7.2.13.3 Milton Station neighbourhood plan code

7.2.13.3.1 Application

1. This code applies to assessing a material change of use, reconfiguring a lot, operational work or building work in the Milton Station neighbourhood plan area if:
2. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for neighbourhood plan (section 5.9); or
3. impact assessable development.
4. Land in the Milton Station neighbourhood plan area is identified on the NPM-013.3 Milton Station neighbourhood plan map and includes the following precincts:
5. Mixed use centre precinct (Milton Station neighbourhood plan/NPP-001);
6. Mixed use residential precinct (Milton Station neighbourhood plan/NPP-002);
7. Core residential precinct (Milton Station neighbourhood plan/NPP-003);
8. Commercial precinct (Milton Station neighbourhood plan/NPP-004):
9. Cribb Street sub-precinct (Milton Station neighbourhood plan/NPP-004a).
10. When using this code, reference should be made to section 1.5, section 5.3.2 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Note—This neighbourhood plan includes a table of assessment with variations to categories of development and assessment. Refer to Table 5.9.42.A, Table 5.9.42.B, Table 5.9.42.C and Table 5.9.42.D.

7.2.13.3.2 Purpose

1. The purpose of the Milton Station neighbourhood plan code is to provide finer grained planning at a local level for the Milton Station neighbourhood plan area.
2. The purpose of the Milton Station neighbourhood plan code will be achieved through overall outcomes including overall outcomes for each precinct of the neighbourhood plan area.
3. The overall outcomes for the neighbourhood plan area are:
4. Milton is well connected to the CBD and neighbouring suburbs by transit and includes high-quality public spaces and recreation areas.
5. Milton takes advantage of the unique character of Park Road and the proximity to the Brisbane River and the CBD.
6. Development achieves a height and density that makes efficient use of land, but does not overburden local transport, infrastructure, public space or community facilities.
7. Built form comprises a high-density core above and adjoining the railway station and is graduated to a more human scale at Park Road.
8. Development creates a strong sense of place, respects historic buildings, responds to the needs of pedestrians and is underpinned by subtropical design.
9. Development is of a height, scale and form which is consistent with the amenity and character, community expectations and infrastructure assumptions intended for the relevant precinct, sub-precinct or site and is only developed at a greater height, scale and form where there is both a community need and an economic need for the development.
10. A reduction in vehicular use and an increase in the use of alternative modes of transport such as public transport, walking and cycling are promoted through the Milton Station area, based on the principles of transit oriented development.
11. Park Road continues to be the key entertainment and retail hub that activates the neighbourhood plan area for 18 hours a day, 7 days a week, and strengthens the unique and identifiable character of Milton as an inner-city destination.
12. The role of Milton as a fringe business centre and employment node is strengthened, providing a variety of employment and economic opportunities to support the functions of Brisbane’s CBD.
13. Pedestrian and cyclist movement is promoted within the area and to nearby key locations such as the Brisbane River and north across Milton Road.
14. Ground levels of buildings are activated to provide human-scale interfaces at the street level along and adjacent to key pedestrian and cycle connections and active transport links.
15. Building typologies respond to the role and function of streets in each precinct, and create a sense of place.
16. Development exhibits exemplary design outcomes with a high degree of articulation and uniquely responds to Brisbane’s subtropical climate and the local character of Milton.
17. New development is complemented by high-quality and accessible public urban recreation areas which contribute to landscape amenity and provide easy access for local residents, workers and visitors to the area.
18. Mixed use centre precinct (Milton Station neighbourhood plan/NPP-001) overall outcomes are:
19. The precinct continues the success of Park Road as a retail, entertainment, leisure and commercial destination.
20. This precinct supports a diverse range of uses with a predominance of retail and commercial activities to maximise the level of activity during the day and into the night.
21. Development in this precinct takes advantage of opportunities provided by its high level of accessibility to the Milton railway station, Coronation Drive bus stops and Bicentennial Bikeway.
22. Ground-level areas are occupied by active retail and commercial uses preferably comprising shops and food and drink outlets that have a visible presence on and interaction with the street.
23. Land uses that generate only limited street activity (such as offices) are located above the street level and a small number of residential uses are encouraged above ground level, providing such uses are not affected by the vibrant activity at street level.
24. New building heights in this precinct are smaller in scale than the remainder of the Milton Station neighbourhood plan area given the precinct’s qualities as a people place and location at the heart of Milton.
25. The greatest development yields and heights in the precinct are achieved on larger lots.
26. Development on Park Road allows sunlight and breezes into the street and enhances the level of activity through a high level of interaction with the public realm.
27. Building form and design expresses a strong subtropical character, provides a high level of articulation and makes provision for the establishment of pedestrian awnings and street trees along Park Road.
28. Some land in this precinct adjoins the proposed park (urban common) on the corner of Railway Terrace and Manning Street and new development on these sites presents an active frontage to the park (urban common) to enhance the amenity and safety of the public space.
29. Streetscape improvements along Park Road support the renewal program for the precinct, including improved paving surfaces, extensive use of shade trees and a coordinated palette of street furniture.
30. Mixed use residential precinct (Milton Station neighbourhood plan/NPP-002) overall outcomes are:
31. The precinct is located within easy walking distance of the Milton railway station and accommodates primarily residential uses with some retail and commercial uses, in a high density environment.
32. The lower levels of residential buildings fronting Railway Terrace and Cribb Street incorporate fine-grain retail and commercial activities to generate activity along these pedestrian spines and to capitalise on the accessibility to public transport.
33. Buildings encourage casual surveillance and achieve a human scale at ground level.
34. The increased activity along Railway Terrace complements the established vibrancy and variety of Park Road and generates an important focal point within the area.
35. Affordable housing is encouraged, particularly on the QBuild site on Crombie Street.
36. Development on the QBuild site on Crombie Street includes active ground-floor uses on the Cribb Street frontage, with residential uses on the upper levels and a strong degree of interaction with the street on the Crombie Street frontage.
37. The railway corridor provides opportunities for the development of air rights above Milton Station and the corridor itself. Greater height and plot ratio allowances are provided for development that integrates with the railway station and provides substantial improvements to the station itself, station access, and station interface with the public realm.
38. The entrance to Milton Station from Railway Terrace is prominent in the streetscape and provides for convenient and legible paths for pedestrians and cyclists to access the platform areas and continue to Milton Road.
39. Building heights are mixed due to greater development yields being achieved on larger lot sizes.
40. In this precinct, development may experience a reduced level of amenity due to emissions (vibration, noise, light and odour) from the lawful industries, major sporting venues, arterial roads and commuter/freight rail lines in the surrounding area. Noise-sensitive uses are designed, sited and constructed to achieve acceptable noise levels.
41. Railway Terrace is an important connection through the precinct and streetscape improvements (including street trees, high-quality pavements and finishes, and street furniture) are delivered by redevelopment that supports local renewal, and extends and complements the vibrancy and variety of Park Road.
42. A park (urban common) of approximately 1,500m2 is provided in Manning Street through acquisition of land on the corner of Manning Street and Railway Terrace and part closure of Manning Street:
43. provides public open space for residents, workers and visitors in the area, and facilitates pedestrian movement between Manning Street and Railway Terrace;
44. is designed to encourage both passive and active recreation and includes flood mitigation works.
45. Development on a site immediately adjoining the park (urban common):
46. incorporates ground-floor uses such as cafes and restaurants to increase surveillance and provide an active edge to the park (urban common); or
47. activates boundaries to the urban common by providing windows and pedestrian access.
48. Core residential precinct (Milton Station neighbourhood plan/NPP-003) overall outcomes are:
49. The precinct is highly accessible to public transport, the CBD and local facilities and development in this precinct capitalises on this location by accommodating intensive residential uses.
50. A mixture of housing types, sizes and tenures including affordable housing is provided within the precinct.
51. Non-residential land uses are not consistent with the outcomes sought.
52. Development comprises a tower and a podium fronting the street, with a range of building heights dependent on site area.
53. Smaller sites may provide 1 tower, however larger sites are required to reduce visual bulk and shade impacts by providing multiple towers. Tower elements are set back from all boundaries (and each other) to allow generous landscaping, access to light and breezes for all units, the street and neighbouring development.
54. The podium has a strong interface with the street and creates a consistent active frontage at a human scale along the street that is supported by landscaping at the street frontage to enhance the pedestrian environment and reinforce the residential nature of these streets.
55. The provision of pavement and finishes and landscape elements supports the renewal of residential properties in the precinct.
56. Commercial precinct (Milton Station neighbourhood plan/NPP-004) overall outcomes are:
57. The precinct accommodates predominantly office development that is highly accessible to a range of public transportation options, the CBD and other residential and entertainment activities.
58. Residential land uses are supported as a secondary function to the primary office function of this precinct.
59. Retail uses provide activation along Cribb Street and Little Cribb Street at ground level.
60. Large-scale retail developments that generate car-based trips are not consistent with the outcomes sought.
61. Development in this precinct provides a quality work environment with open space, tree-lined streets and generous landscaped setbacks between buildings.
62. The precinct includes a number of large trees that positively contribute to the precinct’s character and buildings are designed and sited to minimise adverse impacts on these trees.
63. Building heights in Cribb Street sub-precinct (Milton Station neighbourhood plan/NPP-004a) are similar to the prevailing height of the Mixed use residential precinct (Milton Station neighbourhood plan/NPP-002) and the Core residential precincts (Milton Station neighbourhood plan/NPP-003), while the balance of the precinct is a lower height. Building heights may be mixed due to greater development yields being achieved on larger lot sizes.
64. Buildings are bulkier at lower levels than in other precincts, reflecting the area’s office park character.
65. A new plaza of approximately 1,000m2, as shown in Figure a, is established to meet the outdoor leisure requirements of workers and the local community.
66. Development on sites immediately adjoining the plaza should incorporate ground-storey uses such as food and drink outlets to increase surveillance and provide an active edge to the plaza. Alternatively, development may activate boundaries to the plaza by providing windows and pedestrian access.
67. Development encourages alternative transport options through improving linkages to Milton Station and the Coronation Drive bus stops and local bikeways including the Bicentennial Bikeway.
68. A new active transport link is established linking Railway Terrace to the new plaza on Little Cribb Street.
69. The existing active transport link from Little Cribb Street to the Coronation Drive bus stops and bikeway is retained and enhanced through any redevelopment.

7.2.13.3.3 Performance outcomes and acceptable outcomes

Table 7.2.13.3.3.A—Performance outcomes and acceptable outcomes

|  |  |
| --- | --- |
| Performance outcomes | Acceptable outcomes |
| General |
| PO1Development 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:1. consistent with the anticipated density and assumed infrastructure demand;
2. aligned to community expectations about the number of storeys to be built;
3. proportionate to and commensurate with the utility of the site area and frontage width;
4. designed to avoid a significant and undue adverse amenity impact to adjoining development;
5. sited to enable existing and future buildings to be well separated from each other and to avoid affecting the potential development of an adjoining site.

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.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. | AO1Development complies with the number of storeys and building height in Table 7.2.13.3.3.B.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. |
| PO2Development provides publicly accessible active transport links that:1. connect:
2. Railway Terrace to the park (urban common) site on Little Cribb Street;
3. the park (urban common) site on Little Cribb Street to the Bicentennial Bikeway along Coronation Drive;
4. Railway Terrace to Milton Station.
5. enhance pedestrian and cyclist amenity and safety using shade trees, lighting and furniture.
 | AO2Development provides active transport links in locations identified in Figure a. |
| PO3Development is designed to mitigate the intrusion of noise, light and air pollution. | AO3No acceptable outcome is prescribed. |
| PO4Development provides car parking that:1. is unobtrusive;
2. does not dominate the streetscape and minimises pedestrian conflict points;
3. does not detract from the aesthetics or amenity of the area;
4. enables convenient pedestrian and cyclist access;
5. allows for flexible allocation between uses and conversion to alternative uses over time;
6. ensures vibrant street frontages consistent with the ‘transit oriented’ character of the precinct.
 | AO4.1Development provides car parking areas in flood-immune basements, or concealed behind buildings. |
| AO4.2Development provides only 1 access point to car parking areas per site. |
| AO4.3Development in the Mixed use residential precinct may locate parking above ground where it is unviable to locate underground, subject to:1. the provision of active uses along the street frontages on ground and upper storey to a minimum depth of 10m, with parking being located behind these uses;
2. the design of floor-to-ceiling heights allowing for conversion to residential or business activities in the future.
 |
| If in the Mixed use centre precinct (Milton Station neighbourhood plan/NPP-001) |
| PO5Development is of a scale, height and design that:1. respects the traditional low-rise character of Park Road, in contrast to the high density core around the railway station in the Mixed use residential precinct;
2. is set back from Park Road at upper levels to allow sunlight and breezes into the street;
3. is appropriate to the role of the Milton area as a transit orientated development in the city-wide context;
4. minimises amenity impacts on other properties and public areas in terms of access to sunlight, daylight and breezes;
5. enables existing and future buildings to be well separated from each other to allow light penetration, air circulation, privacy and to ensure windows are not built out by adjoining buildings.
 | AO5.1Development has a maximum gross floor area that complies with Table 7.2.13.3.3.C. |
| AO5.2Development has a maximum building height that complies with Table 7.2.13.3.3.B. |
| AO5.3Development above the second storey has:1. a minimum setback to the Park Road boundary of 10m;
2. a minimum setback to any other street frontage or side boundary of 4m;
3. rear setbacks of a minimum 6m.

Note—Balconies may extend up to 2m beyond these setbacks to the front and rear. |
| PO6Development:1. includes a mix of retail and entertainment uses at ground storey that have a visible presence on, and interaction with the street;
2. is predominantly for retail and commercial activities, with only limited residential uses;
3. incorporates the courtyard or traditional shopfront built form and reinforces the level of activity on the street through a positive relationship with the public realm.
 | AO6.1Development ensures the land use mix on each site is in accordance with the maximum percentages specified in Table 7.2.13.3.3.C. |
| AO6.2Development provides a ground storey that is dedicated to a mix of retail and entertainment uses that have a visible presence on and interaction with the street. |
| AO6.3Development builds the ground storey facade of buildings to the street-front property boundary, or alternatively, incorporates an enlarged setback to create a plaza space as shown in Figure b. |
| AO6.4Development provides individual tenancies at the ground storey with a maximum of 400m2 in gross floor area. |
| AO6.5Development has large deep-planted trees and pedestrian awnings that are incorporated along Park Road frontage. |
| If in the Mixed use residential precinct (Milton Station neighbourhood plan/NPP-002) |
| PO7Development is of a scale, height and design that:1. is appropriate to the role of the Milton area as a transit orientated development in the city-wide context;
2. distinguishes the core around the railway station;
3. is not overly bulky when viewed from the street;
4. incorporates a podium and tower form, with the tower set back to reduce the appearance of building bulk;
5. minimises amenity impacts on other properties and public open space in terms of access to sunlight, daylight and breezes;
6. enables existing and future buildings to be well separated from each other to allow light penetration, air circulation, privacy and to ensure windows are not built out by adjoining buildings.
 | AO7.1Development has a maximum gross floor area that complies with Table 7.2.13.3.3.C. |
| AO7.2Development has a maximum building height that complies with Table 7.2.13.3.3.B. |
| AO7.3Development:1. incorporates a podium and tower form;
2. displays a strong streetscape presence;
3. limits the bulk of taller building elements.

Refer to Figure c and Figure d. |
| AO7.4Development is designed so that the height of the podium component of buildings is less than one-quarter of the overall building height but no less than 2 storeys. |
| AO7.5Development is designed so that where podium elements are greater than 4 storeys in height they are articulated into a ground, middle and top to reduce the bulk and scale of this building element when viewed from the street. |
| AO7.6Development is designed with podium elements set back a minimum of 3m from the front property boundary, except for Railway Terrace where only the ground storey is required to be setback a minimum of 3m. Refer to Figure c and Figure d. |
| AO7.7Development is designed with a tower element in new buildings that extends for no more than 70% of the podium width. The maximum horizontal dimension for any tower is 40m on any one side. On large sites, more than 1 tower is provided to reduce building bulk with towers set back from each other by 10m. |
| AO7.8Development is designed with tower elements that are set back a minimum of:1. 4m from the front of the podium;
2. 5m from the side of the podium, or 10m if for residential components with windows of habitable rooms orientated towards that boundary excluding sun-control devices.

Note—Balconies may extend up to 2m beyond these setbacks. |
| AO7.9Development that shares a common boundary with a site in the Core residential precinct (Milton Station neighbourhood plan/NPP-003) is set back from the common boundary a minimum of:1. 3m for its podium levels;
2. 10m for its tower component.
 |
| PO8Development that incorporates and integrates with Milton Station or uses air rights above the rail corridor ensures that:1. Milton Station and its access points are significantly enhanced;
2. it presents high-quality architecture and a visually prominent landmark that reflects the city-wide importance of the public transport node.
 | AO8.1Development has a maximum gross floor area that complies with Table 7.2.13.3.3.C. |
| AO8.2Development has a maximum building height that complies with Table 7.2.13.3.3.B. |
| AO8.3Development ensures Milton Station and its access points are substantially enhanced, including:1. convenient and legible paths of pedestrian travel to the platform areas and across the rail corridor;
2. stairs, escalators and lifts to provide non-discriminatory access to the railway station;
3. the primary station access from Railway Terrace is enhanced as a high-quality 10m-wide public space.
 |
| PO9Development incorporates a mixture of uses to capitalise on the precinct’s transit opportunities. | AO9Development provides a land use mix on each site that is in accordance with the maximum percentages specified in Table 7.2.13.3.3.C. |
| PO10Development must contribute to a vibrant and active streetscape during the day and evening, and provide improved pedestrian infrastructure and amenity. | AO10.1Development ensures that the ground-storey setback of 3m on Railway Terrace and Cribb Street (see AO7.6) is integrated with the public footpath to facilitate pedestrian movement however:1. if there is any change in ground level between the footpath and setback, it is limited to 0.6m on Railway Terrace to ensure integration (refer to Figure c);
2. the setback area is also at the same ground level as the footpath on Cribb Street.
 |
| AO10.2Development provides pedestrian entrances at least every 20m along the main street frontage. |
| AO10.3Development incorporates land uses that generate street activity during the day and evening, (such as shops and food and drink outlets) along the ground level street frontage. |
| If in the Core residential precinct (Milton Station neighbourhood plan/NPP-003) |
| PO11Development that is new:1. facilitates an increased residential population;
2. is commensurate with the size of the site;
3. limits the bulk of taller building elements;
4. presents a lower scale at the street level addressing the street;
5. minimises amenity impacts on other properties and public open space in terms of access to sunlight, daylight and breezes;
6. enables existing and future buildings to be well separated from each other to allow light penetration, air circulation, privacy and to ensure windows are not built out by adjoining buildings.
 | AO11.1Development has a maximum gross floor area that complies with Table 7.2.13.3.3.C. |
| AO11.2Development has a maximum building height that complies with Table 7.2.13.3.3.B. |
| AO11.3Development ensures the land use mix on each site is in accordance with the maximum percentages specified in Table 7.2.13.3.3.C. |
| AO11.4Development is designed with a 4-storey podium fronting the street:1. to a maximum depth of 10m;
2. set back from the side boundaries a minimum of 2m, with screening to any windows facing the side boundary;
3. incorporating balconies, living areas or other active uses orientated toward the street.

Note—Refer to Figure e. |
| AO11.5Development is designed with a tower element above 4 storeys set back a minimum of:1. 5m from the side boundaries;
2. 10m from the rear boundary;
3. 7m from the front boundary.

Refer to Figure e.Note—Balconies may extend up to 2m beyond these setbacks to the front and rear. |
| AO11.6Development:1. has a maximum horizontal dimension for any tower of 30m on any 1 side;
2. on large sites provides more than 1 tower to reduce building bulk, with towers set back 10m from each other.
 |
| AO11.7Development ensures the design of all units has an outlook to the front and/or rear of the block to minimise the potential for direct interfacing or overlooking. |
| PO12Development provides buildings that contribute to an attractive and open streetscape by allowing for deep planting, visual connections and a greater sense of community. | AO12.1Development is set back a minimum of 4m from the front boundary. Refer to Figure f. |
| AO12.2Deep planting areas are located across the frontage of the site. Refer to Figure f. |
| If in the Commercial precinct (Milton Station neighbourhood plan/NPP-004) |
| PO13Development is of a scale, height and design that:1. is subordinate in height to the high density core of the Mixed use residential precinct (Milton Station neighbourhood plan/NPP-002) and Core residential precinct (Milton Station neighbourhood plan/NPP-003);
2. is commensurate with the size of the site;
3. minimises amenity impacts on other properties and public areas in terms of access to sunlight, daylight and breezes;
4. enables existing and future buildings to be well separated from each other to allow light penetration, air circulation, privacy;
5. incorporates setbacks between buildings and deep planting to ensure that the landscaped nature of the precinct is retained;
6. minimises the appearance of building bulk, including the use of a podium and tower form for taller buildings.
 | AO13.1Development has a maximum gross floor area that complies with Table 7.2.13.3.3.C. |
| AO13.2Development has a maximum building height that complies with Table 7.2.13.3.3.B. |
| AO13.3Development of a building up to 8 storeys in height is set back a minimum of 3m from street boundaries and all other boundaries. |
| AO13.4Development of a building over 8 storeys in height:1. incorporates a podium and tower form, with the height of the podium component less than one-quarter of the overall building height;
2. at podium levels, is set back a minimum of 3m from the boundaries with Cribb Street, Little Cribb Street and the rail corridor and a minimum of 5m from all other boundaries;
3. at tower levels, is set back a minimum of 6m from the boundaries with Cribb Street, Little Cribb Street and the rail corridor, and a minimum of 10m from all other boundaries;
4. at tower levels, has a maximum horizontal dimension of 50m and a maximum site cover of 45%.

Note—Development incorporates greater setbacks where this is necessary to prevent damage to trees protected under the Natural Assets Local Law. |
| PO14Developments fronting Cribb Street and Little Cribb Street provide setbacks and streetscape works to protect significant trees and cater for a high volume of pedestrian and cycle movements. | AO14No acceptable outcome is prescribed. |
| PO15Development is primarily for offices, with any residential land uses remaining subordinate in scale to the primary office function of the precinct and retail development is at ground level only being of a small scale that does not contain large shops. | AO15Development has a land use mix on each site in accordance with the maximum percentages specified in Table 7.2.13.3.3.C. |
| If in the Cribb Street sub-precinct (Milton Station neighbourhood plan/NPP-004a) |
| PO16Development for a parking station is sized, designed and sited to:1. avoid significant adverse impact to the road network;
2. make a positive contribution to the accessibility and economic vitality of the precinct;
3. provide an activated and attractive interface to the streetscape, the public realm and adjacent development.
 | AO16Development for a parking station:1. provides no more than 250 car parking spaces;
2. is located below ground level; or
3. is behind centre activities and/or multiple dwellings located at the ground level and addressing all existing and proposed street frontages so that it is fully concealed;
4. screens views of car parking, hard-stand and manoeuvring areas from the public realm and any adjoining residential uses.

Note—The ground level centre activities and/or multiple dwellings are to be provided at a minimum depth of 10m along the street frontages with car parking spaces within the parking station located behind the building fabric. |

Table 7.2.13.3.3.B—Maximum building height

|  |  |
| --- | --- |
| Development | Building height (number of storeys) |
| If in the Mixed use centre precinct (Milton Station neighbourhood plan/NPP-001) |
| Development of a site less than 800m2 in size | 4 |
| Development of a site 800m2 to less than 1,200m2 in size | 4 |
| Development of a site 1,200m2 to less than 2,000m2 in size | 8 |
| Development of a site 2,000m2 in size or greater | 8 |
| If in the Mixed use residential precinct (Milton Station neighbourhood plan/NPP-002) |
| Development of a site less than 800m2 in size | 4 |
| Development of a site 800m2 to less than 1,200m2 in size | 4 |
| Development of a site 1,200m2 to less than 2,000m2 in size | 15 |
| Development of a site 2,000m2 in size or greater | 20 |
| Development of a site 2,000m2 in size or greater and where it incorporates and integrates with the railway station or corridor and provides station improvements | 30 |
| If in the Core residential precinct (Milton Station neighbourhood plan/NPP-003) |
| Development of a site less than 800m2 in size | 4 |
| Development of a site 800m2 to less than 1,200m2 in size | 8 |
| Development of a site 1,200m2 to less than 2,000m2 in size | 15 |
| Development of a site 2,000m2 in size or greater | 20 |
| If in the Commercial precinct (Milton Station neighbourhood plan/NPP-004) |
| Development of a site less than 800m2 in size | 4 |
| Development of a site 800m2 to less than 1,200m2 in size | 8 |
| Development of a site 1,200m2 to less than 2,000m2 in size | 8 |
| Development of a site 2,000m2 in size or greater | 15 |
| Development of a site 2,000m2 in size or greater in the Cribb Street sub-precinct (Milton Station neighbourhood plan/NPP-004a) | 20 |

Table 7.2.13.3.3.C—Maximum gross floor area and land use mix

|  |  |  |
| --- | --- | --- |
| Development | Site area | Maximum land use mix on individual sites |
| If in the Mixed use centre precinct (Milton Station neighbourhood plan/NPP-001) |
| Development of a site less than 800m2 in size | 200% of the site area | ≤100% non-residential≤30% residential |
| Development of a site 800m2 to less than 1,200m2 in size | 200% of the site area |
| Development of a site 1,200m2 to less than 2,000m2 in size | 300% of the site area |
| Development of a site 2,000m2 in size or greater | 300% of the site area |
| If in the Mixed use residential precinct (Milton Station neighbourhood plan/NPP-002) |
| Development of a site less than 800m2 in size | 150% of the site area | ≤50% non-residential≤80% residential |
| Development of a site 800m2 to less than 1,200m2 in size | 150% of the site area |
| Development of a site 1,200m2 to less than 2,000m2 in size | 500% of the site area |
| Development of a site 2,000m2 in size or greater | 600% of the site area |
| Development of a site 2,000m2 in size or greater and where it incorporates and integrates with the railway station or corridor and provides station improvements | 800% of the site area |
| If in the Core residential precinct (Milton Station neighbourhood plan/NPP-003) |
| Development of a site less than 800m2 in size | 150% of the site area | 100% residential |
| Development of a site 800m2 to less than 1,200m2 in size | 250% of the site area |
| Development of a site 1,200m2 to less than 2,000m2 in size | 450% of the site area |
| Development of a site 2,000m2 in size or greater | 600% of the site area |
| If in the Commercial precinct (Milton Station neighbourhood plan/NPP-004) |
| Development of a site less than 800m2 in size | 150% of the site area | ≤100% office≤30% residential≤5% retail |
| Development of a site 800m2 to less than 1,200m2 in size | 400% of the site area |
| Development of a site 1,200m2 to less than 2,000m2 in size | 400% of the site area |
| Development of a site 2,000m2 in size or greater | 600% of the site area |
| Development of a site 2,000m2 in size or greater and located within the Cribb Street sub-precinct (Milton Station neighbourhood plan/NPP-004a) | 800% of the site area |

Note —In the Milton Station neighbourhood plan area, car parking areas above ground level contribute to a proposal’s total gross floor area calculation due to the implications for building bulk.



View the high resolution of Figure a–Public realm improvements (PDF file size is 138Kb)









