

DEVELOPMENT APPLICATION

Town Planning Assessment Report

43 GORDON PARADE, EVERTON PARK



Material Change of Use -
Multiple Dwelling (8 Units)

Prepared by

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For

RA Oasis Developments Pty Ltd

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1 EXECUTIVE SUMMARY

This report, submitted on behalf of the Applicant, relates to the site at 43 Gordon Parade, Everton Park, more particularly described as Lot 64 on RP26018 (the Site).

The applicant seeks a development permit for the following which is assessable against City Plan 2014:

- Material Change of Use – Multiple dwelling (8 units)

As outlined in Section 6.6.4 of this report, the proposal is impact assessable against City Plan 2014.

1.1 The Site

The site is generally regular in shape with an area of 809m², located on Gordon Parade, with a frontage of approximately 20m. The site is identified within the Low-medium Density Residential Zone, and is not within a neighbourhood plan area. The surrounding area features predominantly detached dwelling and some multiple dwellings on a mixture of lot sizes.

1.2 Background

The site contains an existing detached dwelling house and associated structures, which will be demolished to facilitate the proposed development. According to BCC's 'Development i', the site is not subject to any recent development approvals.

1.3 The Proposal

The proposal is for infill residential development of a Multiple dwelling comprising eight (8) units across three (3) storeys, with access granted via Gordon Parade.

Further detail on the proposal is included in Section 5 of this report.

1.4 Conclusions

This report demonstrates that the proposal has merit and warrants approval from Council, subject to reasonable and relevant conditions.

Support of this proposal includes:

- The proposed development advances the purpose of the Low-medium density residential zone through the provision of infill residential development in the form of a Multiple dwelling;
- The proposed development will provide for increased housing opportunity and choice in an area which is serviced by a variety of local facilities and amenities, including extensive centre activities and public transport opportunities along South Pine Road;
- The proposed building height of 3 storeys is consistent with the established pattern of development in the area which comprises a variety of multiple dwellings of up to 4 storeys in height. The proposed height is also consistent with recently proposed policy amendments as part of the LMR review of City Plan and is considered to be consistent with community expectations for the site;

- The proposed site cover is considered to appropriately balance built form, parking and manoeuvring requirements with open space and landscaping. The proposal incorporates built to boundary walls at the ground level, around the carparking area and internal access. This will be largely screened by fencing and will not include any windows facing the adjoining premises;
- The layout has been designed to accommodate a modern design, with landscaping and deep planting provided along the street and rear boundaries for softening and to reduce the appearance of building bulk. Landscaping is also provided along the side boundary adjacent the pedestrian entry;
- The design incorporates balconies oriented to the street and rear, along with screening as appropriate to minimise potential for overlooking to neighbouring properties. The proposed balconies and ground floor open space are considered to be highly functional, useable and easily accessible from the main living areas;
- The development incorporates 16 resident carparking spaces plus 2 visitor carparking spaces which is sufficient to meet the demand for the development and exceeds the minimum rates in the City Plan. The visitor carparks are located at the front of the premises for safe and convenient access;
- Access is provided via Gordon Parade which is suitable for residential development;
- The proposal is for a residential use and is not anticipated to generate any significant impact upon adjoining residential amenity;
- The proposal demonstrates compliance with the assessment benchmarks of City Plan as identified through the assessment process outlined within this report; and
- Overall, it is considered the proposed development is suitable for the site in its surrounding context, and will provide a positive contribution to the street.

On this basis, it is requested Council approve the development application accordingly.

2 INTRODUCTION

This planning assessment report accompanies a development application made over the land at 43 Gordon Parade, Everton Park more particularly described as Lot 64 on RP26018. Specifically, the Applicant is seeking a Development Permit for the following which are categorised as impact assessable under Part 5 of City Plan 2014:

- Material Change of Use – Multiple dwelling (8 units)

The site is included in the Low-medium density residential zone and is not within a neighbourhood plan area. The proposed development is categorised as impact assessable under Part 5 of City Plan 2014.

The proposed development has been assessed against the relevant assessment benchmarks of the applicable planning scheme codes as well as relevant state and regional provisions. This report has been prepared to logically address the town planning considerations relevant to the proposed development; and based on this assessment illustrates sufficient compliance with the assessment benchmarks to warrant approval.

This report outlines the merits of the proposal and requests that Council approve the proposal by granting a Development Permit subject to reasonable and relevant conditions.

This report is supported by the following material which should be reviewed in conjunction with this report:

- Relevant Brisbane City Council Fee & Forms;
- DA Form 1;
- Appendix 1 – Code Assessment;
- Appendix 2 – Proposal Plans, Prepared by Angelo Patrick Architects;
- Appendix 3 – Code Compliance Report prepared by Rodgers Consulting Services Pty Ltd;
- Appendix 4 – Site Based Stormwater Management Plan prepared by Rodgers Consulting Services Pty Ltd;

3 ASSESSMENT SUMMARY

Site Details	
Site Address:	43 Gordon Parade, Everton Park
Site Description:	Lot 64 on RP26018
Total Area of Site:	809m ²
Local Government Area:	Brisbane City Council
Planning Scheme:	City Plan 2014
Zone:	Low-medium Density Residential ((LMR2) 2 or 3 Storey Mix) Zone
Neighbourhood Plan:	N/A
Neighbourhood Plan Precinct:	N/A
Application Details	
Applicant:	RA Oasis Developments Pty Ltd
Approval Sought:	Development Permit for: Material Change of Use – Multiple dwelling (8 units)
DA Forms	Form 1
Category of Assessment	Impact Assessment
Referral Agencies:	Nil identified
Assessment Benchmarks:	Refer Section 6.6.5 of this report.

4 EXISTING ENVIRONMENT

4.1 Site Overview

4.1.1 Surrounding Uses

The Site is located in an established residential precinct which features a mix of dwelling typologies including multiple dwellings and dwelling houses within the vicinity. The character of the built form along this streetscape depicts a varied built form.

4.1.2 Site Access / Road Network

The site has approximately 20m frontage to Gordon Parade, which is described as a neighbourhood road (Minor Road) within Council's Road Hierarchy. The proposal seeks to provide a single crossover to the proposed Multiple dwelling, consistent with the existing arrangement and appropriate for the function of a minor road.

It is noted the existing verge width along the site's frontage achieves the minimum 3.75m requirement; therefore, no linear road dedication will be provided along the site's frontage.

4.1.3 Significant Vegetation

The subject site is not identified to contain any assessable vegetation as per the latest Department of Natural Recourses and Mines Mapping of Regulated Vegetation Management.

Furthermore, the site is not mapped as containing any vegetation or areas identified within the Biodiversity Areas mapping, Significant Landscape Tree mapping or the Natural Assets Local Law.

4.1.4 Topography & Drainage

The site features a fall of approximately 47, from the rear to approximately 45m at Gordon Parade. Existing stormwater discharge is directed to the back of the existing road gully within Gordon Parade. This arrangement is proposed to be maintained.

4.2 Hydraulics

Council's Floodwise Property Report identifies the Site is not subject to flooding. The Site is also not mapped under the Flood overlay of City Plan.

4.3 Civil Servicing

The site is currently connected to both the reticulated sewer and water networks. The proposal will require new sewer and water connections to the existing sewer and water mains within the road reserve and site respectively.

5 PROPOSAL

5.1 Overview

The proposed development is for a Multiple dwelling (8 units) as depicted in **Figure 1** below. The proposed development constitutes infill housing supply which will increase housing opportunity and choice in an area with great access to local services and public transport opportunities.



Figure 1. Proposed Streetscape Render (Angelo Patrick Architects)

The development parameters are summarised as follows.

Parameter	Detail
Unit composition	8 units comprising: • 3 x 2-bedroom units; and • 5 x 3-bedroom units
Building height	3 storeys Generally within 9.5m with a minor exceedance for the skillion roof
Site cover	60.7%

Parameter	Detail			
Setbacks (minimum)		Ground	Level 1	Level 2
	Street	6.01m	4.01m to balcony, 6.01m to wall	4.01m to balcony, 6.01m to wall
	Side (east)	0.467m	0.467m to balcony, 2m to wall	2m to balcony, 3m to wall
	Side (west)	0.47m	0.47m to balcony, 2m to wall	3m
	Rear	20.03m	3.03m to balcony, 6.03m to wall	4.53m to balcony, 6.03m to wall
Private open space	- Unit 1 – 23 sqm - Unit 2 - 38.5 sqm - Unit 3 - 35.5 sqm - Unit 4 - 18 sqm - Unit 5 - 18 sqm - Unit 6 - 16 sqm - Unit 7 - 16 sqm - Unit 8 - 22.5 sqm			
Communal open space	Not required as less than 10 units			
Carparking	The development provides 16 resident spaces + 2 visitor spaces (total 18 spaces) which exceeds the prescribed rates under the TAPS PSP as follows:			
	Type	Rate/dwelling	Required	Provided
	2-bed dwelling	1.5 spaces	3 x 1.5 spaces = 4.5	6 spaces
	3-bed dwelling	2 spaces	5 x 2 spaces = 10	10 spaces
	Visitor	0.25 spaces	8 x 0.25 = 2 spaces	2 spaces
		TOTAL	16.5 spaces	18 spaces
Access	Single access driveway to Gordon Parade			
Refuse	Kerbside collection with nominated bin pads along Gordon Parade frontage, which is permitted for developments of less than 10 dwellings			

5.2 Building Height

5.2.1 Surrounding Context

The site is within a mixed streetscape comprising both dwelling houses and multiple dwellings. As shown in Figure 3 below, there are a variety of 3 and 4 storey multiple dwellings in proximity to the site. As such the proposed development is appropriate within the surrounding context.

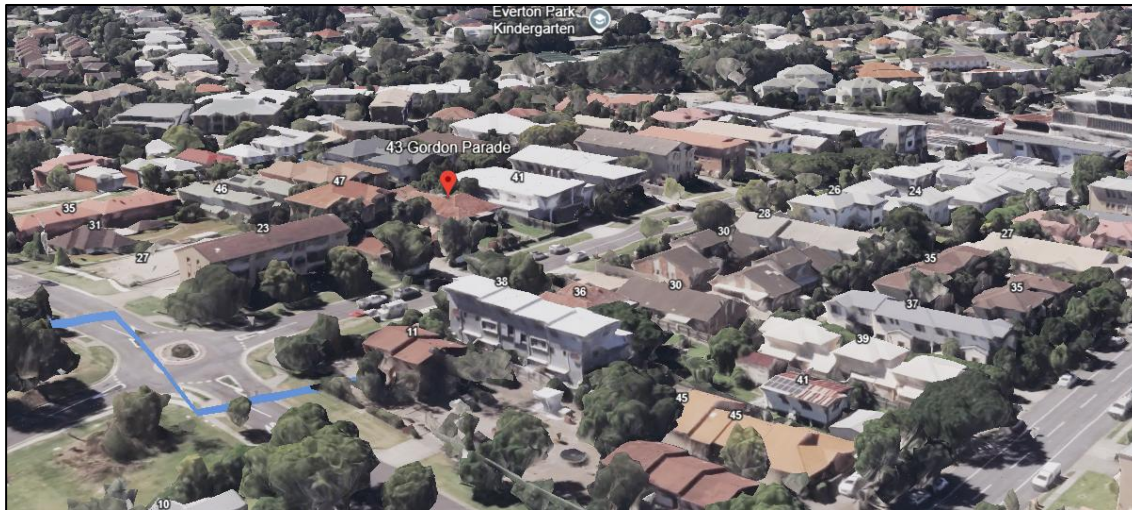


Figure 2. Proximity to District centre zone (City Plan 2014 Interactive Mapping)

5.2.2 LMR Review

It is noted Brisbane City Council are currently progressing a *Citywide amendment – More Homes, Sooner – Low-medium density residential design*. As part of this amendment, it is proposed that Multiple dwellings may be up to 4 storeys in the LMR zone where on lots more than 800m² and in a Key Location, which is defined as being land within 400m walking distance of:

- a dedicated public pedestrian access point of a major public transport interchange; or
- a public transport stop that is serviced with a minimum frequency of 20 minutes between 7am and 7pm on weekdays, and a minimum frequency of 30 minutes between 7am and 7pm on weekends; or
- Principal centre, Major centre, District centre or Mixed use zone.

The site satisfies this criteria, being 809m² in area and only approximately 140m waking distance from a large District centre along South Pine Road as per **Figure 2** below.



Figure 3. Proximity to District centre zone (City Plan 2014 Interactive Mapping)

5.3 Site Cover and Setbacks

As shown in **Figure 4** below, the site is located in an area which is largely characterised by multiple dwellings and/or commercial developments with large site covers. The proposed layout incorporates built to boundary walls at the ground levels, which is consistent with this existing character and therefore complementary to the street.

The upper level setbacks include recessions of up to 3m to the side boundaries to break up the appearance of building bulk and maintain light and breezes to adjoining properties. Landscaping is also provided at the street and rear to soften the development.

Overall, it is considered the proposed built form is appropriate for the site in its context.



Figure 4. Nearby Building Footprints (City Plan 2014 Interactive Mapping)

6 DEVELOPMENT ASSESSMENT

6.1 Assessable Development and Assessment Processes

In accordance with Section 44 of the **Planning Act 2016** (PA), the proposal is considered to constitute assessable development. The proposed material change of use is made assessable under the Brisbane City Council Planning Scheme, City Plan 2014 (**Local Categorising Instrument**) as follows:

- Part 5, Section 5.5, Category of Development and Assessment – Material Change of Use
- Part 5, Section 5.10, Category of Development and Assessment - Overlays

This application seeks an approval for Development Permits to be issued by Brisbane City Council for:

- Material Change of Use – Multiple dwelling (8 units)

This application is subject to impact assessment as herein described; and therefore, in accordance with s45(5) of the PA the following matters must be assessed as part of this application:

- The assessment benchmarks in a categorising instrument for the development; and
- Any matters prescribed by regulation.

The assessment may also be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise.

6.2 State Planning Instruments

Development in Queensland is subject to:

- Statutory Regional Plans; and
- State Planning Policy.

Assessment of the proposal against the abovementioned State Planning Instruments has been provided herein where applicable.

6.2.1 Regional Plan – ShapingSEQ: South East Queensland 2017

The South East Queensland Regional Plan (SEQRP), also known as *ShapingSEQ*, provides a regional framework for growth management, and sets planning direction for sustainable growth, global economic competitiveness and high-quality living. The regional plan mapping describes the subject site as being within the 'Urban Footprint' of the regional land use pattern. The intent of the Urban Footprint is described as:

"The Urban Footprint identifies land that can meet the region's urban development needs to 2041 in a more compact form".

ShapingSEQ also states that Local Government Planning Schemes are the main instrument that will establish and refine the desired use of land and the preferred timing of development within the Urban Footprint.

6.2.2 State Planning Policy

The State Planning Policy 2017 (SPP) provides development assessment requirements which must be applied by a local government until the SPP has been appropriately integrated into the local planning scheme. Under the SPP Mapping System, the subject site is affected by the following state interests:

- STRATEGIC AIRPORTS AND AVIATION FACILITIES - Wildlife hazard buffer zone, Aviation facility, Obstacle limitation surface area
- NATURAL HAZARDS RISK AND RESILIENCE - Flood hazard area - local government flood mapping area

Part 2 of the Brisbane City Plan 2014 specifies that the above aspects of the SPP have been appropriately reflected in the Planning Scheme and on that basis no further assessment against the SPP is required.

6.3 Referral Agencies

The proposed development does not trigger assessment to any state referral agencies under Schedule 9 or 10 of the *Planning Regulation 2017*.

6.4 SEQ Water Act

The site is within the jurisdiction of a Local Authority subject to SEQ Water Act and is a participating local government for distributor retailer, in this case Urban Utilities. As such any Development Permit issued as a result of this Development Application will be forwarded to Urban Utilities.

6.5 Temporary Local Planning Instrument

There are currently no Temporary Local Planning Instruments (TLPI's) in affect within the Brisbane Local Government Area (LGA), which are considered applicable to the proposed development or subject site.

6.6 Planning Scheme – City Plan 2014

Brisbane City Council's planning scheme, City Plan 2014 (City Plan) applies to the whole of Brisbane City Council's area.

6.6.1 Zoning

In accordance with Council's Mapping, the subject site is included within the Low-medium Density Residential ((LMR2) 2 or 3 Storey Mix) Zone. The proposal is considered to be consistent with the overall outcomes of the Low-medium Density Residential Zone by facilitating development of a residential use.

6.6.2 Neighbourhood Plan

The site is not identified as being within a neighbourhood plan area.

6.6.3 Overlays

The site is identified as being subject to the following City Plan overlays:

- Airport environs overlay - OLS - Horizontal limitation surface boundary, Procedures for air navigation surfaces (PANS), BBS zone - Distance from airport 8-13km
- Community purposes network overlay

- Critical infrastructure and movement network overlay - Critical infrastructure and movement planning area sub-category
- Dwelling house character overlay
- Road hierarchy overlay - Neighbourhood road
- Streetscape hierarchy overlay - Neighbourhood street minor
- Transport noise corridor overlay - Designated State Noise corridor - State controlled road (MANDATORY area): Category 0: Noise Level < 58 dB(A)

6.6.4 Category of Assessment

The process for determining the category of assessment for the application is outlined in Part 5, Section 5.3.1 of City Plan 2014. Where development is not identified as accepted development in Section 5.3, the level of assessment for development is determined in the table of assessment for the relevant zone, neighbourhood plan and/or overlays that are mapped over the site.

A summary of the tables of assessment is included as follows. Overall, it was found that the proposal constitutes impact assessable development.

Low-medium density residential zone	Impact assessable Pursuant to Table 5.5.2, the proposed MCU is impact assessable as it comprises three (3) storeys and is outside of 400m walking distance of a dedicated public pedestrian access point of a railway or busway station.
Airport environs overlay	Code assessable Pursuant to Table 5.10.2, the proposed MCU is code assessable against the Airport environs overlay code.
Community purposes network overlay	Code assessable Pursuant to Table 5.10.7A, the proposed MCU is code assessable against the Community purposes network overlay code.
Critical infrastructure and movement network overlay	Not assessable Pursuant to Table 5.10.8, the proposed MCU is not assessable against this overlay.
Dwelling house character overlay	Not assessable Pursuant to Table 5.10.9, the proposed MCU is not assessable against this overlay, as the proposed development does not involve a Dwelling house.
Road hierarchy overlay	Code assessable Pursuant to Table 5.10.18, the proposed MCU is code assessable against the Road hierarchy overlay code.
Streetscape hierarchy overlay	Code assessable Pursuant to Table 5.10.20, the proposed MCU is code assessable against the Streetscape hierarchy overlay code.
Transport noise corridor overlay	Code assessable Pursuant to Table 5.10.23, the proposed MCU is code assessable against the Transport noise corridor overlay code.

6.6.5 Assessment Benchmarks

The following codes are the assessment benchmarks for the proposal in accordance with Part 5 of City Plan as determined in Section 6.6.4 above:

Zone Code	
Low-medium density residential zone code	Refer Appendix 1 – Code Assessment.
Overlay Codes	
Airport environs overlay code	Refer Appendix 1 – Code Assessment.
Community purposes network overlay code	N/A – whilst categorised as assessable against this overlay, the site is not mapped as being within any of the sub-categories of the overlay and therefore the assessment benchmarks are not relevant to the application.
Road hierarchy overlay code	Refer Appendix 1 – Code Assessment.
Streetscape hierarchy code	Refer Appendix 1 – Code Assessment.
Transport noise corridor overlay code	Refer Appendix 1 – Code Assessment.
Development Codes	
Multiple dwelling code	Refer Appendix 1 – Code Assessment.
Filling and excavation code	Refer Appendix 3 – Code Compliance Report.
Infrastructure design code	Refer Appendix 3 – Code Compliance Report.
Landscape work code	N/A – the proposal is for a Multiple dwelling and landscaping is a consideration for the use code.
Outdoor lighting code	N/A – the proposal does not involve any outdoor lighting.
Park planning and design code	N/A – the proposal does not involve a Park.
Stormwater code	Refer Appendix 3 – Code Compliance Report.
Transport, access, parking and servicing code	Refer Appendix 1 – Code Assessment.
Wastewater code	N/A – the proposal does not involve onsite wastewater treatment.

A full assessment of the proposal against these codes is included in **Appendix 1 – Code Assessment.**

6.6.6 Planning Scheme Policies

Any applicable Planning Scheme Policies will be addressed as part of the proposals compliance with the applicable City Plan Codes.

6.6.7 Further Development Permits Required

Further development permits will be required. They may include but are not limited to:

- Building Works (assessable against the building provisions);
- Operational Works; and
- Plumbing & Drainage Works.

7 CONCLUSION

This report seeks a Development Permit for the following which is assessable against City Plan 2014:

- Material Change of Use – Multiple dwelling (8 units)

This report, including the supporting material, demonstrates that there are sufficient planning grounds for Council to approve, with relevant conditions, the proposed development at 43 Gordon Parade, Everton Park.

Support of this proposal includes:

- The proposed development advances the purpose of the Low-medium density residential zone through the provision of infill residential development in the form of a Multiple dwelling;
- The proposed development will provide for increased housing opportunity and choice in an area which is serviced by a variety of local facilities and amenities, including extensive centre activities and public transport opportunities along South Pine Road;
- The proposed building height of 3 storeys is consistent with the established pattern of development in the area which comprises a variety of multiple dwellings of up to 4 storeys in height. The proposed height is also consistent with recently proposed policy amendments as part of the LMR review of City Plan and is considered to be consistent with community expectations for the site;
- The proposed site cover is considered to appropriately balance built form, parking and manoeuvring requirements with open space and landscaping. The proposal incorporates built to boundary walls (less than 500mm) at the ground level, around the carparking area and internal access. This will be largely screened by fencing and will not include any windows facing the adjoining premises;
- The layout has been designed to accommodate a modern design, with landscaping and deep planting provided along the street and rear boundaries for softening and to reduce the appearance of building bulk. Landscaping is also provided along the side boundary adjacent the pedestrian entry;
- The design incorporates balconies oriented to the street and rear, along with screening as appropriate to minimise potential for overlooking to neighbouring properties. The proposed balconies and ground floor open space are considered to be highly functional, useable and easily accessible from the main living areas;
- The development incorporates 16 resident carparking spaces plus 2 visitor carparking spaces which is sufficient to meet the demand for the development and exceeds the minimum rates in the City Plan. The visitor carparks are located at the front of the premises for safe and convenient access;
- Access is provided via Gordon Parade which is suitable for residential development;
- The proposal is for a residential use and is not anticipated to generate any significant impact upon adjoining residential amenity;
- The proposal demonstrates compliance with the assessment benchmarks of City Plan as identified through the assessment process outlined within this report; and
- Overall, it is considered the proposed development is suitable for the site in its surrounding context, and will provide a positive contribution to the street.

On this basis, it is requested Council approve the development application accordingly.

APPENDIX 1

Code Assessment

6.2.1.2 Low-medium density residential zone code	Applicant Response
1. The purpose of the low-medium density residential zone is to provide for: - a variety of low to medium density dwelling types; and - community uses, and small-scale services, facilities and infrastructure, to support local residents. Note—Land in the Low-medium density residential zone is contained in either the Up to 3 storeys zone precinct, the 2 or 3 storey mix zone precinct or the 2 storey mix zone precinct. Note—As neighbourhood planning is undertaken by the Council, if it is considered that greater housing diversity would assist in meeting resident housing needs, and where it is not intended for the Traditional building character overlay to apply: - the 2 or 3 storey mix zone precinct or the 2 storey mix zone precinct may be applied to land suited to a house-sensitive scaled multiple dwelling and other residential - accommodation options; the Up to 3 storeys zone precinct may be applied to land suited to a low-medium rise, medium density multiple dwelling. Editor's note—Many sites in the 2 or 3 storey mix zone precinct of the Low-medium density residential zone are currently identified on the Traditional building character overlay map. It is intended that over time the Traditional building character overlay map be reviewed, and that these sites be included in either the Character residential zone or be removed from the Traditional building character overlay map. Until such time, these sites are afforded the same degree of protection and character design consideration as any other site within the Traditional building character overlay.	COMPLIES The proposed development provides for a Multiple dwelling at a low-medium rise.
2. The purpose of the zone will be achieved through overall outcomes for: - zone role; - development location and uses; - development form; - the following zone precincts: 2 storey mix zone precinct; 2 or 3 storey mix zone precinct; iii. Up to 3 storeys zone precinct.	Noted.
3. Zone role overall outcomes are: - Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular: - Theme 2: Brisbane's outstanding lifestyle and Element 2.2 — Brisbane's housing and accommodation choices; - Theme 5: Brisbane's CityShape, Element 5.3 — Brisbane's Major Centres and Element 5.5 — Brisbane's Suburban Living Areas and Element 5.8 — Brisbane's Growth Nodes on Selected Transport Corridors.	COMPLIES The proposed development advances the intent of the strategic framework through the provision of a Multiple dwelling at a low-medium rise.
4. Development location and uses overall outcomes are:	
Development comprises a mix of low and low-medium rise, low-medium density residential development.	COMPLIES The development is of a low-medium rise.
Development allows for urban consolidation and better use of physical and social infrastructure.	COMPLIES The development allows for urban consolidation and better use of physical and social infrastructure.
Development supports the creation of a walkable neighbourhood with the potential for residents to live within walking distance of regular public transport, nearby centres, recreational opportunities and community facilities, and reduces vehicle-based trips to work, shops or centres.	COMPLIES The development supports the creation of a walkable neighbourhood with the potential for residents to live within walking distance of regular public transport, nearby centres, recreational opportunities and community facilities, and reduces vehicle-based trips to work, shops or centres. The site is within easy walking distance to local services and public transport, particularly along South Pine Road.
Development provides for co-existence of dwelling houses, dual occupancies or multiple dwellings.	COMPLIES The development provides for co-existence of dwelling houses, dual occupancies and multiple dwellings.
Development retains an existing dwelling house that is located on land within the Traditional building character overlay, Heritage overlay or Pre-1911 building overlay.	NOT APPLICABLE The site is not in the Traditional building character overlay, Heritage overlay or Pre-1911 building overlay.

6.2.1.2 Low-medium density residential zone code	Applicant Response
f. Development for alternative housing types, such as rooming accommodation, a residential care facility or a retirement facility together with ancillary convenience activities and allied services (care co-located uses), which provide housing diversity and enable people to find suitable accommodation throughout their life cycle: i. meets amenity expectations of residents; ii. meets the bulk and building height requirements of the Multiple dwelling code or any applicable neighbourhood plan and is not adjoining a dwelling house if rooming accommodation for 6 persons or more; iii. meets the bulk and building height requirements of the Retirement and residential care facility code if a residential care facility or retirement facility.	NOT APPLICABLE The development is not for alternative housing types, such as rooming accommodation, a residential care facility or a retirement facility
g. Development for complementary residential accommodation options including short-term accommodation support, and meet the needs of visitors to, nearby destinations such as hospitals and is located in highly accessible locations fronting an arterial or suburban road that carries more than 6,000 vehicles per day in the Up to 3 storeys zone precinct or the 2 or 3 storey mix zone precinct.	NOT APPLICABLE The development is not for complementary residential accommodation.
h. Development for a relocatable home park or tourist park may continue to operate and expand on existing sites in the Up to 3 storeys zone precinct or 2 or 3 storey mix zone precinct to provide housing diversity.	NOT APPLICABLE The development is not for a relocatable home park or tourist park.
i. Development for a dwelling unit may occur as part of a non-residential use.	NOT APPLICABLE The development is not for a dwelling occurring as part of a non-residential use.
j. Development reflects and supports the 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 low-medium density, but predominantly permanent residential environment.	COMPLIES The proposed development, being for a residential use at a low-medium rise, reflects and supports the 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 low-medium density residential environment.
k. 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 development is not for an active frontage use.
l. Development for commercial character building activities on land within the Commercial character building overlay is to comply with the Commercial character building (activities) overlay code.	NOT APPLICABLE The development is not for a commercial character activity.
m. 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 250m²; ii. serve local residents' day-to-day needs; iii. not undermine the viability of a nearby centre.	NOT APPLICABLE The development is not for a non-residential use.
n. Development which would result in the co-location of new non-residential uses may only occur 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 development is not for a non-residential use.
o. Development for a home-based business may 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 development is not for a home-based business.

6.2.1.2 Low-medium density residential zone code	Applicant Response
p. Development for any other non-residential use serves a local community facility need only such as a childcare centre or a substation.	NOT APPLICABLE The development is not for a non-residential use.
5. Development form overall outcomes are:	
a. Development for a residential building occurs on appropriately sized and configured lots and is of a height, bulk, scale and form which is tailored to its specific location and to the characteristics of the site within the Low-medium density residential zone and the relevant zone precinct and reinforces a distinctive subtropical character of low to low-medium rise buildings with a landscaped streetscape and recreation areas.	COMPLIES The development is proposed on an appropriately sized and configured lot and is of a height, bulk, scale and form which is tailored to its specific location and to the characteristics of the site.
b. Development provides for a building to have a building height and bulk that responds to: i. the nature of adjoining dwellings; ii. site characteristics, including the shape, frontage, size, orientation, slope, and nature of adjoining dwellings.	COMPLIES The proposed building height of 3 storeys responds to the local context and site characteristics. There are an array of similarly sized developments nearby in the street as detailed in the Town Planning Assessment Report.
c. Development provides for setbacks which suitably buffer a residential use from an activity in an adjoining non-residential zone.	NOT APPLICABLE The site does not adjoin a non-residential zone.
d. Development supports a subtropical character by ensuring that: i. the building form, spacing, orientation and design ensure dwellings are well designed and sensitive to the city's climate; ii. residents on the site, as well as residents of existing or future dwellings on adjoining sites, have sufficient privacy and good access to daylight, sunlight and breezes to enable the intended use of indoor and outdoor spaces.	COMPLIES The development supports a subtropical character through the appropriate spacing, orientation and design of the dwellings, including sufficient privacy and good access to daylight, sunlight and breezes.
e. Development provides quality private and public open spaces and landscaping, including deep planting that softens the scale of the dwellings, provides spaces for outdoor activity areas and encourages outdoor living.	COMPLIES The development provides quality private and public open spaces and landscaping, including deep planting that softens the scale of the dwellings, provides spaces for outdoor activity areas and encourages outdoor living.
f. Development provides for a building design that interfaces with the street and other adjoining public spaces, including via habitable uses at ground level (with parking located below or behind buildings unless a dwelling house or dual occupancy) which provides surveillance and encourages activation of parks and streets.	COMPLIES The development provides for a building design that interfaces with the street and other adjoining public spaces, including via habitable uses at ground level to provide surveillance and encourages activation of parks and streets.
g. Development provides for a residential dwelling that fronts a heavily trafficked road or other noise source to be: i. suitably located and orientated on the site; ii. designed and finished to minimise noise intrusion while maintaining some opportunities for interface with and surveillance of the street.	COMPLIES The dwellings are appropriately located and oriented to minimise noise intrusion while maintaining some opportunities for interface with and surveillance of the street.
h. 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.	NOT APPLICABLE The site is not subject to any notable constraints or environmental values.
6. 2 storey mix zone precinct overall outcomes are:	NOT APPLICABLE
a. Development comprises a mix of dwelling types including dwelling houses, 2 storey low rise multiple dwellings (such as row houses) and dual occupancy at a house scale in the 2 storey mix zone precinct, to provide housing diversity, offering choice to different household types and individuals to suit residents through different life- cycle stages.	The site is not in the 2 storey mix zone.
b. Development of low-rise, low-medium density residential buildings:	

6.2.1.2 Low-medium density residential zone code	Applicant Response
i. are predominantly 1 or 2 storeys in height; ii. are located on suitable sites, clustered around identified smaller centres, other destinations or facilities in suburban locations or along identified public transport corridors; iii. provide a choice in housing form and size and housing adaptability that meet the needs of a diverse population; iv. are in areas that are often surrounded by low density detached housing in the Low density residential zone. c. Development for a residential use other than a dwelling house makes a deliberate contribution to diversifying the housing stock available to suit residents at all life- cycle stages. d. Development of a new residential use other than a dwelling house, such as a multiple dwelling or dual occupancy, has a built form and design that is: i. consistent with the character of a low density detached house style residential environment of 1 or 2 storeys; ii. suited to smaller lot sizes. e. Development incorporates a height and setback that provide a sensitive transition at the edge of the site to adjoining dwelling houses, ensuring that development is compatible in scale with adjoining dwelling houses, both within or adjoining the 2 storey mix zone precinct, in order to maintain appropriate levels of amenity and privacy to adjoining dwellings.	
7. 2 or 3 storey mix zone precinct overall outcomes are:	
a. Development comprises a mix of dwelling types including dwelling houses, 2 to 3 storey low rise multiple dwellings (such as apartments and row houses) and dual occupancy, to provide housing diversity and a sensitive transition both to adjoining sites that contain dwelling houses and between busier roads or centres and lower density residential areas.	COMPLIES The proposed development is of a low-medium rise Multiple dwelling at 3 storeys which provides housing diversity and a sensitive transition both to adjoining sites that contain dwelling houses and between busier roads or centres and lower density residential areas.
b. Development of low-medium rise, low-medium density residential buildings: i. are of predominantly 2 storeys, or of up to 3 storeys in height where located within easy walking distance of a public transport node; ii. are located on suitable sites, in accessible locations, near to public transport and larger centres or key destinations.	COMPLIES The proposed Multiple dwelling is 3 storeys in height and is within easy walking distance of public transport and centre activities along South Pine Road. It is also close to the public transport node at Brookside.
c. Development for a residential use other than a dwelling house is of a scale and bulk that co-exists comfortably with an adjoining dwelling house, even though it might have a bulk and scale greater than a dwelling house.	COMPLIES The proposed Multiple dwelling is of a scale and bulk that co-exists comfortably with an adjoining dwelling house. The development is only 3 storeys in height which is consistent with other Multiple dwellings in the street as detailed in the Town Planning Assessment Report.
d. Development design, height and setbacks provide a sensitive transition at the edge of the site to an adjoining dwelling house or land in a lower density zone or zone precinct.	NOT APPLICABLE All surrounding lots are in the same zone and precinct.
e. Development for a residential use other than for a dwelling house incorporates setbacks and landscaping which contribute to a cohesive and compatible human-scale streetscape.	COMPLIES The development incorporates setbacks and landscaping which contribute to a cohesive and compatible human-scale streetscape.
f. Development responds to local characteristics, such as protection of view corridors, reinforces a green landscape character and responds to the surrounding character and architecture.	COMPLIES The development responds to local characteristics at a scale consistent with nearby similar developments. Landscaping is provided along the street and rear to reinforce a green landscape character.
8. Up to 3 storeys zone precinct overall outcomes are:	
a. Development comprises predominantly 3 storey low-medium rise multiple dwellings (such as apartments and row houses) in	NOT APPLICABLE The site is not in the Up to 3 storeys zone precinct.

6.2.1.2 Low-medium density residential zone code	Applicant Response
Growth Nodes on Selected Transport Corridors and in well-located parts of the city, to provide housing diversity and a sensitive transition between significant centres or higher density residential areas and lower density residential areas.	
b. Development of low-medium rise, medium density residential buildings:	
i. are predominantly (but no more than) 3 storeys in height;	
ii. are located on suitable sites, in well-located parts of the city, in close proximity to or on the periphery of significant centres, or along growth corridors.	
c. Development incorporates a height and setback that:	
i. provides a sensitive transition at the edge of the zone or zone precinct to adjoining lower density zones or zone precincts;	
ii. responds to the existing and intended uses and built form in each particular adjoining zone.	
d. Dwellings are a mix of apartment and row-house style multiple dwellings which are of a scale and bulk that enable the building to co-exist comfortably with existing dwelling houses and dual occupancy uses.	
e. Development for a multiple dwelling or dual occupancy incorporates setbacks and landscaping which contribute to a cohesive and compatible human-scale streetscape.	
f. Development responds to local characteristics, such as protection of view corridors, reinforces a green landscape character and responds to the surrounding character and architecture by having a smaller building envelope than in the Medium density residential zone, acknowledging this zone precinct's role for providing a sensitive transition to low density residential areas and its location within Growth Nodes on Selected Transport Corridors.	

9.3.14 Multiple dwelling code

9.3.14.1 Application

1. This code applies to assessing a material change of use if:
 - a. assessable development where the code is an applicable code identified in the assessment benchmarks column of a table of assessment for a material change of use or a neighbourhood plan (section 5.9); or
 - b. impact assessable development for a multiple dwelling or a use of a similar nature.
2. When using this code, reference should be made to section 1.5 and section 5.3.3.
3. This code is used in conjunction with other codes on the basis of the zone determining the base code. This is particularly relevant to the application of this code where development is located in a zone in the centre zones category or the Mixed use zone. In that instance and by way of example, the zone code and the centre or mixed use code determine the basis of development and this code prevails to the extent of the multiple dwelling component of that development and how it integrates with the built form outcomes of the centres zone category or the Mixed use zone.

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

Note—Where this code includes performance outcomes or acceptable outcomes that relate to:

- air quality assessment, guidance is provided in the Air quality planning scheme policy;
- crime prevention through environmental design, guidance is provided in the Crime prevention through environmental design planning scheme policy;
- design for the reduction of graffiti, guidance is provided in the Graffiti prevention guidelines planning scheme policy;
- infrastructure design and construction works, guidance is provided in the Infrastructure design planning scheme policy;
- noise impacts assessment, guidance is provided in the Noise impact assessment planning scheme policy;
- the selection of planting species, guidance is provided in the Planting species planning scheme policy;
- refuse and recycling, guidance is provided in the Refuse planning scheme policy;
- structure planning, guidance is provided in the Structure planning planning scheme policy;
- provisions for transport, access, parking or servicing, guidance is provided in the Transport, access, parking and servicing planning scheme policy;
- significant vegetation, guidance is provided in the Vegetation planning scheme policy;
- subtropical design of buildings or outdoor spaces, guidance is provided in the Subtropical building design planning scheme policy.

Note—This code does not apply to building work involving internal alterations where the proposed works are fully contained within the existing building. Enclosure of car parking areas extending more than 1m above ground level is considered assessable development.

Note—An active frontage — residential may be specified in a neighbourhood plan and/or identified in the Active frontages in residential zones overlay. Where non-residential development is proposed, the Active frontages in residential zones overlay code is also applicable.

9.3.14.2 Purpose

1. The purpose of the Multiple dwelling code is to assess the suitability of development to which this code applies.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development has a site area and frontage width that is sufficient for the scale and form of a multiple dwelling development, to deliver a comfortable living

- environment with minimal impacts on neighbours.
- b. Development is orientated and designed to contribute to a safe, attractive and walkable neighbourhood.
 - c. Development that is in proximity of a railway or bus station, is public transit supportive and designed to facilitate high levels of activity and surveillance of the station and the interface to the street.
 - d. Development does not isolate or negatively impact on the development potential or future residential amenity of adjoining sites.
 - e. Development has a bulk, scale, form and intensity that is consistent with the existing and intended neighbourhood structure for the area as expressed by zone, zone precinct and neighbourhood plan outcomes, having regard to:
 - i. the location and street context of the site;
 - ii. its proximity to an activity centre, higher capacity public transport services, or other community facilities;
 - iii. the capacity of infrastructure.
 - f. Development is designed to facilitate future intensification of uses at ground level, where in proximity to high-frequency public transport.
 - g. Development in the Infill housing zone precinct of the Character residential zone includes a range of detached and attached building forms and is of an intensity that reflects the lower density form and character of these zones.
 - h. Development is of a height that is appropriate to the strategic and local context and meets community expectations consistent with the following:
 - i. 15 storeys in the Up to 15 storeys zone precinct of the High density residential zone;
 - ii. 8 storeys in the Up to 8 storeys zone precinct of the High density residential zone;
 - iii. 5 storeys in the Medium density residential zone;
 - iv. 3 storeys in the Up to 3 storeys zone precinct of the Low—medium density residential zone;
 - v. 2 or 3 storeys in the 2 or 3 storey mix zone precinct of the Low—medium density residential zone;
 - vi. 2 storeys in the 2 storey zone precinct of the Low—medium density residential zone;
 - vii. 2 storeys in the Infill housing zone precinct of the Character residential zone.
 - i. Development provides setbacks and separation of buildings that contribute to the amenity of residents within and adjoining the site and to Brisbane's high-quality subtropical streetscapes and public spaces.
 - j. Development in or adjoining lower density residential areas uses side boundary setbacks and built form height transitions to manage the interface with those areas and reflect the amenity, form and character and subtropical landscape of those areas.
 - k. Development positively contributes to the amenity of the immediate streetscape and pedestrian environment with highly articulated building facades, varied roof form elements, high quality landscaping at the front of the site and direct pedestrian access from the development to the street.
 - l. Development ensures that the proportion of built and natural features, including buildings, design features, services and infrastructure, on-site open spaces and landscaping, provide:
 - i. an attractive streetscape interface and reduction in the dominance of built form at a street level that contributes to Brisbane's character and identity, high-quality subtropical streetscapes and public space network;
 - ii. a high level of amenity for occupants and adjoining residents including access to open and landscaped spaces, natural light, sunlight and breeze to support outdoor subtropical living.
 - m. Development of adaptable housing meets the needs of the community now and into the future.
 - n. Development provides open space consistent with the following:
 - i. communal open space and covered outdoor private open spaces provided for each multiple dwelling capitalise on Brisbane's subtropical climate,

- maximise outdoor living opportunities and enhance amenity for residents;
- ii. large-scale multiple dwelling development provides useable high-quality communal open space for residents that is accessible and attractive;
- iii. small-scale multiple dwellings provide increased areas for private open space for each dwelling as a substitute for communal open space.
- o. Development provides on-site landscaping that supports and contributes to Brisbane's subtropical landscape character and contributes to the microclimate of the neighbourhood and site, supports outdoor living and subtropical planting, and assists in reducing urban heat island effects, with deep-planting areas for the protection and establishment of large, subtropical shade trees.
- p. Development provides vehicle parking and manoeuvring areas which are located and designed to integrate into the site and building and do not negatively impact on:
 - i. the amenity and safety of residents or visitors to the site and adjoining premises;
 - ii. the quality and amenity of the streetscape;
 - iii. the provision of quality onsite landscaping and deep planting areas;
 - iv. the safety and efficiency of both the internal layout and the external road network.
- q. Development manages its interface with adjoining residential uses to mitigate amenity impacts including protecting visual privacy through appropriate separation of buildings and screening.
- r. Development ensures that building location and design minimises residents' exposure to air and noise pollution.
- s. Development is compatible with nearby existing uses that have the potential for off-site air emissions, considers the health and wellbeing of occupants and does not adversely impact on the continued operation of those existing uses.
- t. Development provides design elements that retain and support local character identity and strengthens site features, such as views, heritage, significant vegetation or significant corner sites, particularly where a landmark site.
- u. Development is designed, orientated, located and constructed to incorporate subtropical design and built form principles that make a positive contribution to Brisbane's built form and public realm, whilst facilitating and encouraging sustainable energy and waste reduction practices.

9.3.14.3 Performance outcomes and acceptable outcomes

Table 9.3.14.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Site area and frontage		
PO1 Development has a site area and frontage width that is sufficient to: a. accommodate the scale and form of multiple dwelling buildings considering site features such	AO1 Development has a site area and frontage width that meets the minimum requirements set out in: a. a neighbourhood plan; or b. if no neighbourhood plan applies or no	AO1 complies The site complies with the requirements set out in Table 9.3.14.3.B. The site is in the Low-medium density residential zone and is greater than 600m2 with more than 15m frontage.

as heritage or character buildings and slope; b. deliver useable communal open space areas and private open spaces; c. achieve viable areas of deep planting and landscaping to retain significant vegetation and protect or establish large subtropical shade trees; d. achieve safe and convenient vehicle access to the site; e. accommodate on-site parking and vehicle manoeuvring for residents, visitors and service providers; f. accommodate the location and size requirements of service authorities and site services to minimise adverse visual and amenity impacts on neighbours and the streetscape; g. minimise the impact of new driveways on the streetscape.	requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.14.3.B. Note—The site frontage is measured at the property line on the primary road boundary.	
PO2 Development in the High density residential zone or Medium density residential zone does not isolate or negatively impact on the potential for adjoining sites to develop to a scale and intensity envisaged for the zone or neighbourhood plan area. Note—An indicative concept plan that demonstrates compliant development can be achieved on the adjoining site may be required to demonstrate achievement of this outcome.	AO2 Development in the High density residential zone or the Medium density residential zone ensures that the site area and frontage width of an adjoining site in the High density residential zone or the Medium density residential zone meets the minimum requirements set out in: a. a neighbourhood plan; or b. if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.14.3.B.	AO2 not applicable The site is not in the High density residential zone or the Medium density residential zone
Building design and appearance		
PO3 Development height, bulk and scale, siting and layout ensures that: a. building height is consistent with the intended	AO3 Development is contained within the building envelope for the site created by applying: a. the maximum building height in Table 9.3.14.3.B;	PO3 complies The proposed building height is considered appropriate for the reasons set out in response to PO4. The proposed setbacks are considered appropriate for

form and character of the local area including the predominant height of existing or approved buildings in the street; b. where building height is greater than the acceptable outcome for building height on sites adjoining or opposite the subject site, the development sensitively reduces height towards site boundaries to a compatible scale; c. impacts on residential amenity and privacy from overlooking, visual dominance and overshadowing are minimised and adequate levels of natural light and breezes are maintained to habitable rooms, private and communal open space for both the development and residences on adjoining and nearby sites; d. sufficient visual and acoustic privacy is achieved between dwellings without reliance on screening; e. the development is consistent with the setback pattern and contributes to the character of the streetscape; f. adequate landscape buffering is achieved, including the retention and provision of large subtropical shade trees in deep planting areas.	b. front, rear and side boundary setback requirements in Table 9.3.14.3.C; c. car parking boundary setback requirements in Table 9.3.14.3.E; d. building separation requirements in Table 9.3.14.3.F; e. building height transitions specified in Table 9.3.14.3.I where applicable; f. the acceptable outcomes for deep planting and landscaping areas. Refer to Figure b and Figure c. Note—This acceptable outcome can be demonstrated by the preparation of a building envelope plan, elevations and sections.	the reasons set out in response to PO7. The proposed car parking boundary setback is considered appropriate for the reasons set out in response to PO34. Proposed balconies have been oriented to the side and rear boundary and as such compliance with the building separation requirements under Table 9.3.14.3.F is not required as per AO14.1. The site appears to adjoin other multiple dwellings and not a dwelling house, and as such a building height transition is not required under Table 9.3.14.3.I. The proposed landscaping and deep planting outcomes are considered appropriate for the site as discussed in response to PO28. Landscaping is provided primarily at the front and rear to soften the built form. Please refer to the relevant responses for further detail.
PO4 Development has a building height, scale and form that improves the amenity and achieves the intended outcomes of the zone or neighbourhood plan area, contributes to a cohesive streetscape and built form character and is: a. consistent with the anticipated density and assumed infrastructure demand; b. aligned to community expectations about the number of storeys to be built, having regard to the intent for the zone precinct and the predominant height of approved buildings in the	AO4.1 Development has a maximum building height that complies with: a. a neighbourhood plan; or b. if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.14.3.B. AO4.2 Development incorporates the building height transition requirements set out in Table 9.3.14.3.I.	PO4 complies The proposed building height of 3 storeys is considered suitable for the site for the reasons set out in the Town Planning Assessment Report. The proposed height is consistent with nearby developments and will provide a positive contribution to the street. AO4.2 not applicable The site adjoins other multiple dwellings and therefore is not required to provide a building height transition as per Table 9.3.14.3.I.

street; c. proportionate to and commensurate with the site area and frontage width so as not to be overbearing on the street or adjoining development; 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; f. considerate of street conditions, the topography of the area and site slope; g. designed to maintain significant view points and corridors; h. designed and orientated to retain solar access to key public spaces and adjoining buildings.		
PO5 Development for services and related structures, including electricity transformers, fire hydrant and booster assemblies, air conditioning and other mechanical plant, vents, exhausts and refuse and recycling storage areas: a. are integrated into the development; b. do not dominate the site frontage; c. are compatible with the intended streetscape character; d. ensure adverse amenity impacts to the streetscape and habitable spaces are ameliorated.	AO5 Development ensures that where services and related structures, including electricity transformers, fire hydrants and booster assemblies, air conditioning and other mechanical plant, vents, exhausts and refuse and recycling storage areas, are located within 4 metres of the front boundary: a. comprise no more than 5m or 10% of the street frontage, whichever is the lesser; b. are orientated towards the internal driveways or footpaths onsite; c. are located, screened or landscaped so as not to be visually obtrusive.	AO5 not applicable No services and related structures, including electricity transformers, fire hydrants and booster assemblies, air conditioning and other mechanical plant, vents, exhausts and refuse and recycling storage areas, are located within 4 metres of the front boundary
PO6 Development provides a front boundary setback that: a. defines the street edge;	AO6 Development provides setbacks to the primary and secondary frontages that complies with:	AO6 complies The proposed setbacks to Gordon Parade comply with the requirements set out in Table 9.3.14.3.C.

b. creates a clear threshold and transition from public to private space; c. assists in achieving visual privacy to ground-floor dwellings from the street; d. supports the location of balconies for casual surveillance of the street and modulation of the facade; e. allows for built form and facade articulation that contributes to the streetscape character and landscape; f. is consistent with the intended streetscape and setback pattern; g. facilitates landscaping appropriate to soften and screen the built form of the development from the street.	a. a neighbourhood plan; or b. if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.14.3.C. Note—Roofing of terrace areas on car parking structures are to comply with boundary setback requirements for balconies. Note—Boundary setbacks are also influenced by minimum building separations considering the nature of the wall proposed and the number of openings or balconies.	
PO7 Development provides side and rear boundary setbacks that: a. consider future development; b. minimise the impacts of development on the amenity and privacy of future and existing neighbourhood residents; c. support the separation of buildings to provide visual and acoustic privacy without reliance on screening, and ensure access to natural light, sunlight and breezes; d. contribute to the rhythm and pattern of the streetscape in keeping with the intended neighbourhood character; e. maximise the opportunity to retain significant vegetation and protect or establish large subtropical shade trees in deep-planting areas.	A07.1 Unless greater setbacks are required to achieve adequate building separation, development provides a rear boundary and side boundary setback that complies with: a. a neighbourhood plan; or b. if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.14.3.C. Refer to Figure d. A07.2 Development ensures that any built to boundary walls located in a zone in the residential zones category are: a. not located along both side boundaries unless in the Low-medium density residential zone, Medium density residential zone or High density residential zone; b. not located along a common boundary with a lot	PO7 complies The development, at 3 storeys in height, is prescribed a rear boundary setback of 6m. The layout provides for 3m at the ground level, increasing to 6m to wall to the upper levels (~4.5m to balcony). This is considered appropriate in the context of the site and nearby multiple dwelling developments. The proposed side boundaries to the upper levels are generally compliant with Table 9.3.14.3.C. It is noted built to boundary walls are proposed at the ground level and to the Unit 3 balcony as discussed below. PO7 complies The ground floor layout incorporates built to boundary (BTB) walls (~470mm) to the side boundaries. A partial built to boundary wall is also proposed for the balcony to Unit 3. It is noted the site is in the Low-medium density residential zone and therefore these are permitted

	located in the Low density residential zone or Character residential zone; c. for non-habitable rooms or spaces only; d. not located within 1.5m of a habitable room in an adjoining dwelling house where not located in the Medium density residential zone or High density residential zone; e. not located within the front or rear setback; f. where on the side boundaries of a corner lot, located towards the front of the development and separated; g. a maximum height of 3m; h. low maintenance or constructed of prefinished materials. Refer to Figure e. A07.3 Development ensures built to boundary walls: a. have a maximum cumulative length along each side boundary of 15m, where located in the Low-medium density residential zone, Medium density residential zone or High density residential zone; or b. have a maximum cumulative length of 9m, where permitted in the Infill housing zone precinct of the Character residential zone; or c. do not exceed the length of an abutting and lawfully constructed built to boundary wall on an adjoining lot.	along both side boundaries. The site does not adjoin a lot located in the Low density residential zone or Character residential zone. The built to boundary walls are for non-habitable rooms or spaces only (access and manoeuvring) and the site does not adjoin a dwelling house. The BTB walls are outside of the front setback, however do encroach into the rear setback. Notwithstanding, it is noted proposed built to boundary walls are generally consistent with the adjoining property at 41 Gordon Parade. Further, there are an array of other developments with large footprints and minimal setbacks along Gordon Parade, for example at 11, 14 and 38 Gordon Parade. The proposed setbacks are not anticipated to have any adverse impacts on neighbouring properties and is considered to contribute to the pattern of development in the area. PO7 complies Please refer to responses above in respect to the suitability of the proposed BTB walls.
PO8 Development ensures that the proportion of buildings to open space and landscaping on a site: a. is consistent with the intended form, character and intensity of the local area and immediate streetscape;	A08 Development has: a. a building footprint within the building envelope; b. a maximum site cover that: i. complies with the requirements set out in a neighbourhood plan; or	PO8 complies The site is not in a neighbourhood plan area. The proposed site cover is 60.7% which is considered suitable for the site on the basis it still provides for open space and landscaping throughout (particularly noting 10.4% of deep planting is provided). The

b. facilitates modulation and articulation of the building form; c. supports residential amenity for occupants and adjoining properties; d. supports private outdoor subtropical living; e. provides for well-located and functional communal open space areas; f. provides for deep planting areas to retain significant vegetation and protect or establish large subtropical shade trees.	ii. if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan: A. where in the Medium density residential zone, Low—medium density residential zone or the Infill housing zone precinct of the Character residential zone, is 45%; or B. where in the High density residential zone, is 40%.	development is considered to be consistent with the intended form, character and intensity of the local area and immediate streetscape as set out in the Town Planning Assessment Report The layout incorporates modulation and articulation of the building form, and will support residential amenity for occupants and adjoining properties through appropriately designed and located private open space and deep planting areas.
PO9 Development balances the height and footprint of the building, providing modulation and variation in the facade's horizontal and vertical profiles that: a. reduces the appearances of bulk through changes in building depth, length and articulated form; b. maintains a human scale and is consistent with the form and character intent of the neighbourhood and street; c. supports residential amenity to occupants and adjoining properties, including access to natural light and breezes; d. provides opportunities for dual aspect dwellings; e. incorporates changes in material, finish or texture at regular intervals; f. provides expressive shadow casting elements; g. provides opportunities for useable and functional open space. Refer to Figure i.	AO9.1 Development where in the Medium density residential zone, Low-medium density residential zone or in the Infill housing zone precinct of the Character residential zone, the maximum length of a wall in any direction is 30m with substantial articulation provided every 15m. Note—Substantial articulation is a full building separation of 6m or a change in building line of plus or minus 2m for a length not less than 5m.	AO9.1 complies The development incorporates articulation every 15m of wall, with no walls longer than 30m.
	AO9.2 Development where in the High density residential zone, the maximum length of a wall in any direction is 50m with substantial articulation provided every 15m. Note—Substantial articulation is a full building separation of 6m or a change in building line of plus or minus 2m for a length not less than 5m.	AO9.2 not applicable The site is not in the High density residential zone.
	AO9.3 Development incorporates the following design elements: a. balconies, verandas or terraces on each level; b. variation in the treatment and patterning of windows to bring visual interest and activation to each facade; c. variation in building form, materials, colours, textures and finishes to articulate finer scale	AO9.3 complies The development incorporates balconies on each level, as well as variation in the treatment and patterning of windows to bring visual interest and activation to each façade, variation in building form, materials, colours, textures and finishes to articulate finer scale architectural features and recessions and projections in the roof and wall plane to cast shadows.

	architectural features and building elements such as party walls and slab edges; d. recessions and projections in the roof and wall plane, such as steps, slopes or splays which cast shadows. Refer to Figure l, Figure m and Figure n. AO9.4 Development of the first 3 storeys of the building includes: a. balconies and outdoor living areas orientated to the street or public realm; b. expression and promotion of pedestrian entries; c. elements of a finer scale than the building's main structure framing such as party walls and slab edges; d. recesses in built form to allow natural light to access habitable rooms within the building. Refer to Figure j, Figure k and Figure l.	AO9.4 complies The development incorporates balconies and living areas oriented to the street, has a clear pedestrian entry and includes finer scale elements and recesses to allow natural light and reduce the appearance of building bulk.
PO10 Development for rooftops and building caps: a. is contextually and climatically appropriate in form; b. reduces the bulk and scale of development when viewed from the street; c. is responsive to orientation and solar access; d. is not marred by plant and equipment; e. may incorporate a rooftop garden where integrated as part of the overall building design and enhancing the presentation and visual amenity of the rooftop and skyline when viewed from external public vantage points. Note—External public vantage points means from at least two mostly unobstructed views of the development from a public area.	AO10.1 Development provides building caps and rooftops which: a. contribute to the architectural distinction of the building and roofs; b. include interesting forms created through pitches, gables, skillions or other features; c. provides opportunity for landscaping, alternative water sources, solar energy and communal open space area. Refer to Figure m and Figure n. AO10.2 Development for rooftop service structures, lift motor rooms and mechanical plant and equipment is: a. designed as an architectural feature of the building;	AO10.1 complies The proposed rooftop contributes to the architectural distinction of the building and roofs and includes interesting features. AO10.2 not applicable Any rooftop service structures, lift motor rooms and mechanical plant and equipment will be appropriately incorporated into the roof form to not be visually obtrusive.

	b. incorporated into the roof form; c. designed to enable future inclusion of plant and equipment such as telecommunications facilities in an unobtrusive manner; d. visually and acoustically screened from any communal open space on the rooftop.	AO10.3 not applicable The development does not involve a rooftop garden.
	AO10.3 Development for a rooftop garden: a. incorporates a combination of built form and soft landscape elements integrated with the overall building design; b. enhances the presentation and visual amenity of the rooftop and skyline when viewed from external public vantage points. Note—External public vantage points means from at least two mostly unobstructed views of the development from a public area.	
PO11 Development provides a building that must define the street edge and reinforce the desired character of the neighbourhood through: a. orientation to the street; b. front boundary setback; c. balconies and windows to provide overlooking and casual surveillance; d. building entrances; e. the treatment of retaining walls or basement car parking edges. Refer to Figure r and Figure u.	AO11.1 Development provides a building front elevation that is parallel or nearly parallel to the street frontage.	AO11.1 complies The development provides a building front elevation that is parallel or nearly parallel to the street frontage.
	AO11.2 Unless required to achieve landscaping and streetscape outcomes, development provides a building that is not set back further than 2m beyond the minimum required street front setback.	AO11.2 complies The building is not set back further than 2m beyond the minimum required street front setback.
	AO11.3 Development provides balconies and windows from the primary living area that face and overlook the street or public space.	AO11.3 complies The development provides balconies and windows from the primary living area that face and overlook the street or public space.
PO12 Development provides an entrance that must define the threshold between public and private space and provide: a. safe, secure and convenient access to the site	AO12.1 Development of a small-scale multiple dwelling of 5 or fewer dwellings in attached form, such as townhouses, ensures access to the front door of each dwelling is at	AO12.2 not applicable The development comprises more than 5 dwellings.

[illegible]

	and emergency access. Refer to Figure t.	
Safety, privacy and amenity		
PO13 If: a. identified in a neighbourhood plan as a building height transition; or b. in the High density residential zone or the Medium density residential zone and sharing a common boundary with, or located fronting a minor road that is opposite premises in the Low—medium density residential zone, Low density residential zone or Character residential zone. Development provides a transitional built form which protects the amenity of lower density residential areas by: a. stepping down in height and scale; b. heavily landscaping interface area; c. minimising impacts including overlooking and visual dominance through building articulation; d. maintaining adequate levels of natural ventilation and light penetration to habitable rooms and private open space; e. avoiding large blank walls on steeply sloping sites.	AO13.1 Where identified in a neighbourhood plan, development provides a building height transition which ensures that buildings and structures comply with the requirements specified in the neighbourhood plan.	AO13.1 not applicable The site is not in a neighbourhood plan area.
	AO13.2 Where no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, development in the High density or Medium density residential zones provides a building height transition that complies with the requirements specified in Table 9.3.14.3.I. Refer to Figure f.	AO13.2 not applicable The site adjoins other multiple dwellings and as such a transition is not required under Table 9.3.14.3.I.
PO14 Development separates buildings from existing or future buildings within a site or on an adjoining site to: a. be consistent with the form and character intent for the local area; b. protect residential amenity including access to natural light, sunlight and breeze; c. provide visual privacy to reduce the need for	AO14.1 Development provides building placement and design that: a. complies with Table 9.3.14.3.F; or b. positions the primary balcony or private open space to face the street frontage or rear boundary or adjoining public open space; c. offsets balconies or habitable rooms so that they	AO14.1 The development ensures balconies and private open space are oriented to the street or rear boundary. No side balconies are proposed. Habitable rooms are appropriately offset or screened to avoid overlooking.

fixed screening.	are positioned outside the cone of vision of existing or approved habitable rooms or outdoor spaces. Refer to Figure g and Figure h. Note—This is demonstrated by a site context plan that includes adjoining and adjacent buildings (including habitable rooms) and strategies to address separation issues. Note— Considered site planning and design and strategies such as offsetting balconies, the location of private space, selective screening or other design elements can reduce building separation requirements. AO14.2 Development with a secondary private open space or balcony used for drying or services is located to the side boundary with fixed screens.	AO14.2 not applicable The development does not include any secondary private open space areas.
PO15 Development of a building 8 storeys and over ensures that the design mitigates the impacts of ground-level wind acceleration to ensure safe and amenable environment for pedestrians and building occupants. Note—Where building height exceeds 15 storeys, a wind impact report prepared by a suitably qualified professional is required to be submitted to demonstrate achievement of the above outcome.	AO15 Development with a building between 8 storeys and 15 storeys provides wind mitigation that uses at least 2 of the following strategies: - building orientation, plan shape, massing and facade articulation to avoid tall and wide facades that face prevailing winds; - a podium and tower building form with tower set back at least 10m from all streets above the podium level to deflect wind downdrafts from penetrating to street level; - canopies, roof structures and awnings to protect pedestrians and building occupants at ground and podium levels; - trellis structures and a dense network of trees onsite at ground or podium level. Note—No acceptable outcome is prescribed for a development if more than 15 storeys in height. Note—Where a podium provides for unroofed private or communal open space areas, a wind impact report prepared by a suitably qualified professional may be required to justify appropriate wind mitigation measures to ensure the safety of residents and visitors of the building.	AO15 not applicable The building is not between 8 storeys and 15 storeys.

PO16 Development provides screening and partial enclosure of balconies to: a. balance the privacy needs of neighbouring dwellings with the comfort of building occupants; b. ensure buildings are subtropical and climatically responsive; c. reduce the appearance of excessive bulk; d. provide opportunities for passive surveillance of the street or public spaces. Note—Balconies use a combination of solid balustrades, operable screens and lightweight materials to provide a balance of privacy and engagement with the street and other public spaces.	AO16.1 Development where providing balconies with solid balustrades on the street frontage or visible from public space, limits solid balustrading to a maximum of: a. 50% of the balconies on the first 3 storeys; b. 25% on the 4th storey and above. Refer to Figure w. AO16.2 Development where providing solid walls or fixed screening to balconies limits the walls and screening to: a. the side directly adjoining another balcony or private open space within the same building; b. a maximum of 20% or 1m of 1 external face, whichever is lesser, to screen utilities or private clothes lines; c. the full extent of a secondary balcony on a side elevation where for utilities or services. Note—This excludes solid balustrades or screening where provided to reduce amenity or privacy impacts to nearby dwellings. AO16.3 Development where providing operable, moveable or adjustable screening of balconies, limits the screening to a maximum of: a. 60% of the front side or rear boundary balconies to achieve visual privacy to an existing dwelling within 9m; b. 100% of west-facing primary balconies. Refer to Figure w.	AO16.1 not applicable The development does not include solid balustrades on the street frontage or visible from public space. AO16.2 complies The development ensures any solid walls or fixed screening to balconies limits the walls and screening to the sides and 1 external face. No secondary balconies are proposed. AO16.3 not applicable No operable, moveable or adjustable screening of balconies is proposed.
PO17 Development must minimise direct overlooking between buildings through appropriate building layout, location and the design of windows and balconies or screening devices. Note—Siting and building separation is used to minimise privacy	AO17.1 Development where the dwelling is located within 2m at ground storey or 9m above ground storey of a habitable room window or private open space of an existing dwelling house, ensures habitable rooms and any private outdoor spaces have:	AO17.1 complies The development ensures habitable rooms and any private outdoor spaces are appropriately offset to limit direct outlook into adjoining dwellings. Screening is incorporated where appropriate and 1.8m fencing is included at the ground level.

screening requirements.	a. an offset from the habitable room or private open space of the existing dwelling to limit direct outlook; or b. sill heights a minimum of 1.5m above floor level; or c. fixed obscure glazing in any part of the window below 1.5m above floor level; or d. fixed external screens; or e. in the case of screening for a ground floor level, fencing to a minimum 1.8m above the ground storey floor level. Refer to Figure h.	AO17.2 complies The development ensures any direct views are screened from floor level to a height above 1.5m above floor level. AO17.3 complies The development provides screening devices in the form slatted panels or fixed louvres that have a maximum of 25% openings, with a maximum opening dimension of 50mm, and that are permanently fixed and durable.
	AO17.2 Development where a direct view is available from balconies, terraces, decks or roof decks into windows of habitable rooms, balconies, terraces or decks in an adjacent existing dwelling house, is screened from floor level to a height above 1.5m above floor level.	
	AO17.3 Development provides screening devices that are solid translucent screens, perforated or slatted panels or fixed louvres that have a maximum of 25% openings, with a maximum opening dimension of 50mm, and that are permanently fixed and durable. Note—The screening device is offset a minimum of 0.3m from the wall around any window. Note—Screening devices may be hinged or otherwise attached to facilitate emergency egress.	
PO18 Development minimises light nuisance to residents and adjoining premises whilst maintaining safety of publicly accessible areas of the development.	AO18 Development of outdoor lighting is in compliance with AS 4282-1997 Control of the obtrusive effects of outdoor lighting. Note—This includes outdoor lighting to communal open spaces on the roof.	AO18 complies Any outdoor lighting will be provided in compliance with AS 4282-1997 Control of the obtrusive effects of outdoor lighting.
		AO19 not applicable

PO19 Development for a building must not incorporate any type of glass or other surface likely to reflect specular rays that could create undue nuisance, discomfort or hazard to the surrounding locality.	AO19 Where development incorporates reflective glass material, it is to have: a. a level of light reflectivity of not greater than 20%; b. a level of heat transmission of not less than 20%.	No reflective glass material is proposed to be used.
PO20 Development is located, designed and constructed to achieve the: a. air quality (planning) criteria in Table 9.3.14.3.G; b. odour criteria in Table 9.3.14.3.H. Note—An air quality impact report prepared in accordance with the Air quality planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO20.1 Development in a zone in the centre zones category or the Mixed use zone, including any outdoor air intakes for the development, is separated from: a. exhaust vent outlets of premises where food or cooking odour is released, by a minimum of 6m; b. exhaust vent outlets from car parks or bus stations, by a minimum of 15m.	AO20.1 not applicable The site is not in the centre zones category or the Mixed use zone.
	AO20.2 Development is located no closer than 150m to a spray painting workshop. Note—This distance is to be measured between the building containing the spray painting workshop and the property boundary of the sensitive use.	AO20.2 not applicable The site is not known to be within 150m of a spray painting workshop.
PO21 Development in a zone in the centre zones category or the Mixed use zone must: a. be located, designed and constructed to protect bedrooms and other habitable rooms from exposure to noise arising from non-residential activities outside the building; b. be designed and constructed to achieve a minimum reduction in sound pressure level between the exterior of the building and the bedrooms or indoor primary living areas of 30dBA. Note—A noise impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome. Note—Site-specific criteria will be identified in a neighbourhood plan for	AO21 Development in a zone in the centre zones category or the Mixed use zone has a minimum acoustic performance of: a. Rw 35 for glazing (windows and doors) where total area of glazing is greater than 1.8m²; b. Rw 32 for glazing (windows and doors) where total area of glazing is less than or equal to 1.8m².	AO21 not applicable The site is not in a zone in the centre zones category or the Mixed use zone

sites within a Special Entertainment Precinct Area or within the Transport noise corridor overlay.		
PO22 Development that includes mechanical plant (including air-conditioning plant, heat pumps and swimming pool pumps) ensures it is located, designed and attenuated to achieve the following criteria: • LAeq,adj,T emitted from mechanical plant is not greater than the rating background level plus 3 at a sensitive use not associated with the development. Note— Where T is • Day (7am to 6pm): 11hr, • Evening (6pm to 10pm): 4hr, • Night (10pm to 7am): 9hr. Where- • LAeq,adj,T is the A-weighted equivalent continuous sound pressure level during measurement time T, adjusted for tonal and impulsive noise characteristics, determined in accordance with the methodology described in the Noise impact assessment planning scheme policy. • The rating background level is determined in accordance with the methodology described in the Noise impact assessment planning scheme policy. Note—A noise impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO22 Development ensures mechanical plant is acoustically screened from nearby sensitive uses.	AO22 complies The development will ensure mechanical plant is acoustically screened from nearby sensitive uses.
PO23 Development must create a safe environment by incorporating the key elements of crime prevention through environmental design in its layout, building or structure design and landscaping by: a. facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets, and communal areas;	AO23 No acceptable outcome prescribed.	PO23 complies The development incorporates appropriate crime prevention through environmental design in its layout, building or structure design and landscaping by providing for windows facing the street, good sightlines to the carpark and easy wayfinding for pedestrians.

b. defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; c. promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; d. ensuring publicly accessible areas such as car parks, pathways, public toilets, and communal areas are well lit; e. including way-finding cues; f. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs, communal areas. Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.		
PO24 Development incorporates graffiti and vandalism prevention techniques in its layout, building or structure design and landscaping, by: a. denying access to potential canvases through access control techniques; b. reducing potential canvases through canvas reduction techniques; c. ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. Note—For guidance on graffiti and vandalism prevention techniques refer to the Graffiti prevention planning scheme policy.	AO24 No acceptable outcome prescribed.	PO24 complies The development incorporates graffiti and vandalism prevention techniques in its layout, building or structure design and landscaping, by providing for fencing as well as windows oriented to the street to provide passive surveillance and deter canvassing.
PO25 Development has hours of operation which are controlled so that the use does not detrimentally impact on the amenity of adjoining residents.	AO25 Development: a. for accommodation activities, dwelling unit or emergency services has unlimited hours of operation;	AO25 complies The proposed multiple dwelling has unlimited hours of operation.

	b. for any other use, has hours of operation, including deliveries, which are limited to 6am to 8pm, or as otherwise identified in a neighbourhood plan.	
Subtropical design and landscaping		
PO26 Development supports Brisbane's subtropical character and sustainable lifestyle through functional and climatically responsive building design, layout and orientation that: a. reduces the need for mechanical heating, cooling and lighting; b. ensures access to sunlight and natural heating, cooling and ventilation for residents; c. provides protection and relief from the subtropical climate; d. mitigates the impact of urban heat island.	AO26.1 Development is designed to provide all dwellings with: a. floor-to-ceiling heights of at least 2.7m; b. habitable rooms with a minimum of 2 dual aspect windows or openings. Refer to Figure o and Figure p.	AO26.1 complies The development has floor-to-ceiling heights of at least 2.7m and all habitable rooms with a minimum of 2 dual aspect windows or openings where possible.
	AO26.2 Development includes: a. weather protection and sun shading to all external doors and windows to habitable rooms; b. deep recesses, eaves and sun-shading devices on the north-facing building facades; c. extensively shaded west-facing building facades using building and landscape elements such as adjustable screens, awnings or pergolas, green walls and planting.	AO26.2 complies The development includes weather protection and sun shading to all external doors and windows to habitable rooms. The design also incorporates deep recesses, eaves and sun-shading devices on the north-facing building facades and extensively shaded west-facing building facades using building and landscape elements such as adjustable screens, awnings or pergolas, green walls and planting.
PO27 Development ensures significant vegetation and large subtropical shade trees are retained, or where retention is not possible, compensatory planting is established to balance the bulk, scale and form of the building and provide a subtropical landscape setting including natural shade to mitigate heat island effects. Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy.	AO27.1 Development ensures that the location of new buildings, car parking, driveways, crossovers, retaining walls, filling and excavation, utilities or services will not adversely impact the long-term viability of significant vegetation, including large subtropical shade trees to be retained. Note—Invasive species listed as 'Undesirable plant species' in the Planting species planning scheme policy are not required to be retained unless the tree is a significant, mature and healthy shade tree. Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy.	AO27.1 not applicable The site does not contain any existing significant vegetation.
	AO27.2	AO27.2 complies

	Development provides or retains one tree within the site per 20m of frontage that is capable of growing to a minimum height of 15m at maturity. Note—Landscape design incorporates planting in accordance with the Planting species planning scheme policy. Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy. AO27.3 Development provides tree species that are selected and planted to provide a minimum 50% shade cover to a site's open space within 10 years. Note—Shade cover is to be measured at 12pm on 21 December.	The development is able to provide one tree within the site per 20m of frontage that is capable of growing to a minimum height of 15m at maturity. AO27.3 complies The development is able to provide tree species that can provide a minimum 50% shade cover to a site's open space within 10 years.
PO28 Development provides landscaping that must: a. provide shade to pedestrian pathways; b. maintained sightlines and support personal safety by allowing for the overlooking of the street and public spaces from the site and balconies; c. present an integrated landscape, neighbourhood and streetscape character; d. contribute positively to amenity and the subtropical microclimate of the site, streetscape and public spaces; e. reduce the appearance of building bulk and soften built form, driveways and hardstand areas from the street and adjoining properties; f. contribute to privacy between residences; g. provide natural shade to mitigate heat island impacts. Note—This is demonstrated by an overall site landscape concept plan. Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy.	AO28.1 Development provides landscaping within the site along the frontage of the site that consists of: a. a minimum of 1 area of deep planting with a dimension of 4m x 4m; b. shade and/or rounded canopy trees located to cast a minimum of 50% shade over the adjacent verge within 5 years of planting; c. a minimum of 50% of frontage length planted for a minimum width of 2m, excluding the driveway crossover and pedestrian access. Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy. Note—The above requirements do not apply where a front boundary setback of zero metres is required, such as in a zone in the centre zones category or Mixed use zone. AO28.2 Development provides landscaping along side boundaries as follows: a. a minimum of 1.5m wide landscaping for a side boundary excluding the area for built to boundary walls; b. a minimum of 1.5m wide landscaping for a side boundary where a driveway, or at ground level	PO28 complies The development provides deep planting along the frontage of the site and adjacent the visitor carparking and pedestrian access. It is anticipated this area is capable of accommodating shade and/or rounded canopy trees located to cast a minimum of 50% shade over the adjacent verge within 5 years of planting, and a minimum of 50% of frontage length planted for a minimum width of 2m, excluding the driveway crossover and pedestrian access. PO28 complies The development provides landscaping along side boundaries where possible. This includes on the western side of the pedestrian access. Due to manoeuvring it is not possible to include landscaping along both boundaries. Given landscaping is provided in the front and rear, and fencing is provided along all boundaries, this is considered appropriate.

	open parking area, is located adjacent to the boundary.	
PO29 Development provides deep planting areas that: a. are of sufficient size and dimension to contain large subtropical shade tree species; b. are maintained exclusively for landscaping, with no underground development or infrastructure; c. are open to the sky with access to light and rainfall into the natural ground; d. are planted with subtropical tree species that at maturity are complementary in scale and height to the building form and respond to the site location and design needs; e. soften the impact of building and hardstand areas and reduces impervious areas to improve stormwater; f. provides natural shade to mitigate heat island effects; g. provides informal recreation spaces that are easily accessible for building occupants; h. is located to retain and protect existing site features such as significant vegetation or grouped with deep-planted areas on adjacent sites to maximise contiguous areas of deep planting.	AO29.1 Development locates deep-planting areas: a. to protect existing significant vegetation including large subtropical shade trees; b. to provide an opportunity for the co-location of deep soil plants and large subtropical shade trees within the street or on adjoining premises; c. within the front or rear set back to soften the built form for the street and adjoining premises. Note—In regards to (c) above, deep planting is not required within the front setback where a front boundary setback of zero metres is required, such as in a zone in the centre zones category or Mixed use zone.	AO29.1 complies The site does not contain any existing significant vegetation. Deep planting areas have been appropriately located to provide an opportunity for the co-location of deep soil plants and large subtropical shade trees within the front and rear setbacks to soften the built form for the street and adjoining premises.
	AO29.2 Development provides deep-planting areas that are: a. a minimum of 10% of the site area; b. a minimum unobstructed dimension of 4m in any direction; c. able to accommodate trees planted in natural ground; d. 100% open to the sky; e. can be accessed for maintenance purposes.	AO29.2 complies The proposal provides 10.4% of site area for deep planting. These areas have a 4m dimension in at least one direction and are open to the sky and accessible for maintenance purposes.
	AO29.3 Where there are no existing large subtropical shade trees on the site, development provides trees in the deep-planting areas which: a. are capable of growing to a minimum canopy diameter of 5m and a minimum height of 5m within 5 years of planting; b. are subtropical tree species consistent with the Planting species planning scheme policy. Note—Tree species should be chosen to respond to particular site location or design needs. Where site circumstances permit, tree	AO29.3 complies The development will provide trees in the deep-planting areas which are capable of growing to a minimum canopy diameter of 5m and a minimum height of 5m within 5 years of planting and are subtropical tree species consistent with the Planting species planning scheme policy.

	species that are complementary in scale and height to the building form should be selected. Tree height and canopy spread will be dependent on species. AO29.4 Development ensures that deep-planting areas are exclusively for landscaping and do not contain: a. vehicle driveways, manoeuvring or hardstand areas and pedestrian paths; b. surface structures and infrastructure such as water conservation services, refuse storage areas, fire hydrants or boosters, electrical transformers or other utilities; c. sub-surface structures or infrastructure such as piping, bioretention pits, basement car parking structures.	AO29.4 complies The development ensures that deep-planting areas are exclusively for landscaping and outside of the items listed in AO29.4.
Private and communal open space		
PO30 Development provides communal space that must be designed to provide: a. residents with passive and active recreation opportunities; b. a pleasant outlook for residents and maximise opportunities for shared views or access to viewing points; c. opportunity for a range of uses and flexible use.	AO30.1 Development consisting of 10 or more dwellings provides communal open space, that is clearly distinguished from deep planting areas and private open space, and: a. is a minimum of 5% or 40m² of the site area, whichever is greater; b. is one consolidated useable space, or where exceeding 100m², two separate useable areas within the site; c. is a minimum 50% open to the sky; d. is a minimum of 25% landscaping; e. is a minimum of 25% shaded by trees within 5 years; f. is a maximum 25% as internal dedicated created space; g. is designed to provide a range of recreational facilities such as seating, barbeque, swimming pool and vegetable gardens;	AO30.1-AO30.2 not applicable The development is for only 8 units.

	h. incorporates a flat paved or grassed area with a minimum dimension of 5m in any direction. Note—Deep planting areas can be located within communal open space. However, the minimum site percentage requirements for communal open space and deep planting must be calculated separately. Note—In regards to (b) above, one space may be provided on ground as a swimming pool and barbeque area with substantial landscaping, and another on the roof to take advantage of views. Note—Internal spaces may include a gymnasium, movie room or entertainment room. Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy. AO30.2 Development ensures that communal outdoor space areas do not contain: a. vehicle driveways, manoeuvring or hardstand areas; or b. surface structures and infrastructure such as rainwater tanks, transformers and water boosters. Note—Bioretention areas can form part of communal open space provided it is designed as a component of the landscape area but not any area of deep planting. Lightweight shade structures such as pergolas are able to be located within communal open space.	
PO31 Development must provide attractive and functional private open space for residents that: a. is appropriately sized and located to enhance amenity and liveability for residents; b. is designed to be functional for the use of the possible number of residents in each dwelling; c. is designed to contribute to the form and detail of the building. Note—Private open space can be provided on ground, on balconies or in a structure over a platform, basement and on rooftops.	AO31.1 Development provides private open space which comprises: a. for ground storey dwellings, a minimum area of 35m² with a minimum dimension of 3m; b. for dwellings above ground storey, a balcony with a minimum area of 12m² and a minimum dimension of 3m. Note—The measurement of minimum private open space requirements must be clear of utilities such as hot water systems, air-conditioning units, rainwater tanks, bicycle parking, fire hydrants or other utilities, as well as areas required for deep planting and communal open space.	PO31 complies The development provides all above ground floor dwellings with balconies in excess of 12m² and 3m depth. It is noted the proposed private open space for the ground floor unit (Unit 1) is slightly less than the prescribed minimum area of 35m² at 23m². However, given this unit is only 2 bedrooms, this is still considered functional and attractive for the possible number of residents in this unit. This area has been appropriately located to be adjacent landscaping which will provide screening and privacy to the area.

	AO31.2 Development provides for private open space areas that are: a. for the primary area, directly accessible from the internal primary living areas of the dwelling; b. provided with a screened area of 2m² minimum dimension capable of screening air-conditioning plant, private clothes drying, etc.; c. provided with adjustable, moveable or operable privacy screening where appropriate.	AO31.2 complies All private open space areas are directly accessible from the internal primary living areas of the dwelling and are capable of accommodating a screened area of 2m² for air-conditioning plant, private clothes drying, etc. Some privacy screening has also been provided as shown on the Architectural Plans.
	AO31.3 Development provides balconies that are located to the front or rear of a building except where adequate building separation and screen landscaping can be achieved to maintain privacy along side boundaries.	AO31.3 complies The development provides balconies located to the front or rear of the building where possible. ‘
	AO31.4 Development ensures that private open space areas do not contain: a. vehicle driveways, manoeuvring or hardstand areas; or b. surface structures and infrastructure such as retaining walls, rainwater tanks, electricity transformers and fire hydrants and boosters. Note—Water conservation services or utilities or stormwater treatment measures, such as bioretention areas, can form part of private open space provided they are designed as a component of the landscape area but not any area of deep planting. Lightweight shade structures, such as pergolas, are able to be located within at-grade and in-structure private open space.	AO31.4 complies The development ensures that no private open space areas contain any of the items listed in AO31.4.
	AO31.5 Development provides a minimum of 75% of a dwelling's outdoor living area positioned to the north or north-east. This is balanced with street interface desired outcomes. Note—Side boundary facing north or north-east facing windows or balconies may be permitted where this will significantly improve passive	AO31.5 complies The development provides for private open space to be positioned to the north or north-east where possible.

	solar design, provided privacy for occupants and adjacent dwellings is maintained.	
Refuse storage and collection		
PO32 Development provides refuse and recycling collection and storage facilities that: a. are located conveniently in an unobtrusive dedicated storage room or separate screened structure; b. are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised; c. provide for refuse and recycling including source separation; d. are of a design that allows low-frequency service collection; e. minimise ongoing building management cost for occupants. Note—Refer to the Refuse planning scheme policy for further guidance.	AO32 Development provides refuse and recycling collection and storage facilities, including source separation, in accordance with the Refuse planning scheme policy.	AO32 complies The development provides refuse and recycling collection and storage facilities, including source separation, in accordance with the Refuse planning scheme policy. Refuse collection will occur via the kerbside which is supported where less than 10 dwellings.
Car parking, manoeuvring and hardstand areas		
PO33 Development provides car parking areas, vehicle site access, services and utilities that do not adversely impact on a positive streetscape character and interface being established.	AO33.1 Development ensures that vehicle access comprises no more than 30% of the street frontage width at the front boundary and is located away from the main pedestrian entry. Note—This excludes driveway splays to the kerb.	AO33.1 complies The proposed vehicle access comprises no more than 30% of the street frontage width at the front boundary and is located away from the main pedestrian entry.
	AO33.2 Development provides site access, combined with short-term parking, drop-off zones or porte-cocheres, that does not dominate the street frontage or comprise more than 40% of the street frontage width.	AO33.2 complies Site access does not comprise more than 40% of the street frontage width. No with short-term parking, drop-off zones or porte-cocheres are proposed.
	AO33.3	AO33.3 not applicable The proposal does not involve above ground

	Development, where above-ground or partially above-ground car parking, is located so that: a. the facade design and materials selection is extended to the car park entry and car park areas on all frontages and boundaries; b. building services, pipes and ducts within the car park are not visible from the street and other public spaces or adjoining properties and are screened and landscaped. Refer to Figure v.	carparking.
PO34 Development where not in a zone in the centre zones category or the Mixed use zone, provides car parking that is sited and of a bulk and form that: a. does not dominate the street frontage of the development; b. does not impact on the safety and efficiency of the road networks; c. does not detract from the quality of adjoining streetscape or public spaces; d. is safe and convenient for residents, visitors and service providers; e. does not negatively impact on the amenity of adjoining residents by way of noise, odour or light having regard to: i. the proximity of dwelling houses or existing multiple dwellings on adjoining sites; ii. the scale and detail of any parking structure walls when viewed from the street and adjoining properties; iii. setback distances to mitigate impacts; iv. the location of active frontages and public spaces. Note—Where in a zone in the centre zones category or the Mixed use	AO34.1 Development where not in a zone in the centre zones category or the Mixed use zone, provides car parking that is located: a. below ground; or b. at ground level or above ground level only if contained within the development footprint and located behind the main building line, except where for visitor parking; c. set back from front, rear and side boundaries in accordance with a neighbourhood plan or if no neighbourhood plan applies or no requirements are specified in a neighbourhood plan, Table 9.3.14.3.E; d. landscaped and screened from view of the street, other public areas and adjoining properties; e. not in conflict with required vehicle queuing distances. Note—Car parking within the building which extend 1m above ground level will be counted as a storey in the maximum height and will be subject to the relevant boundary setback requirements. AO34.2 Development, where not in a zone in the centre zones category or the Mixed use zone, of a basement car parking structure located between the street frontage and	PO34 complies Carparking is provided at the rear of the dwellings and behind the main building line, except for visitor parking. Landscaping is provided along the rear for buffering. It is noted the visitor parking is within 4m of the front setback which does not comply with Table 9.3.14.3.E. However, this is considered appropriate as it will be screened by fencing and therefore will not dominate the street frontage of the development, nor will it have any impact on the safety and efficiency of the road networks. This area is safe, convenient and accessible for visitors and as it is located directly adjacent the street would not have any adverse impacts on neighbouring properties. AO34.2 not applicable The development does not involve a basement carparking structure between the street frontage and the main building line.

zone, the car parking provisions of the Centre or mixed use code apply.	the main building line is no more than 1m above ground level at any point.	AO34.3 not applicable The extent of the ground level carpark exceeds 1m above ground level. PO34 complies The location of visitor parking will be clearly signposted, not located behind a security barrier, not located on both sides of the driveway and whilst not separated from the street frontage boundary by a 4m wide deep planting area, is still adjacent landscaping which will provide some screening and visual buffering. AO34.5 not applicable No units have direct access to the street.
	AO34.3 Development, where not in a zone in the centre zones category or the Mixed use zone, for a basement car parking structure that is 1m or less above ground and located on the side or rear boundary ensures that where retaining walls and fencing are proposed: a. the maximum combined height of basement structure, retaining walls and fencing is 2m; b. structures and fences are finished with low-maintenance and pre-finished materials. Note—Structures include car parking walls, retaining walls, fences, planters and roofing to terraces, balconies or patios that are part of or situated on a basement podium or car parking structure.	
	AO34.4 Development where not in a zone in the centre zones category or the Mixed use zone, ensures that the location of visitor parking is: a. clearly signposted; b. not located behind a security barrier; c. not located on both sides of the driveway; d. separated from the street frontage boundary by a 4m wide deep planting area.	
	AO34.5 Development, where not in a zone in the centre zones category or Mixed use zone, for a small-scale multiple dwelling, such as attached or townhouse dwellings, provides a tandem car parking space for those units which provide direct vehicle access from the street, that is designed in accordance with Figure q. Note—Direct vehicle access for individual units is subject to availability of on-street parking, street trees and general amenity impacts assessment and is generally not acceptable for development on major roads.	

PO35 Development where not in a zone in the centre zones category or the Mixed use zone, ensures that car parking, hardstand or manoeuvring areas are: a. located to minimise noise and fumes disturbance on residents within and adjoining the site; b. acoustically and visually screened to: i. minimise the reflection of headlights into dwelling windows; ii. attenuate noise impacts; c. landscaped to: i. soften the visual appearance of at grade hardstand areas; ii. enhance pedestrian safety; iii. improve visual amenity for the streetscape and urban area; iv. provide shade for pedestrians and reduce the impact of glare and radiant heat from car parking areas. Note—where in a zone in the centre zones category or the Mixed use zone, the car parking provisions of the Centre or mixed use code apply.	AO35.1 Development where not in a zone in the centre zones category or the Mixed use zone, ensures that a hardstand or manoeuvring area situated at or above ground level is: a. located a minimum of 3 metres vertically and horizontally from any habitable window on site to minimise noise disturbance on residents; b. screened to prevent the reflection of car headlights onto dwelling windows adjoining or opposite the site.	AO35.1 complies The development does not involve above ground level carparking. Screening is provided in the form of fencing along side and rear boundaries to prevent the reflection of car headlights onto dwelling windows adjoining or opposite the site.
	AO35.2 Development where not in a zone in the centre zones category or the Mixed use zone ensures any vehicle movement or vehicle parking areas along the side or rear boundary are: a. acoustically screened from adjoining dwellings to a minimum height of 1.8m; b. provided with a vegetated buffer next to any movement or parking areas: i. a minimum of 1m wide along the side boundary; ii. a minimum of 2m wide along the rear boundary; iii. planted at a pot size and density sufficient to screen up to 1.5m above ground level at establishment.	AO35.2 complies The proposal provides a 1.8m fence along the site to acoustically screen the carparking areas from adjoining properties. A 3m wide landscaped buffer is also provided at the rear to assist further.
	AO35.3 Development, where not in a zone in the centre zones category or the Mixed use zone, and where car parking is above ground and uncovered, provides: a. a minimum of 1 shade tree for every 6 car spaces; b. trees which are planted to achieve a minimum	AO35.3 complies The development incorporates the equivalent of 1 shade tree for every 6 car spaces throughout the site.

	50% shade cover along internal pedestrian paths and driveways within 5 years of certification in accordance with the Landscape work code and the Planting species planning scheme policy. AO35.4 Development where not in a zone in the centre zones category or the Mixed use zone, provides: a. landscaping that is used to delineate safe pedestrian movement through car parks; b. exterior vehicle movement areas that are broken up by alternative materials, patterns or threshold treatments. AO35.5 Development of ground level or other above ground car parking, where not in a zone in the centre zones category or the Mixed use zone, provides densely planted setbacks. Note—Front boundary setbacks must be treated to address streetscape interface issues and be in accordance with the streetscape interface performance outcomes and acceptable outcomes.	AO35.4 complies The development incorporates landscaping to delineate safe pedestrian movement through the site and separate vehicle movement areas. AO35.5 complies Densely planted setbacks are provided around ground level carparking where possible. This includes at the rear of the site and adjacent the visitor parking next to Gordon Parade.
Transit oriented development		
PO36 Development adjoining or in the immediate vicinity of a railway or busway station or in a location identified in a neighbourhood plan, supports a high level of personal and community safety, and promotes activity at the street front, in public spaces and at the interface with railway and busway stations through: a. building design that enables future adaptation to facilitate non-residential uses; b. provision or contribution towards safe, logical and direct pedestrian access to railway or busway station entry points;	AO36 Development within 200m walking distance of a dedicated public pedestrian access point of a railway or busway station or in a location identified in a neighbourhood plan, is designed to have an active frontage that: a. includes ground storey tenancies, with commercial ceiling heights, increased glazing to front facades, and individual pedestrian entries, that can be adapted for conversion to and between non-residential and residential uses; b. provides safe, logical and direct pedestrian	AO36 not applicable The development is not for transit oriented development.

c. enabling casual surveillance of the street, public spaces and immediate station environment, entries and platform; d. creating vibrant and attractive street environments and active public spaces at the edge of the railway or busway station environment through pedestrian orientated building and landscape design.	- access to and from the development to the street front or adjoining public areas; c. provides or maintains safe, logical and direct pedestrian access to the railway or busway station entry points in accordance with the Infrastructure design planning scheme policy; d. ensures that any screening and landscaping provided within the development creates vibrant and attractive street environments whilst not preventing casual surveillance of streets, public spaces and the immediate station environment, entries and platform.	
Fencing and retaining walls		
PO37 Development provides fencing and retaining walls that must: a. facilitate casual surveillance of the street and public space; b. enable use of private open space; c. assist in highlighting entrances to the property; d. provide a positive interface to the streetscape; e. protect the privacy and amenity for residents and dwellings adjoining the site.	AO37.1 Development ensures that, where fencing is provided: a. along any common boundary to a street or public space, it is a maximum of: i. 1.2m in height, where fence construction is solid or less than 50% transparent; ii. 1.5m in height, where fence construction is at least 50% transparent; iii. 1.8m in height and solid only where setback behind landscaping and the site is on an arterial road; b. along any side or rear boundary, it is a minimum of 1.8m in height, except where forward of the main building line; c. along any side boundary, where forward of the main building line to the front boundary, it is: i. a maximum of 1.2m in height, where fence construction is solid or less than 50% transparent; or ii. a maximum of 1.5m in height, where fence construction is at least 50%	AO37.1 complies Proposed fencing along Gordon Parade is 1.5m in height and 50% transparent. Side boundary fencing will be 1.8m in height and solid.

	transparent.	AO37.2 not applicable Front fencing will be 50% transparent. Material variation and landscaping has been incorporated in the design to add visual interest and soften the visual impact of the development. PO37 complies Refer Code Compliance Report for an assessment of the proposed retaining walls.
	AO37.2 Development incorporating solid front fences or walls that front the street or other public spaces 1.2m or more high and longer than 10m, indentations, material variation and landscaping is provided to add visual interest and soften the visual impact.	
	AO37.3 Development for a retaining wall is: a. stepped to minimise impact on the streetscape and pedestrian environment; b. a maximum of 0.6m in height if directly abutting the edge of the adjoining road reserve verge.	
Adaptable housing		
PO38 Development meets a diverse range of community needs by providing adaptable housing that is responsive to changing community life-cycle needs.	AO38 Where development provides housing, including associated outdoor living areas intended to be adaptable to different persons and households with differing mobility needs, the dwelling units and other site features are constructed in accordance with Table 9.3.14.3.D.	AO38 not applicable The development is not for adaptable housing.
Additional requirements for sites with an area of 7,000m² or greater, or for 20 or more dwellings if in the Emerging community zone		
PO39 Development contributes to contained, sustainable and functional communities and provides housing to suit residents through different life-cycle stages at a scale and density appropriate for the site's location and commensurate with ease of access to services, facilities and high quality public transport through: a. inclusion of dwelling types, tenures, mix and forms consistent with the outcomes of the zones,	AO39 Development is designed and sited in compliance with a structure plan prepared in accordance with the Structure planning planning scheme policy.	AO39 not applicable The development does not involve a site with an area of 7,000m ² or greater, or for 20 or more dwellings if in the Emerging community zone

zone precincts, neighbourhood plans and overlays applicable to the site; b. retaining or respecting the character and environmental values of the site; c. reflecting local streetscape forms, features and character; d. contributing to the desired character and form of the locality; e. the establishment or extension of public streets and pathways; f. the provision of parks and other public spaces as appropriate to the scale of development; g. buildings that address existing streets; h. building height and setback transitions to an adjoining existing dwelling house and areas of lower density residential development. Note—A structure plan prepared in accordance with the Structure planning scheme policy can assist in demonstrating achievement of this performance outcome. A structure plan must be prepared where in the Emerging community zone.		
Additional criteria for development if identified in a neighbourhood plan		
PO40 Development on a landmark site identified in a neighbourhood plan provides a prominent visual reference and contribution to the city's public realm by: a. exhibiting subtropical architectural excellence through design, treatment and articulation; b. defining the site and its setting through building form, expression, silhouette, scale, materials and landscaping; c. reinforcing a sense of arrival to the neighbourhood plan area, precinct or sub-precinct through marking a node, an intersection or major connection point in the city; d. respecting the prominence of any adjoining or	AO40.1 Development: a. emphasises a landmark site identified in a neighbourhood plan and its setting; b. addresses all elevations, with front, side and rear facades all displaying a high level of modulation and articulation; c. both vertically and horizontally articulates building form and mass with proportions compatible with the height, scale and setting of the building; d. provides an interesting and varied skyline and silhouette; e. uses high-quality and durable materials and	AO40.1-AO40.2 not applicable The site is not in a neighbourhood plan area.

nearby heritage place or local landmark; e. providing a corner land dedication, if required, that: i. accommodates a deep-planted large feature tree within the dedication area; ii. provides a building envelope that acknowledges and integrates the presence of the large feature tree canopy; iii. accommodates high levels of pedestrian movement and a high quality pedestrian setting. Note—A neighbourhood plan may indicate whether or not a land dedication is required.	finishes; f. integrates landscaping, building entries and the public realm at the ground plane. Note—The Council's Independent Design Advisory Panel may be invited to provide advice on developments in accordance with the provisions of the Independent design advisory panel planning scheme policy. AO40.2 Development provides a corner land dedication adjacent to the existing verge area which: a. complies with any dimensions identified in a neighbourhood plan; b. accommodates a deep-planted feature tree in compliance with the Infrastructure design planning scheme policy; c. is embellished in compliance with the Infrastructure design planning scheme policy. Note—A neighbourhood plan may indicate if a corner land dedication is to be truncated or inverted. If the configuration is not specified, a truncated land dedication is to be provided where the building or podium is 2 or less storeys height. Where an inverted corner land dedication is provided, the building design accommodates the feature tree canopy at maturity.	
PO41 Development minimises visual impacts on a view corridor of local significance and enhances opportunities for observation of key vistas and views from identified view points.	AO41.1 Development ensures building placement and design minimise visual impacts on a view corridor identified in a neighbourhood plan. Note—A neighbourhood plan may identify view corridors and may or may not identify any specific view points from which they are observed. AO41.2 Development enhances opportunities for views and vistas from a view point identified in a neighbourhood plan. Note—A neighbourhood plan may identify view points and may or may not identify any specific view corridor that they observe.	AO41.1-AO41.2 not applicable The site is not in a neighbourhood plan area.
PO42	AO42.1	AO42.1-AO42.3 not applicable

Development on a significant corner site identified in a neighbourhood plan provides a prominent visual reference and contribution to the neighbourhood's public realm by: a. accommodating high levels of pedestrian movement at the corner and enhancing the pedestrian experience; b. emphasising the corner setting through building form, expression, silhouette, scale, materials and landscaping; c. reinforcing a sense of arrival to the neighbourhood plan area, precinct or sub-precinct through marking a node, intersection or connection point in the neighbourhood; d. respecting the prominence of any adjoining or nearby heritage places, traditional character buildings or local landmarks; e. if a corner land dedication is required: i. accommodating a deep-planted feature tree within the dedication area; ii. providing a building envelope that acknowledges and respects the presence of the feature tree canopy. Note—A neighbourhood plan will indicate whether or not a land dedication is required.	Development is designed to emphasise the corner setting of a significant corner site identified in a neighbourhood plan and provides: a. building entries on both street frontages; or b. a single main entry at the corner. AO42.2 Development provides a significant corner land dedication of a significant corner site identified in a neighbourhood plan, adjacent to the existing verge of the building which: a. complies with any dimensions identified in the neighbourhood plan; b. accommodates a deep-planted feature tree in compliance with the road corridor design section of the Infrastructure design planning scheme policy; c. is embellished in compliance with the road corridor design section of the Infrastructure design planning scheme policy. Note—A neighbourhood plan may indicate if a corner land dedication is to be truncated or inverted. If the configuration is not specified, a truncated land dedication is to be provided where the building or podium is 2 or fewer storeys in height. Where an inverted corner land dedication is provided, the building design accommodates the feature tree canopy at maturity. AO42.3 Development ensures that any part of the building, including the basement but excluding awnings, is outside the corner land dedication area. Note—A neighbourhood plan may indicate if a building is able to volumetrically extend into the corner land dedication area.	The site is not in a neighbourhood plan area.
If in the Infill housing zone precinct of the Character residential zone		
PO43 Development in the Infill housing zone precinct of the	AO43 Development in the Infill housing zone precinct of the	AO43 not applicable The site is not in the Character residential zone

Character residential zone respects the intensity and form of the neighbourhood and demonstrates an appropriate site density.	Character residential zone does not exceed 1 dwelling per 300m ² of site area.	
PO44 Development provides a side boundary setback that reflects the character and form intent of the area, generally characterised by the separation of buildings.	AO44 Development in the Character residential zone: a. does not incorporate a built to boundary wall; or b. matching the extent of an existing built to boundary wall on the adjoining property; or c. incorporates a maximum of 1 built to the boundary wall on a side boundary where the owner of the adjoining premises does not object. Editor's note—Confirmation in writing in the form of a statutory declaration from the registered owner of the adjoining premises is required to be submitted to demonstrate compliance.	AO44 not applicable The site is not in the Character residential zone

9.4.11 Transport, access, parking and servicing code

9.4.11.1 Application

1. This code applies to assessing:
 - a. operational work which is assessable development if this code is identified as a prescribed secondary code in the assessment benchmarks column of a table of assessment for operational work (section 5.8); or
 - b. a material change of use or reconfiguring a lot if:
 - i. assessable development where this code is identified as a prescribed secondary code in the assessment benchmarks column of a table of assessment for a material change of use (section 5.5) reconfiguring a lot (section 5.6), or an overlay (section 5.10); or
 - ii. impact assessable development, to the extent relevant.
2. When using this code, reference should be made to section 1.5 and section 5.3.3.

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

Note—Where this code contains performance outcomes or acceptable outcomes that relate to:

- crime prevention through environmental design principles, guidance is included in the Crime prevention through environmental design planning scheme policy;
- design for the reduction of graffiti, guidance is provided in the Graffiti prevention planning scheme policy;
- infrastructure design and construction works, guidance is provided in the Infrastructure design planning scheme policy;
- refuse and recycling, guidance is provided in the Refuse planning scheme policy;
- transport, access, parking and servicing standards and guidelines are contained in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.

Note—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*, the development contains a reconfiguring a lot aspect of development and the Subdivision code will apply.

9.4.11.2 Purpose

1. The purpose of the Transport, access, parking and servicing code is to assess the suitability of the transport, access, parking and servicing aspects of development.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development provides for access, circulation, parking and vehicle-based services for all relevant transport modes, including walking, cycling and public transport relevant to the nature of the proposed development and its location in relation to the transport network and surrounding existing and future land uses.
 - b. Development enhances the potential for trip making other than by private vehicle.
 - c. Development provides safe access for all transport modes that does not impact adversely on the efficiency and safety of the transport network or diminish the amenity of nearby land uses.
 - d. Development ensures that impacts on amenity caused by traffic generation is consistent with the community's reasonable expectations for the intended use.
 - e. Development provides site access arrangements to ensure that any adverse impacts on other development, the transport network and those who use it, are

- minimised to maintain amenity of the area and the safety and efficiency of the transport system.
- f. Development ensures that access, parking and servicing arrangements and impacts such as noise, are consistent with the community's reasonable expectations and avoid risk of damage to people, property and vehicles.
 - g. Development maximises safety in the use of the transport network, particularly for the most vulnerable users (children, pedestrians, persons with disabilities and cyclists) so that all transport modes are safe and convenient.
 - h. Development provides for walking and cycling routes and end-of-trip facilities for pedestrians and cyclists, designed and located to make walking and cycling attractive and viable transport options.
 - i. Development envisaged by the planning scheme, which will potentially have an adverse impact on the operation of the transport network, is designed and of a scale that maintains the safety and efficiency of the transport network.
 - j. Development provides for on-site parking and manoeuvring areas for cars, motorcycles, bicycles and service vehicles which:
 - i. are safe and convenient to use;
 - ii. if outside the City core and the City frame identified in Figure a are adequate to meet the design peak-parking demands without significant overflow to adjacent premises or the generation of excessive on-street car parking demand, taking into account the requirements of other road users.
 - k. Development provides for on-site servicing that is safe, convenient to use, but discrete, and adequate to meet the reasonably expected demands generated by the development, without significant adverse impacts on the external road system or adjacent premises.
 - l. Development accommodates future road upgrades and widenings ensuring the ongoing capacity, efficiency and safety of the transport network.

9.4.11.3 Performance outcomes and acceptable outcomes

Table 9.4.11.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
PO1 Development is designed: a. to include a technically competent and accurate response to the transport and traffic elements of the development; b. in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; c. to ensure the efficient operation and safety of the development and its surrounds. Note—The acceptable outcome and performance outcome can be	AO1 Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	AO1 complies The proposal complies with the standards in the Transport, access, parking and servicing planning scheme policy.

demonstrated through a development application that: • is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.		
PO2 Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the transport network consistent with the planning by the Queensland Government and Council.	AO2 No acceptable outcome is prescribed.	PO2 not applicable The development is not of a major size.
PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.	AO3.1 Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. AO3.2 Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.	AO3.1 complies The proposal provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. AO3.2 not applicable The proposal is not required to provide any easements for access.
PO4 Development provides walking and cycle routes through	AO4.1 Development provides walking and cycle routes which are	AO4.1-AO4.3 not applicable The proposal does not involve any new walking or cycling routes.

the site which: a. link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; b. encourage walking and cycling; c. ensure pedestrian and cyclist safety; d. provide a direct and legible network. Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.	constructed on the carriageway or through the site to: a. create a walking or cycle route along the full frontage of the site; b. connect to public transport and existing cycle and walking routes at the frontage or boundary of the site. AO4.2 Development provides walking and cycle routes that are constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy. AO4.3 Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines.	
PO5 Development provides secure and convenient bicycle parking which: a. for visitors is obvious and located close to the building's main entrance; b. for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; c. is easily and safely accessible from outside the site; d. does not impact adversely on visual amenity; e. does not impede the movement of pedestrians or other vehicles; f. is designed to comply with a recognised standard for the construction of bicycle facilities. Note—For a performance outcome relating to the number of bicycle	AO5.1 Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. AO5.2 Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities. AO5.3 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street. AO5.4	PO5 complies The proposal is for a Multiple dwelling which is capable of accommodating appropriate on-site bicycle parking spaces to meet resident and visitor needs. These can be stored internally within each dwelling as required.

parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	Development provides visitor bicycle parking which does not impede pedestrian movement. AO5.5 Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	
PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users. Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	AO6 Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO6 not applicable The proposal is for a residential development with private showers.
PO7 Development provides pedestrian and cyclist access to the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles.	AO7 Development provides pedestrian and cycle access that is designed and constructed in compliance with the site access design guidelines, pedestrian facilities standards and cyclist facilities standards in the Transport, access, parking and servicing planning scheme policy.	AO7 complies The proposal incorporates appropriate pedestrian and cycle access that is designed in accordance with the Transport, access, parking and servicing planning scheme policy.
PO8 Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities.	AO8 No acceptable outcome is prescribed.	PO8 complies The proposal provides safe pedestrian and cyclist access to and from the site.
PO9 Development provides access driveways in the road area that are located, designed and controlled to: a. minimise adverse impacts on the safety and operation of the transport network, including the	AO9.1 No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy). AO9.2	AO9.1 not applicable The proposal is not for a major development. AO9.2 complies The proposal provides a single site access to the site

movement of pedestrians and cyclists; b. ensure the amenity of adjacent premises, from impacts such as noise and light.	Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage.	via Gordon Parade which is the only street frontage.
	AO9.3 Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO9.3 complies The proposal ensures that sight distances to and from all proposed access driveways are in compliance with the standards in the TAPS PSP.
	AO9.4 Development provides access driveways in the road area which: a. are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; b. are not provided through a bus stop, taxi rank or pedestrian crossing or refuge.	AO9.4 complies The proposed driveway is appropriately located and designed in accordance with the TAPS PSP and not provided through a bus stop, taxi rank or pedestrian crossing or refuge.
	AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	AO9.5 complies The proposal makes provision for shared access to all units in the development.
PO10 Redevelopment provides for: a. the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy; b. the reinstatement of adjacent footpaths.	AO10 No acceptable outcome is prescribed.	PO10 complies The proposal will provide for the closure of all redundant access driveways and the reinstatement of adjacent footpaths as applicable.

PO11 Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.	AO11.1 Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. AO11.2 Development ensures that convex mirrors are only used in a site: a. as a secondary support at access driveways; b. in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy.	AO11.1 complies The proposal provides appropriate sight distances to and from all proposed access driveways in accordance with the TAPS PSP. AO11.2 not applicable No convex mirrors are proposed to be used.
PO12 Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.	AO12 Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	AO12 not applicable The site is not in the City core and City frame area.
PO13 Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.	AO13 Development outside of the City core and City frame as identified in Figure a: a. provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or b. for accepted development subject to compliance with identified requirements, does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy.	AO13 complies The proposal provides compliant carparking for the proposed Multiple dwelling. 16 resident spaces and 2 visitor spaces are provided which complies with the prescribed rates.

	Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	
PO14 Development ensures that the number of car parking spaces and design of the car parking area: a. meet the combined design peak parking demand for residential, visitor and business parking; b. allow for the temporal sharing of car-parking spaces for uses with different peak parking demands. Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the Transport, access, parking and servicing planning scheme policy is to identify the appropriate number of car parking spaces to be provided.	AO14.1 Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time. AO14.2 Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.	AO14.1 complies The proposal provides compliant carparking for the proposed Multiple dwelling to accommodate the peak demand. 16 resident spaces and 2 visitor spaces are provided. AO14.2 not applicable The proposal is not for mixed use development.
PO15 Development provides a car park layout which allows for on-site vehicle parking that: a. is clearly defined, safe and easily accessible; b. is designed to contain potential adverse impacts within the site; c. does not detract from the aesthetics or amenity of an area; d. discourages on-street parking if parking has an adverse traffic management safety or amenity impact; e. is consistent with safe and convenient pedestrian and cyclist movement.	AO15 Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy.	AO15 complies The development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the TAPS PSP. Servicing will occur via the street frontage. Bin pads have been shown on the plans.
PO16 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	AO16 Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by:	AO17 complies The proposal is for private residential homes. Appropriate elements of crime prevention through environmental design are incorporated in the design.

	a. facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; b. defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; c. promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; d. ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; e. including way-finding cues; f. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas. Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.	
PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	AO17 Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by: a. denying access to potential canvases through access control techniques; b. reducing potential canvases through canvas reduction techniques; c. ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.	AO17 complies The proposal is for private residential homes. Appropriate graffiti and vandalism prevention techniques are incorporated in the design.

PO18 Development is serviced by an adequate number and size of service vehicles.	AO18 Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO18 not applicable The proposal is for a Multiple dwelling with refuse collection occurring via kerbside. No onsite servicing is proposed.
PO19 Development layout provides for services which: a. are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a minor road where use of the footpath is not adversely affected; b. are clearly defined, safe and easily accessible; c. are designed to contain potential adverse impacts of servicing within the site; d. do not detract from the aesthetics or amenity of the surrounding area.	AO19.1 Development ensures that a service bay provided on site: a. is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy; b. is located away from street frontages and screened from adjoining premises. AO19.2 Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy.	AO19.1 not applicable The proposal is for a Multiple dwelling with refuse collection occurring via kerbside. No onsite servicing is proposed and therefore no bays are accommodated onsite. AO19.2 not applicable The proposal is for a Multiple dwelling with refuse collection occurring via kerbside. No onsite servicing is proposed and therefore no bays are accommodated onsite.
	AO19.3 Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	AO19.3 complies The proposal is for a Multiple dwelling with refuse collection occurring via kerbside which complies with the TAPS PSP for only 8 units.
PO20 Development provides service vehicle access routes to and from the site which minimise the impact on: a. amenity and safety in residential areas; b. streets not constructed to a standard that accommodate increased heavy vehicle movements.	AO20 Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	AO20 complies The proposal will ensure service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the TAPS PSP.

If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensioned vehicle or any other vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)		
PO21 Development which is freight-dependent development ensures that the traffic generated by the development does not impact on: a. the operation of the transport network; b. the safety and amenity of a residential area; c. a road not constructed to accommodate a non-standard vehicle such as a road only constructed to accommodate a vehicle that has a legal right of access to all roads including Austroads vehicles classes 1—9.	AO21.1 Development which is freight-dependent development is located on a site which: a. has frontage to or direct access to the freight network in the Road hierarchy overlay via roads in a zone in the Industry zones category; or b. can be serviced by a route that can act as a primary freight access route and connect to an existing primary freight route without impacting on the safe operation of the road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy. AO21.2 Development which is freight-dependent development provides any necessary upgrade to a road used as an access route in compliance with the Infrastructure design planning scheme policy.	AO21.1-AO21.2 not applicable The proposal is not required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensioned vehicle or any other vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)

8.2.2 Airport environs overlay code

8.2.2.1 Application

1. This code applies to assessing development in the Airport environs overlay, if:
 - a. accepted development subject to compliance with identified requirements, where acceptable outcomes of this code are identified requirements in a table of assessment for an overlay (section 5.10); or
 - b. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or
 - c. impact assessable development.
2. Land in the Airport environs overlay is identified on the Airport environs overlay maps and is included in the following sub-categories:
 - a. Obstacle Limitation Surfaces (OLS) sub-categories:
 - i. approach and departure limitation surface boundary and contours sub-category;
 - ii. conical limitation surface contours sub-category;
 - iii. horizontal limitation surface boundary sub-category;
 - iv. transitional surface sub-category;
 - v. runway centreline sub-category.
 - b. Procedures for Air Navigation Services—Aircraft Operational Surfaces (PANS-OPS) sub-categories:
 - i. procedures for air navigation surfaces (PANS) sub-category.
 - c. Bird and bat strike zone sub-categories:
 - i. distance from airport 0-3km sub-category;
 - ii. distance from airport 3-8km sub-category;
 - iii. distance from airport 8-13km sub-category.
 - d. Public safety area sub categories:
 - i. public safety area sub-category;
 - ii. airport runway sub-category.
 - e. Light intensity sub-categories;
 - i. Zone A - 0 candela - 600m wide 1000m from runway strip sub-category;
 - ii. Zone B - 50 candela - 900m wide 2000m from runway strip sub-category;
 - iii. Zone C - 150 candela - 1200m wide 3000m from runway strip sub-category;
 - iv. Zone D - 450 candela - 1500m wide 4500m from runway strip sub-category;
 - v. within 6km - Max intensity of light sources 3 degrees above horizon sub-category.
 - f. Aviation facilities sub-categories:
 - i. aviation facilities sub-category;
 - ii. glidepath - 1500m at 30 degrees sub-category;

- iii. distance from NDB - 500m sub-category;
- iv. distance from radar - 4,000m sub-category;
- v. distance from VHF - 500m sub-category;
- vi. distance from VOR - 1000m sub-category;
- vii. distance from outer marker - 50m sub-category.
- g. Australian Noise Exposure Forecast (ANEF) contour sub-categories:
 - i. ANEF 40-45 sub-category;
 - ii. ANEF 35-40 sub-category;
 - iii. ANEF 30-35 sub-category;
 - iv. ANEF 25-30 sub-category;
 - v. ANEF 20-25 sub-category.
- h. Height restriction zone sub-categories:
 - i. height restriction zone 15m sub-category;
 - ii. height restriction zone 45m sub-category;
 - iii. height restriction zone 90m sub-category.

3. When using this code, reference should be made to section 1.5 and section 5.3.3.

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

Editor's note—For a proposal to be accepted development subject to compliance with identified requirements, it must meet all the identified acceptable outcomes of this code that relate to the applicable sub-category and any other applicable code. Where it does not meet all identified acceptable outcomes, the proposal becomes assessable development and a development application is required. Where a development application is triggered, only the specific acceptable outcomes that the proposal fails to meet need to be assessed against the corresponding assessable acceptable outcomes or performance outcomes and relevant overall outcomes. Other identified acceptable outcomes that are met are not assessed as part of the development application.

Editor's note—Where this code includes performance outcomes or acceptable outcomes that relate to:

- Noise impact assessment, guidance is provided in the Noise impact assessment planning scheme policy.

8.2.2.2 Purpose

1. The purpose of the Airport environs overlay code is to:
 - a. Implement the policy direction in the Strategic framework, in particular:
 - i. Theme 1: Brisbane's globally competitive economy and Element 1.2 — Brisbane's industrial economy;
 - ii. Theme 5: Brisbane's CityShape and Element 5.1 — Brisbane's City Centre and Element 5.2 — Brisbane's Major Industry Areas.
 - b. Provide for the assessment of the suitability of development in the Airport environs overlay.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development protects the safety and functioning of operational airspace of the Brisbane, Archerfield and Amberley airports.
 - b. Development protects the functioning of aviation facilities from incompatible land uses, buildings, structures and works.
 - c. Development within the vicinity of the Brisbane and Archerfield airports is appropriately located to prevent exposure to very high levels of aircraft noise and designed to adequately attenuate expected aircraft noise to protect the health and wellbeing of occupants.

- d. Development ensures that operational airspace of the Brisbane, Archerfield and Amberley airports is not put at risk from light sources or wildlife interference generated by development.
- e. Development minimises potential hazards to the safety and functioning of airport operations resulting from emissions from smoke, dust or any other airborne particulate or the creation of air turbulence.
- f. Development does not materially increase the number of people or the storage and handling of dangerous goods or combustible liquids within public safety areas.
- g. Development minimises the potential hazard to safety of airport operators resulting from reflection of sunlight, and other potential threat of interference to pilot vision.
- h. Development avoids increased risks to public safety near airport runways.

8.2.2.3 Performance outcomes and acceptable outcomes

Table 8.2.2.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—If in the OLS sub-categories, the PANS OPS sub-categories or the height restriction zone sub-categories		
General		
PO1 Development does not create or potentially create a permanent or temporary obstruction or hazard to operational airspace of Brisbane, Archerfield or Amberley airports.	AO1 Development does not penetrate or create any physical obstruction into the OLS, height restriction zone or PANS-OPS and create an obstacle to an aircraft operating to or from the Brisbane, Archerfield or Amberley airports unless approved in accordance with the relevant federal legislation. Editor's note— Where development intrudes into an airport's OLS or PANS-OPS, advice from the Civil Aviation Safety Authority should be sought.	AO1 Complies The development is only 3 storeys in height and will not penetrate or create any physical obstruction into the OLS, height restriction zone or PANS-OPS or operational aircrafts.
PO2 Development ensures that emissions do not significantly affect air turbulence, visibility or aircraft engine operation within the operational airspace of Brisbane, Archerfield or	AO2 Development does not emit into the OLS or height restriction zone: a. a gaseous plume at velocity exceeding 4.3m/s,	AO2 Complies The development will not emit into the OLS or height restriction zone.

Amberley airports. Editor's note— Where development does emit gases or particulates above those outlined in AO2, advice from the Civil Aviation Safety Authority should be sought.	as determined in conjunction with CASA Advisory Circular AC-139-05(1) Plume rise assessments; b. smoke, dust, ash, steam or other airborne particulate.	
Additional performance outcomes and acceptable outcomes if involving air service		
PO3 Development does not create a hazard to aviation operations conducted to or from the Brisbane or Archerfield airports.	AO3 Development will not create a hazard to airport operations in accordance with the written confirmation of the Civil Aviation Safety Authority.	PO3 Not Applicable The proposed development does not involve an air service.
Section B—If in the Bird and bat strike zone sub-categories		
PO4 Development does not attract birds and bats into operational airspace in significant numbers likely to cause a safety hazard to airport operations.	AO4.1 Development within the Bird and bat strike zone sub-categories area ensures that waste is covered and collected so that it is inaccessible to birds and bats. AO4.2 Development involving landscaping or drainage works, including artificial water bodies located within the distance from airport 0-3km sub-category, are designed and installed to minimise the potential to attract birds and bats.	AO4.1 Complies The proposed development will ensure that waste is covered and collected so that it is inaccessible to birds and bats. AO4.2 Not Applicable No artificial water bodies are proposed. Landscaping will be designed to and installed minimise the potential to attract birds and bats.
Section C—If in the Public safety area sub-categories		
PO5 Development does not expose or increase the risk to public safety.	AO5.1 Development does not increase the number of people living, working or congregating in the Public safety area sub-categories. AO5.2 Development does not materially increase the storage and handling of dangerous goods or combustible liquids within the Public safety area sub-categories.	AO5.1-AO5.2 Not Applicable The site is not in any of the Public safety area sub-categories.

Section D—If in the Light intensity sub-categories		
PO6 Development ensures that buildings and structures do not adversely impact airport operations or interfere with pilot vision.	AO6.1 Development ensures that outdoor lighting: a. does not imitate the format of approach or runway lighting by configuring lights in straight parallel lines greater than 500m in length; b. does not emit light that will exceed the maximum light intensity specified within the light intensity area identified on the Light intensity sub-categories. Note—Compliance with this acceptable outcome may be demonstrated by complying with the standards specified in the Civil Aviation Safety Authority guideline Chapter 12—Aerodrome lighting, 1.2 Lighting in the vicinity of an aerodrome and written confirmation from the airport operator. AO6.2 Development in the Within 6km-Max intensity of light sources 3 degrees above horizon sub-category does not involve: a. coloured flashing or sodium lighting; or b. glare or upward shining lights; or c. flare plumes.	AO6.1-AO6.2 Not Applicable The site is not in any of the Light intensity sub-categories.
Section E—If in the Aviation facilities sub-categories		
PO7 Development is of an appropriate design or implements management measures that avoid potential adverse impacts on an aviation facility. Note—Development complies with this performance outcome where written confirmation from Air Services Australia confirms that the development will not impair the functioning of the aviation facility.	AO7 Development does not impair the functioning of an aviation facility by creating a permanent or temporary structure or any other physical line-of-sight obstruction between transmitting or receiving devices that: a. transmits an electromagnetic field that will interfere with the functioning of the aviation facility; or b. contains a reflective surface that will interfere with the functioning of the aviation facility. Note—Advice from Air Services Australia should be sought when	AO7 Not Applicable The site is not in any of the Aviation facilities sub-categories.

	proposing development within the Aviation facility sub-category. The SPP guidance: Strategic airports and aviation facilities identifies development likely to impact certain aviation facilities.	
Section F—If in the Australian Noise Exposure Forecast (ANEF) contour sub-categories		
PO8 Development adequately attenuates for aircraft noise in buildings to protect the health and wellbeing of occupants by complying with the internal noise criteria in Table 8.2.2.3.B. Note—A noise impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO8.1 Development for a caretaker's accommodation, childcare centre, community care centre, community residence, dual occupancy, dwelling house, dwelling unit, educational establishment, health care service, hospital, multiple dwelling, relocatable home park, residential care facility, retirement facility or rooming accommodation located in the ANEF 20-25 sub-category: a. provides external windows and doors which are acoustically rated to a minimum of Rw 30; b. ensures that the roof, ceiling and insulation combination is acoustically rated to a minimum of Rw 45; c. ensures that external walls are acoustically rated to a minimum of Rw 50. AO8.2 Development for a resort complex, rural workers' accommodation, short-term accommodation or tourist park located in the ANEF 25-30 sub-category: a. provides external windows and doors which are acoustically rated to a minimum of Rw 30; b. ensures that the roof, ceiling and insulation combination is acoustically rated to a minimum of Rw 45; c. ensures that external walls are acoustically rated to a minimum of Rw 50.	AO8.1-AO8.5 Not Applicable The site is not in any of the Australian Noise Exposure Forecast (ANEF) contour sub-categories.

	AO8.3 Development for an office is not located in the ANEF 25-30 sub-category, ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category. AO8.4 No acceptable outcome is prescribed where development for a community use, detention facility, funeral parlour, place of worship, theatre or veterinary service. AO8.5 Development for a use not identified in AO8.1, AO8.2, AO8.3 or AO8.4 is not located in the ANEF 40-45 sub-category.	
PO9 Development for a sensitive use is appropriately located to prevent inappropriate exposure to very high levels of aircraft noise.	AO9.1 Development for a caretaker's accommodation, childcare centre, community care centre, community residence, dual occupancy, dwelling house, dwelling unit, educational establishment, health care service, hospital, multiple dwelling, relocatable home park, residential care facility, retirement facility or rooming accommodation is not located within the ANEF 25-30 sub-category, ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category. AO9.2 Development for a resort complex, rural workers' accommodation, short-term accommodation or tourist park is not located within the ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category.	AO89.1-AO9.2 Not Applicable The site is not in any of the Australian Noise Exposure Forecast (ANEF) contour sub-categories.

8.2.18 Road hierarchy overlay code

8.2.18.1 Application

1. This code applies to assessing development on of land adjoining or having frontage or access to roads identified in the Road hierarchy overlay, if:
 - a. accepted development subject to compliance with identified requirements, where acceptable outcomes of this code are identified requirements in a table of assessment for an overlay (section 5.10); or
 - b. assessable development, where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or
 - c. impact assessable development.
2. The Road hierarchy overlay map identifies the following sub-categories:
 - a. Motorway sub-category;
 - b. Arterial road sub-category;
 - c. Suburban road sub-category;
 - d. District road sub-category;
 - e. Neighbourhood road sub-category;
 - f. Local road sub-category;
 - g. Future motorway sub-category;
 - h. Future arterial road sub-category;
 - i. Future suburban road sub-category;
 - j. Future district road sub-category;
 - k. Primary freight route sub-category;
 - l. Primary freight access sub-category.
3. When using this code, reference should be made to section 1.5 and section 5.3.3.

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

Note—Where this code includes performance outcomes or acceptable outcomes that relate to road types, traffic impact reports and hierarchy design and construction, guidance is provided in the Infrastructure design planning scheme policy.

Note—Laneways are a type of public road identified in the Road hierarchy overlay and are required in locations where specified in the Streetscape hierarchy overlay map.

Editor's note—The desired standard of service for the provision of trunk infrastructure is specified in the Local government infrastructure plan.

Editor's note—For a proposal to be accepted development subject to compliance with identified requirements, it must meet all the identified acceptable outcomes of this code that relate to the applicable sub-category and any other applicable code. Where it does not meet all identified acceptable outcomes, the proposal becomes assessable development and a development application is required. Where a development application is triggered, only the specific acceptable outcomes that the proposal fails to meet need to be assessed against the corresponding assessable acceptable outcomes or performance outcomes and relevant overall outcomes. Other identified acceptable outcomes that are met are not assessed as part of the development application.

8.2.18.2 Purpose

1. The purpose of the Road hierarchy overlay code is to:
 - a. Implement the policy direction in the Strategic framework, in particular:
 - i. Theme 4: Brisbane's highly effective transport and infrastructure and Element 4.1 — Brisbane's transport infrastructure networks;
 - ii. Theme 2: Brisbane's outstanding lifestyle and Element 2.1 — Brisbane's identity.
 - b. Provide for the assessment of the suitability of development in the Road hierarchy overlay.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development contributes to the safe and efficient operation of the existing and planned road hierarchy and to the function of the road as part of Brisbane's public domain.
 - b. Development accessing roads is consistent with and does not compromise the road hierarchy in its use, function, flow, or capacity by buses, pedestrians and cyclists.
 - c. Development that changes the function of a road by generating traffic does so such that the new function of the road in the hierarchy is compatible with the surrounding road hierarchy and where necessary is reconstructed to meet its new design parameters.
 - d. Development that provides a new road internal and connecting to the road hierarchy complements or completes the existing road hierarchy.
 - e. Development does not compromise the completion of the road hierarchy.
 - f. Development ensures that land uses are located to support and implement a safe and efficient road hierarchy facilitating the efficient movement of people and goods.

8.2.18.3 Performance outcomes and acceptable outcomes

Table 8.2.18.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use		
PO1 Development ensures that: a. vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of:	AO1.1 Development ensures that an access driveway is provided from: a. a minor road; b. a district road or suburban road if the development has high traffic-generating	AO1.1 complies Access is granted via Gordon Parade which is a neighbourhood road (i.e., a minor road) and suitable for residential use.

i. the road hierarchy shown on the Road hierarchy overlay map; ii. public transport operations; iii. pedestrian and cyclist movement; b. the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas; 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.	potential. 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. 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. AO1.4 Development ensures that a turn to and from a major road is restricted to a left turn only. AO1.5 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.	AO1.2 not applicable Access is granted via Gordon Parade which is not a primary freight route. AO1.3 complies Access is granted via Gordon Parade which is a neighbourhood road and suitable for residential use. AO1.4 not applicable Access is granted via Gordon Parade which is a neighbourhood road and not a major road. AO1.5 not applicable Access is not required to be provided to or from an abutting site.
Section B—If for assessable development for a material change of use		
PO2 Development does not compromise the safety, efficiency and function of the road hierarchy and addresses all the impacts to the road network.	AO2.1 Development ensures that the traffic generated by the development is consistent with the road hierarchy classification, function and expected traffic flows for the area. AO2.2 Development mitigates an impact on the road hierarchy if the development: a. is for a major development; or b. involves an access driveway to a major road; or c. involves an access driveway within 100m of a	AO2.1 complies The proposal ensures that the traffic generated by the development is consistent with the road hierarchy classification, function and expected traffic flows for the area. Access is granted via Gordon Parade which is a neighbourhood road and suitable for residential use. AO2.2 not applicable The proposal is not for a major development, does not involve an access driveway to a major road or within 100m of a signalised intersection.

	signalised intersection. 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.	
Section C—If for assessable development for a material change of use or reconfiguring of a lot		
PO3 Development makes provision for the extension, expansion and widening of the existing and future road network where required.	AO3 No acceptable outcome is prescribed.	PO3 not applicable The proposal is not required to make provision for the extension, expansion and widening of the existing and future road network.
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.	AO3A No acceptable outcome is prescribed.	PO3A not applicable The proposal is not required to make payment of extra trunk infrastructure costs. The site is in the priority infrastructure area.

Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the <i>Planning Act 2016</i> .		
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		
PO4 Development protects a corridor for the road network shown on the Road hierarchy overlay map to ensure the following are not compromised: a. the long term infrastructure for the road network in the Long term infrastructure plans; b. the existing and planned infrastructure for the road network in the Local government infrastructure plan; c. the provision of long term, existing and planned infrastructure for the road network which: i. is required to service the development or existing and future urban development in the planning scheme area; or ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.	AO4 Development protects a corridor for the road network shown on the Road hierarchy overlay map in compliance with the following: a. for the long term infrastructure for the road network, the Long term infrastructure plans; b. for existing and planned infrastructure for the road network, the Local government infrastructure plan; c. the standards for the road network in the Infrastructure design planning scheme policy.	AO4 not applicable The site is not in or adjacent to the District road sub-category, the Suburban road sub-category or the Arterial road sub-category.
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy		
PO5 Development ensures that a new road connection provides: a. safe, efficient and convenient connectivity of the new road to the major road network; b. a minimum number of intersections to the major	AO5 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.	AO5 complies The proposal 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. Access is granted via Gordon Parade which is a neighbourhood road and suitable for residential use.

road network.		
PO6 Development ensures that an extension of or change to the road network: 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.	AO6.1 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. AO6.2 Development preserves the function of the road hierarchy and addresses all impacts on the road network. 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).	AO6.1 not applicable The proposal does not involve any new or upgraded roads. AO6.2 complies The proposal preserves the function of the road hierarchy and addresses all impacts on the road network. Access is granted via Gordon Parade which is a neighbourhood road and suitable for residential use.
PO7 Development ensures that premises and vehicle access are 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 preserves the function of the road hierarchy.	AO7 Development ensures that residential lots are laid out to ensure a future use does not directly ingress from or egress to a major road.	AO7 not applicable The development does not involve a subdivision.

PO8 Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay map.	AO8 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.	AO8 not applicable The development does not involve a new intersection.
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8.2.20 Streetscape hierarchy overlay code

8.2.20.1 Application

1. This code applies to assessing development of land adjoining or having frontage to (i.e. where the overlay sub-category is located in adjoining road reserve or public land), or traversed by or containing, any of the overlay sub-categories identified in the Streetscape hierarchy overlay map, if:
 - a. accepted development subject to compliance with identified requirements, where acceptable outcomes of this code are identified requirements in a table of assessment for an overlay (section 5.10); or
 - b. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or
 - c. impact assessable development.
2. The Streetscape hierarchy overlay map identifies the following sub-categories:
 - a. Subtropical boulevard — in centre verge width 6m sub-category;
 - b. Subtropical boulevard — in centre verge width 5m sub-category;
 - c. Subtropical boulevard — in centre verge width 3.75/4.25m sub-category;
 - d. Subtropical boulevard — out of centre verge width 6m sub-category;
 - e. Subtropical boulevard — out of centre verge width 5m sub-category;
 - f. Subtropical boulevard — out of centre verge width 3.75/4.25m sub-category;
 - g. Centre street major sub-category;
 - h. Centre street minor sub-category;
 - i. Neighbourhood street major sub-category;
 - j. Neighbourhood street minor sub-category;
 - k. Industrial street sub-category;
 - l. Pathway link sub-category;
 - m. Corner land dedication sub-category;
 - n. Locality street sub-category;
 - o. Laneway sub-category;
 - p. Wildlife movement solution sub-category.
3. When using this code, reference should be made to section 1.5 and section 5.3.3.

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

Note—Where this code includes performance outcomes or acceptable outcomes that relate to:

- design of public realm, guidance is provided in the Infrastructure design planning scheme policy.
- crime prevention through environmental design, guidance is provided in the Crime prevention through environmental design planning scheme policy.

Editor's note—The desired standard of service for the provision of trunk infrastructure is specified in the Local government infrastructure plan.

Editor's note—For a proposal to be accepted development subject to compliance with identified requirements, it must meet all the identified acceptable outcomes of this code that relate to the applicable sub-category and any other applicable code. Where it does not meet all identified acceptable outcomes, the proposal becomes assessable development and a development application is required. Where a development application is triggered, only the specific acceptable outcomes that the proposal fails to meet need to be assessed against the corresponding assessable acceptable outcomes or performance outcomes and relevant overall outcomes. Other identified acceptable outcomes that are met are not assessed as part of the development application.

8.2.20.2 Purpose

1. The purpose of the Streetscape hierarchy overlay code is to:
 - a. Implement the policy direction in the Strategic framework, in particular:
 - i. Theme 2: Brisbane's outstanding lifestyle and Element 2.1 — Brisbane's identity;
 - ii. Theme 4: Brisbane's highly effective transport and infrastructure and Element 4.1 — Brisbane's transport infrastructure networks.
 - b. Provide for the assessment of the suitability of development in the Streetscape hierarchy overlay.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development ensures that verges are wide enough to support high levels of pedestrian movement and have sufficient space to accommodate large subtropical street tree plantings.
 - b. Development ensures that existing street trees are retained and new subtropical tree species in the verge make a significant contribution to shade tree cover and carbon sequestration.
 - c. Development ensures that subtropical planting reinforces city gateways, thresholds and nodes.
 - d. Development ensures that verges comprise consistent and high-quality treatments with improved footpaths and increased shade and shelter appropriate to their anticipated pedestrian use and where the use will change from the current zone.
 - e. Development protects and contributes to safe, direct and convenient access for pedestrians and cyclists of all ages and abilities throughout sites and throughout neighbourhoods.
 - f. Development maintains options for the safe movement of wildlife along a corridor.

8.2.20.3 Performance outcomes and acceptable outcomes

Table 8.2.20.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development		
PO1 Development must improve pedestrian movement and amenity by providing for verges to a width that is	AO1 Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as	AO1 complies It is noted the existing verge width along the site's frontage achieves the minimum 3.75m requirement;

appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.	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.	therefore, no linear road dedication will be provided along the site's frontage.
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. 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.	AO2.1 not applicable The site does not contain any existing street trees. AO2.2 complies Any street tree planting, etc can be accommodated as reasonably required for the development.
Section B—If for assessable development		
PO3 Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map: 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: 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. 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.	AO3.1-AO3.3 not applicable The site is not a corner lot.
	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 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		
PO4 Development incorporates effective wildlife movement infrastructure that enables safe wildlife movement across and past transport infrastructure.	AO4 Development ensures that infrastructure solutions are: a. provided at the locations identified on the Streetscape hierarchy overlay map; b. designed to: i. account for daily and seasonal movement needs of native wildlife, such as foraging, breeding, predator and natural disaster avoidance; ii. achieve physical separation of native wildlife and the road; iii. adopt designs and treatments known to be used by native species, including significant fauna species listed in the Biodiversity area overlay code. Note—Refer to the Infrastructure design planning scheme policy for further guidance of the design of wildlife movement solutions.	AO4 not applicable The site is not in or on a site adjoining the Wildlife movement solution sub-category.

8.2.24 Transport noise corridor overlay code

8.2.24.1 Application

1. This code applies to assessing development in the Transport noise corridor overlay, if:
 - a. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or
 - b. impact assessable development.
2. Land in the Transport noise corridor overlay is identified on the Transport noise corridor overlay map and is included in the following sub-categories:
 - a. Noise corridor — Brisbane:
 - i. Queensland Development Code MP4.4 Noise Category 1;
 - ii. Queensland Development Code MP4.4 Noise Category 2;
 - iii. Queensland Development Code MP4.4 Noise Category 3;
 - iv. Queensland Development Code MP4.4 Noise Category 4.
 - b. State designated noise corridor - State-controlled road (mandatory area):
 - i. Category 0: Noise Level < 58 dB(A);
 - ii. Category 1: 58 dB(A) - 63 dB(A);
 - iii. Category 2: 63 dB(A) - 68 dB(A);
 - iv. Category 3: 68 dB(A) - 73 dB(A);
 - v. Category 4: Noise Level > 73 dB(A).
 - c. State designated noise corridor - State-controlled road (voluntary area):
 - i. Category 0: Noise Level < 58 dB(A);
 - ii. Category 1: 58 dB(A) - 63 dB(A);
 - iii. Category 2: 63 dB(A) - 68 dB(A);
 - iv. Category 3: 68 dB(A) - 73 dB(A);
 - v. Category 4: Noise Level > 73 dB(A).
 - d. State designated noise corridor - rail network:
 - i. Category 0: Noise Level < 70 dB(A);
 - ii. Category 1: 70 dB(A) - 75 dB(A);
 - iii. Category 2: 75 dB(A) - 80 dB(A);
 - iv. Category 3: 80 dB(A) — 85 dB(A);
 - v. Category 4: Noise Level > 85 dB(A).
3. When using this code, reference should be made to section 1.5 and section 5.3.3.

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

8.2.24.2 Purpose

1. The purpose of the Transport noise corridor overlay code is to:
 - a. Implement the policy direction in the Strategic framework in particular:
 - i. Theme 3: Brisbane's clean and green leading environmental performance and Element 3.2—Brisbane's environmental quality and sustainable design;
 - ii. Theme 5: Brisbane's CityShape and Element 5.8 — Brisbane's Growth Nodes on Selected Transport Corridors.
 - b. Provide for the assessment of the suitability of development in the Transport noise corridor overlay.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development ensures that the intrusion of transport noise on a passive recreation space of a dual occupancy, multiple dwelling, residential care facility, or retirement facility located in a transport noise corridor is appropriately managed.
 - b. Development ensures that each dwelling has access to an outdoor space for passive recreation where transport noise has been minimised.

8.2.24.3 Performance outcomes and acceptable outcomes

Table 8.2.24.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
PO1 Development provides outdoor space for passive recreation in a manner where transport noise has been minimised.	AO1 Development ensures that each dwelling: a. has a balcony or outdoor recreation area shielded by the building from direct transport noise; or b. with a balcony exposed to transport noise has a solid gap-free balustrade.	AO1 complies The proposed development ensures that each dwelling has a balcony or outdoor recreation area shielded by the building from direct transport noise or accommodates a solid gap-free balustrade.

APPENDIX 2

Proposal Plans

APPENDIX 3

Engineering Code Compliance Report

APPENDIX 4

Site Based Stormwater Management Plan