors, pavements, loading ramps, transport vehicles and trailers, where horses are walked and loaded into vehicles; b. stable doors and gates (including their component parts) that are made of non-metal materials, or prevents metal-on-metal contact; c. stable feed or waste storage containers that are made of non-metal materials, or prevents metal-on-metal contact; d. a 2m high acoustic fence along the boundary with a residential premises adjoining the site. 	

Development Codes:

Subdivision Code

Table 9.4.10.3.A—Subdivision Code

Performance outcomes	Acceptable outcomes	Response
Section A—General performance outcomes and acceptable outcomes for reconfiguring a lot		
<p>PO1</p> <p>Development results in lots and an arrangement of lots that:</p> <ul style="list-style-type: none"> (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; (e) complement the streetscape, local context and character for the locality; 	<p>AO1.1</p> <p>Development provides lots with dimensions in compliance with Table 9.4.10.3.B.</p> <p>Note—Dwelling density may also be specified in the planning scheme in addition to the minimum or average lot sizes specified in Table 9.4.10.3.B. Development must comply with both parameters.</p> <p>Note—Parts 1 to 3 of Table 9.4.10.3.B provide the minimum dimensions for standard, small and rear lots to accommodate the range of residential development intended for the Low density residential zone, Character residential zone, Low-medium density residential zone and the Emerging community zone.</p> <p>Note—Part 4 of Table 9.4.10.3.B provides dimensions for lots in other zones and in the South East Queensland Regional Plan area under certain circumstances. Where a zone is not identified in Part 4 of Table 9.4.10.3.B the</p>	<p>Performance Outcome</p> <p>Pursuant to Table 9.4.10.3.B of the City Plan, the deemed to comply ‘acceptable outcome’ for lots located within the Character Zone Precinct of the Character Residential Zone is a minimum 450m².</p> <p>Whilst both proposed lots meet the minimum rectangle dimension and average lot width provisions, they require a performance outcome for the proposed lot size of 402m².</p> <p>It is noted that the reduced lot sizes are consistent with several other subdivision approvals in the surrounding area and will conform with the prevailing pattern of development, including low density and character precinct zoned land.</p>

Table 9.4.10.3.A—Subdivision Code

Performance outcomes	Acceptable outcomes	Response
<p>(e) address development constraints.</p>	<p>relevant dimensions are either use or activity specific and no acceptable outcome is prescribed.</p> <p>Note—The Dwelling house code and Dwelling house (small lot) code provide requirements for dwelling houses on standard lots and small lots. Table 9.4.10.3.B is not part of the assessment for a dwelling house other than as identified in the tables of assessment in Part 5.</p> <p>Note—Where located within the Traditional building character overlay or a neighbourhood plan, the overlay or neighbourhood plan may vary lot size or dimensions.</p>	<p>Notwithstanding the above, the proposal provides a functional and useable lot area that generally accords with the relevant provision of the Planning Scheme, creating two lots that will:</p> <ul style="list-style-type: none"> ▪ Create housing choice and supply in an existing urban residential neighbourhood ▪ Reflect and maintain the surrounding pattern of development ▪ Support a positive transition to land north and directly adjoining the subject site zoned for Low density residential
	<p>AO1.2</p> <p>Development requiring a building envelope plan or a development footprint plan ensures the building envelope plan or development footprint plan is shown on the plan of subdivision to be registered for the lot where meeting the requirements of the Land Title Act 1994 and the Land Act 1994.</p> <p>Note—A building envelope plan or a development footprint plan can be a means of addressing a range of site development matters. Parts of this code and other codes in the planning scheme determine the circumstances for the application of a building envelope plan or a development footprint plan.</p> <p>Note—A building envelope plan or a development footprint plan may also be used to determine where other matters are registered on title, such as a registered environmental covenant over land outside of the building envelope or development footprint which is not to be the subject of vegetation clearing.</p>	<p>Not Applicable</p> <p>The proposal does not require a building envelope plan or development footprint plan.</p>

Table 9.4.10.3.A—Subdivision Code

Performance outcomes	Acceptable outcomes	Response
	<p>A01.3</p> <p>Development where not intending sharing by formal title arrangements or common use does not result in a building or structure being located:</p> <p>(a) across a proposed lot boundary; or</p> <p>(b) within a setback required by the planning scheme.</p> <p>Note—Examples of uses requiring sharing by formal title arrangement include the shared building walls that might exist between dwellings in a duplex or multiple dwelling development. However, dwelling houses including all supporting walls must be wholly contained within a lot.</p> <p>Note—The development application may indicate that a building or structure is to be demolished or redesigned pending approval of the reconfiguring of a lot to correct this situation. This is to be carried out before the approval of the subdivision survey plan.</p> <p>Note—Where development involves work for walls or structures (other than a fence) on or near to a proposed lot boundary and the proposed lots do not meet the requirements of Table 9.4.10.3.B, the structure is to be located in the position identified by the preceding development approval or approved plans, planning scheme and Building Regulation.</p> <p>Note—In the circumstance of a shared building wall and the proposed lots do not meet the requirements of Table 9.4.10.3.B, the relevant plan of subdivision will not be approved until the following shows that the location of the structure is correctly located:</p> <ul style="list-style-type: none"> • physical inspection is undertaken at the framing stage of construction; • written evidence in the form of a plan of subdivision is prepared by a suitably qualified person; • other evidence received and agreed by the Council. 	<p>Complies</p> <p>The existing buildings located on site are to be removed prior to the commencement of subdivision works (vide: A006919062). Thus, the proposal does not position buildings or structures across a proposed lot Boundary or within a setback requirement.</p>

Table 9.4.10.3.A—Subdivision Code

Performance outcomes	Acceptable outcomes	Response
<p>PO2 Development creates useable lots that:</p> <ul style="list-style-type: none"> (a) do not rely on excessive cut and fill; (b) do not intrude into areas of waterway and environmental significance; (c) ensure any cutting, filling, retaining walls and earthworks: <ul style="list-style-type: none"> (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. 	<p>AO2.1 Development ensures that any cutting, filling, retaining walls and earthworks:</p> <ul style="list-style-type: none"> (a) result in a maximum vertical dimension or minimum horizontal dimension of 1m for either: <ul style="list-style-type: none"> (i) a single level change; or (ii) any step in a series of level changes. (b) locates the crest of any cut or toe of any fill no closer than 0.6m to any lot boundary; (c) limits cut and fill to less than 1m in height for construction of transport network elements. <p>Note—Development may be required to accommodate cutting, filling, retaining walls and earthworks by providing larger lot dimensions than those stated in Table 9.4.10.3.B.</p> <p>Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended.</p>	<p>Complies Refer accompanying Code Compliance Report prepared by MNCE.</p>
	<p>AO2.2 Development involving a lot with an area less than 450m² is located on a site with a maximum average slope of:</p> <ul style="list-style-type: none"> (a) 1 into 10 on the shortest lot axis; (b) 1 into 15 on the longest axis. 	<p>Complies The proposed lots both present as virtually flat, thus complying with the applicable slope requirements referenced in AO2.2.</p>
	<p>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.</p> <p>Note—A minimum rectangle dimension sited on level to gently sloping land is required to ensure that lots are able to be developed for a dwelling in accordance with the requirements of the planning scheme.</p>	<p>Complies The subject site presents as virtually flat, capable of providing minimum rectangle dimensions without the need for earthworks.</p>

Table 9.4.10.3.A—Subdivision Code

Performance outcomes	Acceptable outcomes	Response
	<p>Note—The minimum rectangle dimension is to be located within the net developable area of any site where in the Emerging community zone.</p>	
	<p>AO2.4 Development does not involve the creation of canals or artificial waterways.</p>	<p>Not Applicable The proposal does not involve the creation of canals or artificial waterways.</p>
<p>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:</p> <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (i) high levels of pedestrian traffic; (ii) large subtropical street trees; (iii) on-street parking. 	<p>AO3.1 Development provides roads, pavement and concrete kerb and channel that provide for:</p> <ul style="list-style-type: none"> (a) design and construction in accordance with the road hierarchy; (b) safe travel for pedestrian, 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. <p>Editor's note—See Section B for additional requirements where new road is proposed.</p>	<p>Complies The development will provide pavements, kerb and channel in accordance with the relevant Council standards.</p>
	<p>AO3.2 Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>Complies The proposed lots can be services via Ure St and will comply with both Council and Australian Standard Requirements.</p>
	<p>AO3.3 Development provides each lot with access to a public road other than a major road, that is:</p> <ul style="list-style-type: none"> (a) direct; or (b) via a formal access arrangement that is: <ul style="list-style-type: none"> (i) registered on a title over another lot; or (ii) a reciprocal access easement; or (iii) over common property; 	<p>Complies Site access can be achieved for both lots via Ure St which is identified as a Neighbourhood Road and also defined as a Minor Road.</p>

Table 9.4.10.3.A—Subdivision Code

Performance outcomes	Acceptable outcomes	Response
	<ul style="list-style-type: none"> (iv) located as far away as practicable from an existing or proposed dwelling; (v) compliant with the road corridor design standards in the Infrastructure design planning scheme policy; (c) the width specified: <ul style="list-style-type: none"> (i) in the Transport, access, parking and servicing planning scheme policy where an access way to a rear lot in the Low density residential zone, Character residential zone, Low-medium density residential zone or Emerging community zone; or (ii) in Table 9.4.10.3.B where in any other zone; (d) compliant with the standard vehicle type requirements for the zone and zone precinct applicable to the site and intended use. 	
	<p>AO3.4</p> <p>Development provides safe sight distances at the following locations:</p> <ul style="list-style-type: none"> (a) an access point along the frontage of each lot; (b) a junction and an intersection, including corner truncation; (c) a pedestrian or cyclist crossing. 	<p>Complies</p> <p>The proposed lots can achieve adequately separation, locating a future crossover a safe distance from the Ure St and Raceview Ave intersection.</p>
	<p>AO3.5</p> <p>Development provides grades within a lot that:</p> <ul style="list-style-type: none"> (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. 	<p>Complies</p> <p>The relatively flat nature of the site ensures grades for both proposed lots are suitable for access.</p>
<p>PO4</p> <p>Development provides for the delivery of infrastructure and maintains the safety, efficiency and capacity of infrastructure networks.</p> <p>Editor's note—See section 128 (Necessary infrastructure conditions) and section 145 (Conditions local government may impose) of the Planning Act 2016.</p>	<p>AO4.1</p> <p>Development provides land and works for infrastructure and services in compliance with the:</p> <ul style="list-style-type: none"> (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; 	<p>Not Applicable</p> <p>Land and works for the delivery of infrastructure and services are not required.</p>

Table 9.4.10.3.A—Subdivision Code

Performance outcomes	Acceptable outcomes	Response
	<p>(e) Long term infrastructure plan;</p> <p>(f) codes and planning scheme policies that apply to the site.</p> <p>AO4.2 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.</p> <p>AO4.3 Development provides for a corner truncation of each corner of a site with a road frontage, if not already provided, that is:</p> <p>(a) in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; or</p> <p>(b) a 6m long by 3 equal chord truncation if a minor road.</p>	<p>Complies</p> <p>As detailed within the accompanying Stormwater Code Response within the Civil Engineering Report provided by MNCE, the proposal complies with the standards associated with the stormwater code.</p> <p>Complies</p> <p>Lot 2 provides a 6m long by 3 equal chord truncation.</p>
<p>PO5</p> <p>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.</p>	<p>AO5</p> <p>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:</p> <p>(a) identifying the sources of potential hazards including air, noise, dust, light, contaminated land and electromagnetic emissions;</p> <p>(b) avoiding the hazard; or</p> <p>(c) mitigating hazard impacts, including through buffers, structures or other necessary measures.</p> <p>Note—Overlays and neighbourhood plans provide information about potential risks and hazards and how to address them. However, the planning scheme may not reflect risks and hazards determined as part of the analysis of the site and its surrounds and assessment of the development or changed circumstances or those associated with:</p> <ul style="list-style-type: none"> • contaminated land; • transport noise corridors on State-controlled roads and the rail network. 	<p>Complies</p> <p>As addressed within the Flood Advice Letter prepared by MNCE although the site is mapped within the Overland Flow Overlay, the extent of overland flow is limited to the Raceview Ave road reserve. Subsequently, it is deemed that the proposed subdivision considers potential hazards and appropriately provides a safe lot for occupation.</p>

Table 9.4.10.3.A—Subdivision Code

Performance outcomes	Acceptable outcomes	Response
	The Queensland Government's Contaminated land register and Environmental management register should be consulted regarding contaminated land. The State Planning Policy Interactive Mapping System should be consulted regarding transport noise corridors.	
Additional performance outcomes and acceptable outcomes for reconfiguring a lot involving: (a) rearranging the boundaries of a lot; or (b) volumetric format plan subdivision; or (c) a site in 2 or more zones, zone precincts, neighbourhood plan precincts or overlay sub-categories.		
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, neighbourhood plans and overlays applicable to the site.	AO6 No acceptable outcome is prescribed.	Not Applicable The proposed development does not provide a boundary realignment.
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 No acceptable outcome is prescribed.	Not Applicable The proposal is not for a volumetric subdivision.

Table 9.4.10.3.A—Subdivision Code

Performance outcomes	Acceptable outcomes	Response
<p>PO8 Development ensures that a subdivision involving 2 or more zones, zone precincts, a neighbourhood plan precinct or overlay sub-categories, provides for the:</p> <p>(a) different lot design requirements that are applicable to the zones, zone precincts, neighbourhood plans and overlays and applicable to the site;</p> <p>(b) lawful uses intended for the site and the locality.</p>	<p>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.</p>	<p>Complies The proposed subdivision does not impact on existing zones, zone precincts, nor neighbourhood plan areas. The entirety of the site is contained within a single zone.</p>
	<p>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.</p>	<p>Not Applicable The subject site is not adversely impact upon by adjacent uses.</p>
	<p>AO8.3 Development provides lot dimensions and size in each different zone, zone precinct, neighbourhood plan and land use that is in compliance with Table 9.4.10.3.B.</p>	<p>Performance Outcome As detailed within AO1.1 response, the proposal provides two lots which comply with the minimum rectangular dimension and average lot width provisions, requiring a performance outcome for the proposed lot size of 402m². Notwithstanding the above, the proposal provides a functional and useable lot area that generally accords with the relevant provision of the Planning Scheme.</p>
<p>Section B—Transport, traffic and movement outcomes for reconfiguring a lot involving:</p> <p>(a) 10 or more lots; or</p> <p>(b) road reserve or new road; or</p> <p>(c) cycle or pedestrian routes.</p> <p>Not Applicable</p>		
<p>Section C—Specific performance outcomes and acceptable outcomes applicable to development</p>		
<p>Section C1—Development for reconfiguring a lot involving any of the following:</p> <p>(a) a site that is more than 1ha in the Emerging community zone; or</p> <p>(b) the number of potential dwellings is 20 or more in the Emerging community zone; or</p> <p>(c) a site that is more than 7,000m² in the Low density residential zone; or</p> <p>(d) the number of lots is 20 or more; or</p>		

Table 9.4.10.3.A—Subdivision Code		
Performance outcomes	Acceptable outcomes	Response
(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. Note—Refer to the Structure planning planning scheme policy for guidance on how to calculate potential dwelling numbers for lots not intended to accommodate dwelling houses or where reconfiguring a lot is not proposed in conjunction with a material change of use.		
Not Applicable		
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.		
Not Applicable – Table 9.4.10.3.B does not identify dimensions for small lot lots within the CR1 Character (Character) Zone. Development Footprint Plans are not proposed.		
Section C3—Additional performance outcomes and acceptable outcomes if involving reconfiguring a lot in a zone in the Industry zones category or the Extractive industry zone – Not Applicable		
Section C4—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.		
Not Applicable		
Section C5—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 – Not Applicable		
Section D—Additional performance outcomes and acceptable outcomes if reconfiguring a lot other than involving the creation of freehold lots – Not Applicable		
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		
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 – Not Applicable		
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.		

Prescribed Secondary Codes:

Filling and Excavation Code

Refer accompanying Code Compliance Report prepared by MNCE.

Infrastructure Design Code

Refer accompanying Code Compliance Report prepared by MNCE.

Landscape Work Code

This code is prescribed as a secondary code for the Subdivision Code; however, the proposal does not incorporate landscaping outcomes.

Outdoor Lighting Code

This code is prescribed as a secondary code for the Subdivision Code; however, the proposal does not incorporate outdoor lighting.

Park Planning and Design Code

This code is prescribed as a secondary code for the Subdivision Code; however, the proposal does not involve a park.

Stormwater Code

Refer accompanying Code Compliance Report prepared by MNCE.

Transport, Access, Parking and Servicing Code

Crossover locations can be provided and assessed within a future MCU application. Sufficient sight lines can be achieved and there are no serving requirements for a development of this nature. Thus, the proposal is considered to adequately respond to the TAPS code.

Wastewater Code

Onsite wastewater treatment systems are not required. The site is located within an established residential area with connections to the city sewer network.

Overlays:

Community Purposes Network Overlay Code

The code is considered to have minimal relevance to the application at hand as the site is not identified for park or community facility purposes.

Flood Overlay Code

Refer accompanying Flood Advice Letter prepared by MNCE.

Road Hierarchy Overlay Code

Table 8.2.18.3—Road Hierarchy Overlay Code		
Performance outcomes	Acceptable outcomes	Response
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use		
<p>PO1 Development ensures that:</p> <p>(a) vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of:</p> <p>(i) the road hierarchy shown on the Road hierarchy overlay map;</p> <p>(ii) public transport operations;</p> <p>(iii) pedestrian and cyclist movement;</p> <p>(b) the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas;</p> <p>(c) 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.</p>	<p>AO1.1 Development ensures that an access driveway is provided from:</p> <p>(a) a minor road;</p> <p>(b) a district road or suburban road if the development has high traffic-generating potential.</p>	<p>Complies The development can be conditioned to apply with the relevant outcomes listed.</p>
	<p>AO1.2 Development ensures that an access driveway is not provided to or from a primary freight route identified on the Road hierarchy overlay map.</p>	<p>Not Applicable Neither Raceview Ave nor Ure St are identified as being primary freight routes.</p>
	<p>AO1.3 Development ensures that a use other than a use with high traffic-generating potential gains all vehicular access, other than for service vehicles, via the lowest order road in the road hierarchy to which the site has frontage.</p>	<p>Complies The development can be conditioned to apply with the relevant outcomes listed.</p>
	<p>AO1.4 Development ensures that a turn to and from a major road is restricted to a left turn only.</p>	<p>Not Applicable Neither Raceview Ave nor Ure St are identified as being a Major Road.</p>

Table 8.2.18.3—Road Hierarchy Overlay Code

Performance outcomes	Acceptable outcomes	Response
	<p>A01.5 Development ensures that vehicle access is provided to an abutting site that only has frontage to an arterial road, to facilitate access to the abutting site via an alternative street.</p>	<p>Not Applicable Adjoining sites are limited to frontage to an Arterial Road.</p>
Section B—If for assessable development for a material change of use – Not Applicable		
Section C—If for assessable development for a material change of use or reconfiguring of a lot		
<p>PO3 Development makes provision for the extension, expansion and widening of the existing and future road network where required.</p>	<p>A03 No acceptable outcome is prescribed.</p>	<p>Complies Lot 2 provides a 6m long by 3 equal chord truncation.</p>
<p>PO3A Development provides for the payment of extra trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: (i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the road network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.</p>	<p>A03A No acceptable outcome is prescribed.</p>	<p>Not Applicable Additional trunk infrastructure is not relevant to this application.</p>

Table 8.2.18.3—Road Hierarchy Overlay Code

Performance outcomes	Acceptable outcomes	Response
If on a site in or adjacent to the District road sub-category which has a width less than 20 metres, or to the Suburban road sub-category or to the Arterial road sub-category – Not Applicable		
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy		
<p>PO5</p> <p>Development ensures that a new road connection provides:</p> <ul style="list-style-type: none"> (a) safe, efficient and convenient connectivity of the new road to the major road network; (b) a minimum number of intersections to the major road network. 	<p>AO5</p> <p>Development provides access to the road network in a manner that preserves the function of the road hierarchy and addresses all impacts to the road network.</p>	<p>Complies</p> <p>The proposal can be conditioned to apply with the relevant outcomes listed.</p>
<p>PO6</p> <p>Development ensures that an extension of or change to the road network:</p> <ul style="list-style-type: none"> (a) provides internal connectivity and connects to the external road network; (b) provides pedestrian connectivity to facilitate ease of access by the shortest reasonable route to neighbourhood facilities, parks, schools, shops, bus routes, transport facilities or open space systems; (c) provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route; (d) includes the provision of bus routes that provide ease of access to bus customers; (e) minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time; (f) provides a street layout that minimises travel time and traffic volumes on minor roads; (g) provides high permeability for pedestrian and cycle networks; (h) provides safe accessibility to lots by having more than one street providing access to the area; (i) preserves the function of the road hierarchy and addresses all impacts to the road network. 	<p>AO6.1</p> <p>Development ensures that a new or upgraded road is designed and constructed in accordance with its road hierarchy classification as shown on the Road hierarchy overlay and the standards in the Infrastructure design planning scheme policy.</p>	<p>Complies</p> <p>Lot 2 provides a 6m long by 3 equal chord truncation in accordance with the relevant planning scheme provisions.</p>
	<p>AO6.2</p> <p>Development preserves the function of the road hierarchy and addresses all impacts on the road network.</p> <p>Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy (Traffic impact assessment and definitions section).</p>	<p>Complies</p> <p>The proposal is for the creation of two freehold lots and is not anticipated to impact upon the function of the road hierarchy.</p>

Table 8.2.18.3—Road Hierarchy Overlay Code

Performance outcomes	Acceptable outcomes	Response
<p>PO7</p> <p>Development ensures that premises and vehicle access is located and controlled so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the major road network and its hierarchy.</p>	<p>AO7</p> <p>Development ensures that residential lots are laid out to ensure a future use does not directly ingress from or egress to a major road.</p>	<p>Complies</p> <p>Neither Raceview Ave nor Ure St are identified as being a major road.</p>
<p>PO8</p> <p>Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay.</p>	<p>AO8</p> <p>Development ensures that an intersection is designed to the standard of the highest order road at the point of intersection in accordance with the road design standard in the Infrastructure design planning scheme policy.</p>	<p>Complies</p> <p>The proposal does not provide intersections. The development can be conditioned to comply with appropriate separation distances from the Raceview St and Ure St intersection.</p>

Streetscape Hierarchy Overlay Code

Table 8.2.20.3.A—Streetscape Hierarchy Overlay Code

Performance outcomes	Acceptable outcomes	Response
<p>Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development</p>		
<p>PO1</p> <p>Development must improve pedestrian movement and amenity by providing for verges to a width that is appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.</p>	<p>AO1</p> <p>Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as specified in Table 8.2.20.3.B and the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.</p>	<p>Part Performance Outcome</p> <p>The existing verge width along Raceview Ave and Ure St are intended to be maintained as part of the proposed subdivision.</p> <p>As both streets are identified as a Neighbourhood Street Minor, the minimum acceptable outcome for verge width is 3.75m, noting the existing width along Raceview Ave is approximately 3.55m. Raceview Ave has an existing footpath located along to the south which supports a high level of pedestrian movement. Further, the subject site frontage to Raceview Ave contains an existing street tree.</p> <p>Thus, whilst not meeting the prescribed rate set within Table 8.2.20.3.B the existing verge is functional and supports pedestrian movement and large subtropical street tree planting.</p>

Table 8.2.20.3.A—Streetscape Hierarchy Overlay Code

Performance outcomes	Acceptable outcomes	Response
		There is limited prospect of further verge widening of adjoining sites, and a piecemeal approach to verge dedication is not considered appropriate.
PO2 Development must construct verges including street tree planting, street furniture, paving, lighting and verge and kerb treatments that establish a high-quality subtropical streetscape with a strong pedestrian amenity focus.	AO2.1 Development ensures that existing street trees are retained and protected.	Complies The proposal does not impact upon the street tree located in Raceview Ave.
	AO2.2 Development ensures that street tree planting, street furniture, paving, lighting and verge and kerb treatment are designed and constructed in compliance with the specifications of the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	Not Applicable Where required additional planting and streetscape treatments can be undertaken. Due to the nature of the proposed development, this is not considered necessary for this application.
Section B—If for assessable development		
PO3 Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map: <ul style="list-style-type: none"> (a) facilitates a high level of pedestrian movement and activity; (b) enforces the sense of arrival to individual precincts and major connections; (c) provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the public realm. 	AO3.1 Development ensures that a corner land dedication is provided: <ul style="list-style-type: none"> (a) where identified in the Streetscape hierarchy overlay map; (b) in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy. 	Not Applicable The subject site does not require a corner land dedication mentioned in AO3.
	AO3.2 Development ensures that landscaping including a large feature tree and seating is provided in a corner land dedication area in compliance with the specifications and standards in the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	Not Applicable The subject site does not require a corner land dedication mentioned in AO3.
	AO3.3 Development ensures that public art is provided in a corner land dedication area where identified in a neighbourhood plan and in compliance with the specifications and standards in the streetscape	Not Applicable The subject site does not require a corner land dedication mentioned in AO3.

Table 8.2.20.3.A—Streetscape Hierarchy Overlay Code

Performance outcomes	Acceptable outcomes	Response
	locality advice and public art standards in the Infrastructure design planning scheme policy.	
If in or on a site adjoining the Wildlife movement solution sub-category – Not Applicable		