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12 April 2019

Strategic Planning,
City Planning and Economic Development
Brisbane City Council
GPO Box 1434
BRISBANE QLD 4001

Via email - Strategic.Planning@brisbane.qld.gov.au

Dear Sir/ Madam,

RE: PROPOSED CITYWIDE AMENDMENT – MAJOR AMENDMENT PACKAGE E

On 4 March 2019, Brisbane City Council released the proposed Amendments Package E to the Brisbane City Plan 2014. Amongst the range of topics addressed in the amendments package, this submission focuses on changes to the Emerging Community Zone and the Subdivision Code as well as new arrangements relating to car share.

Throughout the 25-year history of Wolter Consulting Group, we have been active contributors to the planning profession through our industry leading property development consultancy practice. We maintain strong working relationships with Local and State Government through the departments aligned to our key skillsets of Town Planning, Surveying, Landscape Architecture, Urban Design and Environmental services. As experts in these fields, our clients rely on our knowledge of all relevant laws and regulation, and on our ability to be active participants in policy development. Our senior staff are regularly sought out for their contribution to State and Local policy initiatives, and we maintain an active role with industry leading bodies including Property Council, EIANZ, UDIA, PIA, AILA and HIA.

We support Council in its initiative to implement improvements and innovations including formally recognising car sharing services. We also take this opportunity to provide our below contribution on the proposed amendments package as it relates to housing outcomes across our City, with the hope that our industry expertise can result in a more successful outcome.

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We are confident that adoption of these recommendations will assist you to deliver fairer and more diverse housing choices in appropriate locations across the City, including:

- Recognising the role of the Emerging Community areas of the city to support housing choice and affordability including the facilitation of alternative housing solutions other than single family dwellings to meet the needs of wide range of people throughout their life cycle, recognising varying income capacities, locational requirements, personal preferences and housing needs;
- Reinforcement of support for housing choices across all spectrums of the density hierarchy;
- Broader opportunities for, and greater certainty in relation to securing incentives for innovative outcomes; and
- Refinement and/or clarification of key assessment criteria within the Emerging Community Zone Code and Subdivision Code.

The above recommendations and comments are expanded on below.

Emerging Community Zone Code

Compact walkable communities

The draft amendment to the Emerging Community Zone Code introduces the concept that the Emerging Community Zone is simply an extension of the Low Density Zone. We make this conclusion on the fact that the vast majority of Emerging Community Zoned land will not meet the locational criteria set by the code, and that where it doesn't, development is consistent with the Low density residential zone [refer 6.2.6.2(2)(c)(i)]. Defaulting to the lowest order, and least efficient residential land use misses opportunities for compact, walkable communities, and neighbourhoods which are appropriately designed and located to benefit from a highly integrated urban design form. By applying the '400m rule', the economics of such a limited catchment simply will not work for these areas to function properly.

Purpose statements referencing 'contained, sustainable and functional communities' and 'to provide housing diversity offering choice to different household types and individuals to suit residents through different life-cycle stages' are supported and encouraged, however our concern is that these statements are qualified and contained to the vast majority of land that is low density, at a 'house scale', 'as anticipated in the Low Density Residential Zone'. As a result, the policy is limited and will reduce housing choice in our city and increase real concerns regarding housing affordability and accessibility.

Introducing significant density restrictions

Section 6.2.6.2(d) introduces new and significant restrictions on density outcomes in the Emerging Community Zone, as follows.

“Development for dwelling houses, dual occupancy or multiple dwelling or where a reconfiguration to accommodate these uses, provides for dwellings at a density, mix and scale over the net developable area:

- (i) at proximately 18 dwellings per hectare predominantly comprised of dwelling houses up to 2 storeys in height; or
- (ii) at proximately 24 dwellings per hectare comprised of a mix of dwelling houses, dual occupancies and multiple dwellings up to 3 storeys in height, if within 400m walking distance from a dedicated public pedestrian access point of a public transport stop or station with a service frequency of 4 or more services per hour in peak periods of 7am to 9am and 4pm to 6pm, and:
 - A. the edge of a centre zone other than the Neighbourhood centre zone; or
 - B. the edge of a zone that provides for the Special Centres identified in Section 3.7.5.1 L1.1 in Theme 5 of the Strategic Framework.
- (iii) if identified in a neighbourhood plan, at proximately;
 - A. 5 dwellings per hectare or as indicated, predominantly comprised of dwelling houses up to 2 storeys in height and designed and sited to respond to site constraints and ensure minimal disturbance to valued attributes, if identified as a Very-low density residential potential development area;
 - B. 12 dwellings per hectare or as indicated, predominantly comprised of dwelling houses up to 2 storeys in height, if identified as a Low density residential - dwelling houses potential development area;
 - C. 16 dwellings per hectare or as indicated, comprised of a mix of dwelling houses, dual occupancies and multiple dwellings up to 2 storeys in height, if identified as a Low density residential - dwelling houses and multiple dwellings potential development area;
 - D. 25 dwellings per hectare or as indicated, predominantly comprised of dual occupancies or multiple dwellings up to 3 storeys in height, if identified as a Low density residential - multiple dwellings potential development area”.

Unless specifically identified as a ‘low density residential – multiple dwelling potential development area’ in a neighbourhood plan, future density for multiple dwellings and dual occupancy will be

restricted to no more than 18 dwellings per hectare (that is 1 dwelling per 555m² of net developable area), other than where meeting very tight locational criteria. Even where meeting the very strict location criteria, the density only increases to 24 dwelling per hectare (that is 1/416m² of net developable area).

These locational criteria are very specific, requiring the land to be within 400m walking distance from the pedestrian entrance to a high frequency public transport stop as well as being at the edge of a centre of a higher order than a neighbourhood centre.

There are very limited opportunities to achieve these criteria. Refer to the attached map which identifies Emerging community zoned land meeting these new location criteria, in comparison to those Emerging community areas within 400m of a neighbourhood centre and all other Emerging community land not meeting these locational criteria. The extent of Emerging community land that will be restricted to a density of 18 dwellings per hectare is staggering. This is a significant step backwards from the performance based planning approach that the Planning Act seeks to facilitate. The severely restricted locational criteria are equally of great concern to us and the industry. The criteria do not go far enough. They should extend well beyond 400m, and also include neighbourhood and any other employment zones. We should be encouraging walkable communities and be realistic in regard to how far someone would expect to walk to take advantage of their location. For example, the Scheme does not restrict the height or density of employment zones to within 400m of a train station or bus station, why then should this apply to residential land?

Emerging community land in the Brisbane City Council area should be recognised and treated as a non-renewable resource. This policy is an underutilisation of Emerging community land around district and major centres. By their nature they are higher order centres and it is disappointing that our housing policy isn't encouraging compact walkable neighbourhoods around these major centres, well above a low density outcome that only a portion of the community can afford, or even want.

These locational criteria are also ambiguous given the reference to 'the edge of a centre' or 'the edge of a zone'. Is this intended to read within 400m walking distance of the edge? This should be clarified and certainly not reduced to only sites at 'the edge', as that would be even further restrictive.

Subdivision Code

Purpose

Starting the purpose statement (9.4.10.2(2)) with a negative (i.e. what a development for reconfiguring a lot will **not** do), is a disappointing approach to planning regulation. It is the first such an approach has been taken in the Brisbane City Plan and it gives the clear impression to the reader, including the community, that the purpose of regulating subdivision development is to stop poor outcomes rather than facilitate positive outcomes. Put simply, it creates the assumption that without the Code, subdivision is bad. Of course, regulation has an important role, but starting on a negative will set the tone and culture behind how the code will be understood and applied. Surely the purpose of the code is to create good planning outcomes.

Performance Outcomes and Acceptable Outcomes

The table of amendments states that the proposed changes “do not introduce new policy objectives or outcomes except where for:

- introducing a minimum rear lot size requirement in the Emerging community zone;
- requiring a development footprint plan for small lots less than 10m wide to define vehicle parking and access location;
- the requirement for structure planning in the Emerging community zone where the numbers of dwellings exceed 20”.

Our concern is that the proposed changes to the performance outcomes and acceptable outcomes are problematic in part and in fact do change policy objectives, as outlined below. This is misleading and the table of amendments should not have been drafted in such a way. For example;

- A013 (b) seeks that no through roads (i.e. cul-de-sacs) are only included in a subdivision layout where ‘it is demonstrated that there is no alternative road layout, option or arrangement to provide for road continuity’. This is new policy and has the potential to impact development outcomes and design philosophy’s. This test needs to also include feasibility and practicality. There would be almost always an alternative layout or option however a cul-de-sac design is typically chosen where there is no feasible or practicable alternative. Previously the Code referenced ‘no other practical option’ (refer A011.2 of the current code) which is a more appropriate approach.
- PO18 (a) (i) relates to ‘all housing’, so there is a level of ambiguity given the purpose of the subdivision may be for various future land uses. If this PO is intended to apply only to large residential subdivisions, again it will not be clear at the time of the subdivision where ‘housing’

will be located, given all residential zones anticipate some non-residential land uses. More importantly, introduction of a performance outcome that requires 'all housing' to be within '400m walking distance from a local park, community hub or other central focal point to create a strong and positive neighbourhood identity' and '800m walking distance of a local shop and services' will cause sites that don't meet these criteria to potentially conflict with the planning scheme, unless they include new parks, community hubs and local shops and services within and potentially scattered through the development. Needless to say, this has flow on consequences for parks and community infrastructure planning as it would seem Council would require such offsettable assets to be within 400m of all newly subdivided land which trigger PO18. Similarly, the 800m walking distance from centres would indicate that Council would require any new subdivisions to provide neighbourhood centres at 1.6km centres, otherwise subdivision would be refused.

This is new policy and a significant change in direction for subdivision development in Brisbane, especially when the changes to the Emerging Community Code would appear to want to promote subdivision over any other form of development. The current PO21 references neighbourhoods being within 400m walking distance of a central point and 800m walking distance of a local shop and services, however the current Code does not require 'all housing' to meet that test. This new policy needs to be properly and fully considered in terms of the potential implications on land use, yield and infrastructure planning.

- PO18(c) requires a mix of tenures in a large subdivision development. Is the intention to insist on a mix of both freehold and community title subdivision within all new large subdivisions? This is new policy and needs to be properly and fully considered in terms of the potential implications on land use and yield, and whether tenure actually has an impact on the desired outcome.
- A027.1 (a) regarding small lots requires a development footprint plan to show the acceptable outcomes of the Dwelling House (Small Lot) Code. What is the purpose of a development footprint plan if it simply to show acceptable outcomes? Is it attempting to remove the option for performance outcomes? This would be inappropriate, given the performance based planning framework.
- Table 9.4.10.3.B - If in the Emerging community zone has been changed to state that the minimum lot size in this zone is 350m², with further guidance provided by note (2) to state "Minimum lot size is an average lot size provided all lots comply with the minimum rectangle dimension...". While we agree with the general objective of this provision, it is misleading to rely on such a note to clarify that 350m² is not in fact the minimum lot size, rather the average.

We strongly recommend that this be amended to be clear that this is only an average, and that there is no minimum lot size. The current drafting of the Code has already been confusing for Council officers to implement with several situations where officers are insisting on 400m² minimum lot sizes despite the 350m² average allowance.

The 350m² average is also inconsistent with the Overall Outcome (d) (ii) of the Emerging community zone code which encourages densities of 24 dwellings per hectare in well located positions. A density of 24 dw/ha is equivalent to an average lot size of approximately 260-280m² based on the following calculation;

$$10,000\text{m}^2 \times 0.65 \text{ lot efficiency rate} = 6500\text{m}^2 \text{ (allowing for local road and stormwater treatment)}$$

$$6500\text{m}^2 / 24 = 270\text{m}^2$$

This overall outcome also aligns with the “2 or 3 storey mix zone precinct of the Low-medium density residential zone” which allows lots of 260m² in size which align neatly with the 24dw/ha density. As such, the 350m² average should not apply as a blanket requirement across the whole of the Emerging community zone, rather the Code should allow 260m² average where within walking distance of centres and public transport.

Other general concerns regarding the introduction of what appears to be onerous or ambiguous regulation include:

- A03.3 (c) requires access driveways to new lots to be ‘located as far away as practicable from an existing or proposed dwelling’. This is extreme and detailed, particularly where the new lots are consistent with the surrounding lots. Moreover, this is also introducing a regulation on dwelling houses that forces a design outcome (being garage location) which would otherwise be accepted development. Never has it been a requirement for a subdivision application to nominate driveway locations for all new allotments. It is understandable that this would be useful for small lots, however this is onerous for any other situation.
- PO6(c) relates to rearranging boundaries, but requires that “no changes are required to services”. There is no reason why this could not instead simply be conditioned.
- AO24.1 relates to provision of lots for multiple dwellings and seeks to ensure the development (a) ‘facilitates direct pedestrian and vehicle access to ground-floor dwellings’. At the subdivision stage, the inclusion and location of ground floor dwellings will not be known.

Given the intention to clarify policy within the Subdivision Code and remove any potential conflicts, we recommend that the following issues also be addressed and clarified:

- PO1 regarding minimum dimensions and areas should not apply to the creation of community title lots of approved or existing buildings.
- PO9 (d) references the term 'high level'. Is this the intention? An appropriate level is more accurate.
- PO18(f) references community activities, services and facilities. Of what nature? This needs to be clear given it is a performance outcome and the list needs to be inclusive.

In relation to Table 9.4.10.3.B Minimum lot dimensions and size of lot, and the corresponding reference in the Reconfiguring a Lot Table of Assessment, broadening the distance in which 300m² lots are allowable in the Low density residential zone is encouraged. Given the current wording, a corner site that is capable of meeting the locational criteria already uses up around 60 metres of the allowable 200 metre distance, significantly limiting available land. It is recommended that the term be broadened.

Car Share

Formal recognition of car sharing in the Traffic, Access, Parking and Servicing Policy is supported, including introducing a definition and clarifying the way in which they contribute to car parking calculations. However our concern is that there is a missed opportunity to provide incentives and concessions to encourage car sharing, given the community and environmental benefits available.

Definition

The definition adopted for car share is: "car share space: a car park space that is designated for use only for car share vehicles operated by the particular Body Corporate; car share spaces are located on private land and are to be retained as common property by the owners corporation of the site and meet the following criteria:

- identified through appropriate signage;
- accessible 24 hours a day and seven days a week;
- located in a visible location;
- is integrated and located in the primary parking area".

This appears to exclude private operators and excludes independent tenure. We recommend:

- Broadening the definition to ensure it is open to existing and new operators; and
- Enabling tenure for the car sharing service.

Car Parking Calculation

Enabling car sharing bays in addition to maximum car parking numbers in the City fringe and core is supported. Our concern relates to the missed opportunity to provide car parking concessions where car sharing services are provided, at a rate better than one to one. The proposed one to one approach when minimum car parking standards apply is unlikely to encourage car sharing, which is a missed opportunity given the community and environmental benefits available.

Given the nature of car sharing, existing car sharing services and opportunity for new and innovative opportunities for car sharing in the future, we recommend:

- Reducing minimum car parking numbers where car sharing services are made available, not on a one per one basis, but recognising the nature of car sharing and enabling it to be equivalent of more than one standard car park where a minimum standard applies.

Waterway Overlay Code

The waterways overlay code has undergone a significant reorganisation altering the entire structure of the code. We support the change to remove seven (7) sections (C-I) making the document simpler and considerably more concise. The purpose of the code has also undergone significant expansion including increased detail for each section of the Brisbane River Corridor

With Section C, AO6.2 requires the waterway corridor to be retained in a single allotment and does not increase boundaries within the corridor. Previously this requirement has made it difficult in some situations to deliver staged subdivision developments where a waterway may traverse a large portion of the site. Often land gets fragmented by a bisecting waterway, isolating a balance parcel and creating a lot without road frontage. Council need to understand that land development is sequential by nature and it is not always practical for the entire waterway to be dedicated in one stage. The AO should be amended to state

"Where possible, development:

- (a) does not increase the number of allotment boundaries which dissect a waterway corridor;
- (b) retains the corridor within a single allotment."

Vegetation Planning Scheme Policy

We do not support the requirement that an APQ Level 5 arborist is required to identify Significant vegetation as most of the criteria for determining significant vegetation are ecologically based. The

requirement should be expanded to allow suitably qualified and experienced practitioners from undertaking this assessment.

We do however support the new section detailing circumstances where SLT cannot be retained in a development and ow offsets can be calculated.

We appreciate the opportunity to present our recommendations to you. We look forward to further engagement with Council in the future. Please contact the undersigned on 07 3666 5200 if you have any questions.

Yours sincerely,



Natalie Rayment

Director

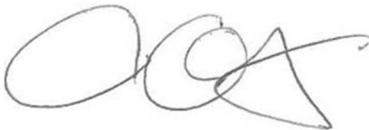
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Cc:- Lord Mayor Adrian Schrinner

Cr Matthew Burke

Dy Currie

Under the proposed Emerging Community Zone Code, the following applies:

Note—If a neighbourhood plan does not specify or provide sufficient information on the density, mix and scale of dwellings intended for a potential development area, 6.2.6.2(d)(i) and (ii) apply. However, 6.2.6.2(d)(iii) applies where a potential development area is refined through the identification of sub-types.

- a) Development for dwelling houses, dual occupancy or multiple dwelling or where a reconfiguration to accommodate these uses, provides for dwellings at a density, mix and scale over the net developable area:
 - (i) at proximately 18 dwellings per hectare predominantly comprised of dwelling houses up to 2 storeys in height; or
 - (ii) at proximately 24 dwellings per hectare comprised of a mix of dwelling houses, dual occupancies and multiple dwellings up to 3 storeys in height, if within 400m walking distance from a dedicated public pedestrian access point of a public transport stop or station with a service frequency of 4 or more services per hour in peak periods of 7am to 9am and 4pm to 6pm, and:
 - (A) the edge of a centre zone other than the Neighbourhood centre zone; or
 - (B) the edge of a zone that provides for the Special Centres identified in Section 3.7.5.1 L1.1 in Theme 5 of the Strategic Framework.
 - (iii) if identified in a neighbourhood plan, at proximately:
 - (A) 5 dwellings per hectare or as indicated, predominantly comprised of dwelling houses up to 2 storeys in height and designed and sited to respond to site constraints and ensure minimal disturbance to valued attributes, if identified as a Very-low density residential potential development area;
 - (B) 12 dwellings per hectare or as indicated, predominantly comprised of dwelling houses up to 2 storeys in height, if identified as a Low density residential - dwelling houses potential development area;
 - (C) 16 dwellings per hectare or as indicated, comprised of a mix of dwelling houses, dual occupancies and multiple dwellings up to 2 storeys in height, if identified as a Low density residential - dwelling houses and multiple dwellings potential development area;
 - (D) 25 dwellings per hectare or as indicated, predominantly comprised of dual occupancies or multiple dwellings up to 3 storeys in height, if identified as a Low density residential - multiple dwellings potential development area.

Table 1 Neighbourhood Plan	Potential Development Area Purpose	Potential Development Area Density (specific)	Mention to a Mix of Housing Types, Styles, and Densities (unspecific)
Algester – Parkinson – Stretton	Development in a potential development area specified in Figure a, Figure b or Figure c addresses the location of the land, availability of services, environmental constraints, amenity, and existing patterns of development, to ensure an integrated development outcome.	The neighbourhood plan does not make mention to specific densities.	Residential development provides for a mix of housing types, styles and densities.
Bracken Ridge and District	Development in a potential development area addresses the location of the land, availability of services, environmental constraints, amenity, and existing patterns of development, to ensure an integrated development outcome.	The neighbourhood plan does not make mention to specific densities.	Residential development provides for a mix of housing types, styles and densities.
Carina – Carindale	Development in a potential development area addresses the location of the land, availability of services, environmental constraints, amenity and existing patterns of development, to ensure an integrated development outcome.	The neighbourhood plan does not make mention to specific densities.	Residential development provides for a mix of housing types, styles and densities.
Kuraby	Development in a potential development area addresses the location of the land, availability of services, environmental constraints, amenity, and existing patterns of development to ensure an integrated development outcome;	Residential development provides for a mix of housing types, styles and densities, in particular: (i) low density residential – dwelling houses: contains dwelling densities of between 10 and 15 dwellings per hectare; (ii) low density residential – dwelling houses and multiple dwellings: contains dwelling densities of up to 20 dwellings per hectare where between 400m and 800m of the Kuraby Railway Station or Fruitgrove Railway Station and is designed to ensure compatibility with the form and scale of detached housing; (iii) low–medium density residential – multiple dwellings: contains dwelling densities of up to 25 dwellings per hectare where within 400m of the Kuraby Railway Station or Fruitgrove Railway Station.	
McDowall – Bridgeman Downs	Land in the Emerging community zone in a potential development area in the northern portion of the neighbourhood plan area: b) includes a mix of larger lot sizes, retains existing vegetation and minimises development in vegetated or other scenically important areas; c) has a built form no greater than 2 storeys in height; d) locates higher density development in the cleared parts of this area and comprises clusters of development surrounded by a high proportion of landscaping and open space.		
Mitchelton	Development in a potential development area specified in Figure a addresses the location of the land, availability of services, environmental constraints, amenity, and existing patterns of development, to ensure an integrated development outcome.	The neighbourhood plan does not make mention to specific densities.	Residential development provides for a mix of housing types, styles and densities.
Yeerongpilly Transit Oriented Development	Please refer to the Yeerongpilly Transit Oriented Development Neighbourhood Plan Code for further information regarding building types, densities, and heights. The Code can be accessed at http://eplan.brisbane.qld.gov.au/		

Table 2

Neighbourhood Plan	Potential Development Area Purpose	Potential Development Area Density (specific)	Mention to a Mix of Housing Types, Styles, and Densities (unspecific)
Calamvale District	Development in a potential development area addresses the location of the land, availability of services, environmental constraints, amenity and existing patterns of development, to ensure an integrated development outcome.	Low density residential – dwelling houses and multiple dwellings areas as shown in Figure a which comprise development densities at a yield of 21 dwellings per hectare.	
Doolandella	Development in a potential development area addresses the location of the land, availability of services, environmental constraints, amenity, and existing patterns of development to ensure an integrated development outcome.	Low density residential — dwelling houses and multiple dwellings areas as shown in Figure a and Figure b comprise a mix of dwelling houses and multiple dwellings at a yield of 16 dwellings per hectare, with multiple dwellings located adjoining the esplanade road to facilitate surveillance of the adjoining public spaces;	
Everton Park	Please refer to the Everton Park Neighbourhood Plan Code for further information regarding building types, densities, and heights. The Code can be accessed at http://eplan.brisbane.qld.gov.au/		
Ferny Grove – Upper Kedron	Please refer to the Ferny Grove Neighbourhood Plan Code for further information regarding building types, densities, and heights. The Code can be accessed at http://eplan.brisbane.qld.gov.au/		
Mitchelton Centre	Please refer to the Mitchelton Centre Neighbourhood Plan Code for further information regarding building types, densities, and heights. The Code can be accessed at http://eplan.brisbane.qld.gov.au/		
Racecourse Precinct	Please refer to the Racecourse Precinct Neighbourhood Plan Code for further information regarding building types, densities, and heights. The Code can be accessed at http://eplan.brisbane.qld.gov.au/		
River Gateway	Please refer to the River Gateway Neighbourhood Plan Code for further information regarding building types, densities, and heights. The Code can be accessed at http://eplan.brisbane.qld.gov.au/		
Sherwood – Graceville	Development of a site fronting Jerold Street on sites indicated as Medium density residential 3 storey maximum in Figure b. Sits indicated on the map.	The neighbourhood plan does not make mention to specific densities.	A mix of housing densities, types and sizes exist within walking catchment of services and public transport at the Corinda and Sherwood centres, to accommodate the community's housing needs at various stages of their lives and in particular to provide housing for the ageing population in the area.
Wakerley	Development in a potential development area addresses the location of the land, availability of services, environmental constraints, amenity, and existing patterns of development, to ensure an integrated development outcome.	Low density residential – multiple dwellings: contains a mix of small lot dwelling houses, dual occupancy and multiple dwellings up to 25 dwellings per hectare;	The precinct provides for a mix of housing types, styles and densities, in particular, where indicated in Figure a:
Western Gateway	Please refer to the Western Gateway Neighbourhood Plan Code for further information regarding building types, densities, and heights. The Code can be accessed at http://eplan.brisbane.qld.gov.au/		

Wynnum West	Residential development in a potential development area identified in Figure a provides for a mix of housing types, styles and densities.	low density residential – dwelling houses and multiple dwellings contains a mix of dwelling houses and multiple dwellings at a yield of 16 dwellings per hectare.
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Table 3			
Neighbourhood Plan	Potential Development Area Purpose	Potential Development Area Density	Mention to a Mix of Housing Types, Styles, and Densities (unspecific)
Doolandella	Development in a potential development area addresses the location of the land, availability of services, environmental constraints, amenity, and existing patterns of development to ensure an integrated development outcome.	Low density residential — multiple dwellings areas as shown in Figure a and Figure b comprise predominantly multiple dwellings at a yield of 25 dwellings per hectare.	
Everton Park	Please refer to the Everton Park Neighbourhood Plan Code for further information regarding building types, densities, and heights. The Code can be accessed at http://eplan.brisbane.qld.gov.au/		
Ferny Grove – Upper Kedron	Please refer to the Ferny Grove Neighbourhood Plan Code for further information regarding building types, densities, and heights. The Code can be accessed at http://eplan.brisbane.qld.gov.au/		
Wynnum West	Residential development in a potential development area identified in Figure a provides for a mix of housing types, styles and densities.	low–medium density residential: contains a mix of mostly established dwelling houses and multiple dwellings at a yield of 23 dwellings per hectare.	

Table 4			
Neighbourhood Plan	Potential Development Area Purpose	Potential Development Area Density	Mention to a Mix of Housing Types, Styles, and Densities (unspecific)
Everton Park	Please refer to the Everton Park Neighbourhood Plan Code for further information regarding building types, densities, and heights. The Code can be accessed at http://eplan.brisbane.qld.gov.au/		