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TOWN PLANNING & DEVELOPMENT CONSULTANTS

Town Planning Assessment Report

138 Padstow Road, Eight Mile Plains
Lot 60 on RP905169

Material Change of Use (Development Permit)
Impact Assessment

Small Scale Non-residential Use (Office) and Dwelling Unit

Prepared by Plan A Town Planning Pty Ltd
For Austasia Family Trust

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1.0 INTRODUCTION

This Town Planning Report has been prepared by Plan A Town Planning Pty Ltd on behalf of Austasia Family Trust to accompany an application to Brisbane City Council for a Development Permit for a Material Change of Use for the purpose of a Small Scale Non-residential Use (Office) and Dwelling Unit, over land located at 138 Padstow Road, Eight Mile Plains and described as Lot 60 on RP905169.

The information contained in this report demonstrates compliance with the relevant assessment benchmarks and confirms the proposal's suitability for the site.

1.1 DESCRIPTION OF PROPOSAL

The Applicant is seeking a Development Permit for a Material Change of Use for the purpose of a Small Scale Non-residential Use (Office) and Dwelling Unit in the Low Density Residential Zone.

The key details of the proposal are as follows:

- A two storey building at the Padstow Road frontage of the site, with a maximum height of approximately 8.7m to the roof ridge;
- A Small Scale Non-residential Use (Office) on the ground floor with a gross floor area (GFA) of 181.45m^2, comprising an open office, foyer, private office and meeting room;
- A single dwelling unit on the upper level (217.33m^2), and a double garage (64.59m^2);
- Site cover of approximately 305m^2 (7.5%), with the balance of the 4,008m^2 site undeveloped;
- A total of 10 car parking spaces, being 8 spaces for the Small Scale Non-residential Use (Office) (including 1 PWD space) in an at-grade forecourt and 2 residential spaces in the garage;
- Vehicle access via the existing crossover to Padstow Road; and
- Landscaping along the Padstow Road frontage and the western boundary.

2.0 APPLICATION DETAILS

2.1 SITE DETAILS

Site Address	138 Padstow Road, Eight Mile Plains
RPD	Lot 60 on RP905169
Site Area	4,008m^2
Current Land Use	Dwelling House
Local Government	Brisbane City Council
Planning Scheme Requirements	
Planning Scheme	City Plan 2014 (v37)
Zoning	Low Density Residential Zone
Overlays	Airport Environs Overlay Bicycle Network Overlay Community Purposes Network Overlay Critical Infrastructure and Movement Network Overlay Dwelling House Character Overlay Flood Overlay Regional Infrastructure Corridors and Substations Overlay Road Hierarchy Overlay Streetscape Hierarchy Overlay
Neighbourhood / Local Plan	N/A
Neighbourhood / Local Plan Precinct	N/A

2.2 USE(S) AND IMPROVEMENTS

Site Improvements	A two storey building is under construction at the Padstow Road end of the site. The balance of the site has been cleared.
Site History	A007047830 (24/09/2026) – Superseded Planning Scheme Request – Multiple Dwelling A005401023 (16/4/2020) – Carry Out Building Work; Material Change of Use; Reconfigure a Lot for a Multiple Dwelling
Site Context	The site is located in the suburb of Eight Mile Plains, approximately 15km south-east of the Brisbane CBD. The area north of Padstow Road is predominantly residential, with townhouse developments (including the adjoining development to the east accessed from Sagittarius Court) and large residential lots. The Eight Mile Plains Shopping Centre is located approximately 350m to the east at the corner of Padstow Road and Warrigal Road.
Street Frontage	The site has a street frontage of approximately 31.5m to Padstow Road.
Access	Vehicle access is via an existing crossover at the eastern end of the Padstow Road frontage.
Vegetation	The site has been cleared and does not contain any significant vegetation.
Topography	The site is relatively flat, with levels ranging from approximately RL 41.5m to RL 42.6m AHD.
Flooding	Part of the site is within the Overland flow flood planning area sub-category of the Flood Overlay.
Infrastructure	The site is within the Priority Infrastructure Area and has access to all necessary services and infrastructure.
Road Widening	Road widening is not identified for the site in the Property Lot Report.
Easements	N/A

The below aerial photo extract shows the location of the site –



Figure 2 – Aerial photo of subject site (Source: Nearmap)

2.3 DEVELOPMENT APPLICATION DETAILS

Applicant	Austasia Family Trust c/- Plan A Town Planning Pty Ltd PO Box 13 FORTITUDE VALLEY QLD 4006 Contact Person: Darcy Phelan Phone: (07) 3846 0807 Email: planning@planatp.com.au
File Reference	25-355
PLANNING SCHEME CONSIDERATIONS	
Development Type	Material Change of Use (Development Permit)
Planning Scheme Definition	Small Scale Non-residential Use (Office) Dwelling Unit
Description of Proposal	Small Scale Non-residential Use (Office) (181.45m^2 GFA) and Dwelling Unit within a two storey building
Level of Assessment	Impact Assessable
OTHER CONSIDERATIONS	
State Interests (SPP)	NATURAL HAZARDS RISK AND RESILIENCE • Flood hazard area - local government flood mapping area STRATEGIC AIRPORTS AND AVIATION FACILITIES • Wildlife hazard buffer zone

SEQ Regional Plan Land Use Category	Urban Footprint
Referral triggers (See Section 3.1.4)	None identified
Specialist reports provided	• Need Overview prepared by Urban Economics (14 October 2026) • Proposal Plans prepared by RWU Architects (Job No. 2310, DA Issue, 25 September 2026)
Prelodgement advice sought	No

2.4 RELEVANT ASSESSMENT CRITERIA

Building height	2 storeys (approximately 8.7m to the roof ridge)
Details of uses	Small Scale Non-residential Use (Office) and Dwelling Unit
Site cover	Approximately 305m^2 (7.5%)
Gross floor area	Small Scale Non-residential Use (Office): 181.45m^2 Dwelling Unit: 276.85m^2 (59.52m^2 ground floor and 217.33m^2 upper level) Note: The garage (64.59m^2) and the unenclosed covered patio and link areas are not included in GFA.
Hours of operation	Small Scale Non-residential Use (Office): 7:00am to 6:00pm, Monday to Saturday
Number of car parking spaces	Total of 10 car parking spaces: • Small Scale Non-residential Use (Office): 7 standard spaces and 1 PWD space (8 spaces) in the forecourt; • Dwelling Unit: 2 spaces in a double garage.
Access arrangements	Access is via the existing crossover to Padstow Road and a 6.0m wide concrete driveway along the eastern side of the site to the forecourt and garage.
Removal of street trees	The proposal does not involve the removal of street trees.
Servicing requirements	Refuse collection via wheelie bins. Deliveries are limited to those typical of the Small Scale Non-residential Use (Office).
Minimum Flood levels	Ground floor level RL 42.30m AHD (refer to proposal plans)

3.0 TOWN PLANNING STATUTORY CONSIDERATIONS

3.1 STATE GOVERNMENT CONSIDERATIONS

3.1.1 Planning Act 2016

In accordance with the provisions of the Planning Act 2016, the application is for a Material Change of Use (Development Permit). The application is subject to Impact Assessment and will require public notification in accordance with the Development Assessment Rules.

Under section 45(5) of the Planning Act 2016, an impact assessment must be carried out against the assessment benchmarks in the planning scheme and may have regard to any other relevant matter, such as the need for the development.

3.1.2 South East Queensland Regional Plan

Under the South East Queensland Regional Plan, the subject site is included within the Urban Footprint. The Urban Footprint identifies land predominantly allocated to provide for the region's urban development needs.

The Regulatory provisions of the South East Queensland Regional Plan do not apply to the site as it is contained within the Urban Footprint.

3.1.3 State Planning Policy

The current state interests detailed within the State Planning Policy are listed below:

Liveable communities and housing:
- Liveable communities
- Housing supply and diversity

Economic growth:
- Agriculture
- Development and construction
- Mining and extractive resources
- Tourism

Environment and heritage:
- Biodiversity
- Coastal environment
- Cultural heritage
- Water quality

Hazards and safety:
- Emissions and hazardous activities
- Natural hazards

Infrastructure:
- Energy and water supply
- State transport infrastructure
- Strategic airports and aviation facilities
- Strategic ports

As identified in City Plan 2014, the Planning Scheme has adopted all elements of the SPP with the exception of the following:
- State interest – Natural hazards, risk and resilience – The bushfire prone area in the planning scheme does not reflect the State mapping layer.
- State interest – Strategic airports and aviation facilities – The building restricted area is not identified in the planning scheme. State interest policy (4) and Assessment benchmark (5), if the development and associated activities within the building restricted area are not addressed via the Australian Noise Exposure Forecast (ANEF) contours, obstacle limitation surfaces or height restriction zones, public safety area,

lighting buffer areas, light restriction zones or wildlife hazard buffer zones.

As the planning scheme appropriately reflects the State Planning Policy, the State interests are addressed through the assessment against the planning scheme in Section 4 of this report. The proposal will not compromise the outcomes related to the Strategic Airports and Aviation Facilities mapping.

3.1.4 State Development Assessment Provisions

The proposal has been assessed against the State Development Assessment Provisions listed below:

- State Code 1: Development in a State-Controlled Road Environment
- State Code 2: Development in a Railway Environment
- State Code 3: Development in a Busway Environment
- State Code 4: Development in a Light Rail Environment
- State Code 5: Development in a State-Controlled Transport Tunnel Environment
- State Code 6: Protection of State Transport Networks
- State Code 7: Maritime Safety
- State Code 8: Coastal Development and Tidal Works
- State Code 9: Great Barrier Reef Wetland Protection Areas
- State Code 10: Taking or Interfering with Water
- State Code 11: Removal, Destruction or Damage of Marine Plants
- State Code 12: Development in a Declared Fish Habitat Area
- State Code 13: Unexploded Ordnance
- State Code 14: Queensland Heritage
- State Code 15: Removal of Quarry Material from a Watercourse or Lake
- State Code 16: Native Vegetation Clearing
- State Code 17: Aquaculture
- State Code 18: Constructing or Raising Waterway Barrier Works in Fish Habitats
- State Code 19: Category 3 Levees
- State Code 20: Referable Dams
- State Code 21: Hazardous Chemical Facilities
- State Code 22: Environmentally Relevant Activities
- State Code 23: Wind Farm Development
- State Code 24: Urban Design Outcomes for Significant Projects
- State Code 25: Development in South East Queensland Koala Habitat Areas

No referral triggers under Schedule 10 of the Planning Regulation 2017 have been identified for the proposal, and the State Development Assessment Provisions are therefore not applicable.

3.2 LOCAL GOVERNMENT CONSIDERATIONS

The City Plan 2014 is the relevant Planning Scheme for the Local Government Area of Brisbane City Council. This section provides details of the relevant requirements which influence how the proposal is assessed against the Planning Scheme.

3.2.1 Zoning

The site is included within the Low Density Residential Zone of City Plan 2014 which states:

"The purpose of the low density residential zone is to provide for: (a) a variety of low density dwelling types; and (b) community uses, and small-scale services, facilities and infrastructure, to support local residents."

3.2.2 Local / Neighbourhood Plan

The site is not located within a Neighbourhood Plan area.

3.2.3 Defined Development

The proposal is for a Small Scale Non-residential Use (Office) and a Dwelling Unit, which are consistent with the City Plan 2014 definitions as follows:

"Office—

(a) means the use of premises for—

(i) providing an administrative, financial, management or secretarial service or function; or

(ii) the practice of a profession; or

(iii) providing business or professional advice or services; but

(b) does not include the use of premises for making, selling or hiring goods."

"Dwelling unit means the use of premises containing a non-residential use for a single dwelling, other than a dwelling for a caretaker of the non-residential use."

3.2.4 Level of Assessment

A Small Scale Non-residential Use (Office) and a Dwelling Unit are not listed in Table 5.5.1 (Low density residential zone) of City Plan 2014. As such, the proposal is subject to Impact Assessment, with the planning scheme as the assessment benchmark.

The application is seeking approval for a Material Change of Use (Development Permit) for the purpose of a Small Scale Non-residential Use (Office) and Dwelling Unit and is subject to Impact Assessment.

3.2.5 Planning Scheme Assessment Benchmarks

The relevant assessment benchmarks have been identified and addressed in section 4.3 of this Report.

4.0 PLANNING SCHEME ASSESSMENT

This section includes an assessment of the proposal against the relevant assessment benchmarks within the planning scheme.

4.1 OVERVIEW OF RELEVANT MATTERS

The proposed development is considered appropriate for the site. Reasons that the proposal should be granted approval are as follows:

- The proposal is for a Material Change of Use for the purpose of a Small Scale Non-residential Use (Office) and Dwelling Unit which will be contained within the existing building on site;
- The Small Scale Non-residential Use (Office) has a GFA of 181.45m^2, which is less than the 250m^2 limit for a small-scale non-residential use in the Low Density Residential Zone Code;
- Overall outcome 6.2.1.2(4)(f) of the Low Density Residential Zone Code expressly provides for a dwelling unit as part of a non-residential use;
- The proposal is supported by a Need Overview prepared by Urban Economics which demonstrates an economic, community and planning need for a Small Scale Non-residential Use (Office), and that the nearby centres have no suitable vacant tenancies;
- The building is two storeys with site cover of approximately 7.5%, consistent with the low density, house scale character of the zone;
- The building is set back approximately 21m from Padstow Road, with landscaping along the frontage and the western boundary;
- The proposal provides 10 on-site car parking spaces, including 1 PWD space, using the existing crossover to Padstow Road;
- The Small Scale Non-residential Use (Office) will operate during business hours only, protecting the amenity of adjoining residents; and
- The proposal generally complies with the planning scheme requirements as they relate to the site.

4.2 KEY CONSIDERATIONS

The key considerations for the development are as follows:

Small-scale Non-residential Use in the Low Density Residential Zone

Overall outcome 6.2.1.2(4)(i) of the Low Density Residential Zone Code provides for a compatible and individual small-scale non-residential use, including an office, where it has a gross floor area of less than 250m^2, serves local residents' day-to-day needs and does not undermine the viability of a nearby centre.

The Small Scale Non-residential Use (Office) has a GFA of 181.45m^2, which is well under the 250m^2 limit. The 250m^2 limit applies to the non-residential use. The dwelling unit is a residential use which is separately provided for by overall outcome 6.2.1.2(4)(f), which states that "development for a dwelling unit may occur as part of a non-residential use". The dwelling unit is a single dwelling of a size comparable to a large dwelling house, and the overall building is of a house scale (two storeys and approximately 7.5% site cover).

The Need Overview demonstrates that the Small Scale Non-residential Use (Office) will serve local residents and small local businesses, and that the nearby centres have no suitable vacant tenancies. Given its small scale and the lack of suitable space in nearby centres, the Small Scale Non-residential Use (Office) will not undermine the viability of the Eight Mile Plains Shopping Centre or other centres.

Need

The Need Overview prepared by Urban Economics identifies a demonstrable economic, community and planning need for the Small Scale Non-residential Use (Office), based on the professional and health care workforce in the catchment, the high rate of working from home and the lack of suitable vacant small tenancies

in the local centres network.

The report concluded the following:

- The nearby centres (Eight Mile Plains Shopping Centre, Warrigal Square and Runcorn Plaza) have few vacancies, and no vacant tenancies suitable for a small office of this size;
- Office vacancies in the wider area are mostly in large, corporate fitted-out office buildings in business parks such as the Brisbane Technology Park, which are not suited to small local operators and have parking constraints;
- The catchment has a strong professional workforce (approximately 30.5% of workers in 2021) and health care and social assistance is the largest industry of employment (approximately 16%);
- Approximately 31.2% of the catchment population worked from home on Census day in 2021, compared with approximately 20% across the Brisbane metropolitan area, indicating demand for small, convenient local office space; and
- The catchment population is estimated at approximately 11,044 persons (2025) and is projected to grow to approximately 11,610 persons by 2036.

Amenity and Built Form

The building is two storeys, consistent with the 1 to 2 storey built form intended for the zone. It is set back approximately 21m from Padstow Road and uses face brick, cladding and a pitched roof consistent with residential buildings in the area. The car park is screened by a 4.4m wide landscaped strip to Padstow Road and a 2.5m wide landscaped strip to the western boundary. Hours of operation of the Small Scale Non-residential Use (Office) are limited to business hours, and the use will not generate noise, odour or traffic beyond that expected in a residential area fronting a suburban road.

The application complies with all other relevant acceptable outcomes or performance outcomes and as such complies with the relevant assessment benchmarks.

The proposal is of a scale and form that is compatible with the low density residential character of the area and will not adversely impact on adjoining properties. On this basis, we request that the proposal be considered favourably by Council and subsequently approved subject to reasonable conditions.

4.3 PLANNING SCHEME ASSESSMENT BENCHMARKS

The below codes have been identified as assessment benchmarks under the planning scheme and an assessment against these provisions are included in the following section of this report.

Zone Code	• Low Density Residential Zone Code
Development Codes	• Small-scale Non-residential Uses Code • Filling and Excavation Code • Infrastructure Design Code • Landscape Work Code • Outdoor Lighting Code • Stormwater Code • Transport, Access, Parking and Servicing Code • Wastewater Code

Overlay Codes	• Airport Environs Overlay Code • Bicycle Network Overlay Code • Community Purposes Network Overlay Code • Critical Infrastructure and Movement Network Overlay Code • Dwelling House Character Overlay Code • Flood Overlay Code • Regional Infrastructure Corridors and Substations Overlay Code • Road Hierarchy Overlay Code • Streetscape Hierarchy Overlay Code

4.3.1 Low Density Residential Zone Code

(1) The purpose of the low density residential zone is to provide for:
- *(a) a variety of low density dwelling types; and*
- *(b) community uses, and small-scale services, facilities and infrastructure, to support local residents.*

(2) The purpose of the zone will be achieved through overall outcomes for:
- *(a) zone role;*
- *(b) development location and uses;*
- *(c) development form.*

(3) Zone role overall outcomes are:
- *(a) Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular:*
  - *(i) Theme 2: Brisbane's outstanding lifestyle, Element 2.1 – Brisbane's identity and Element 2.2 – Brisbane's housing and accommodation choices;*
  - *(ii) Theme 5: Brisbane's CityShape and Element 5.5 – Brisbane's Suburban Living Areas.*

(4) Development location and uses overall outcomes are:
- *(a) Development provides for suburban living in dwelling houses of predominantly 1 or 2 storeys in height, on appropriately sized and configured vacant lots, which maintain the low density detached housing suburban identity of the Low density residential zone.*
- *(b) Development provides for other housing types at a house scale to provide housing diversity offering choice to different household types and individuals to suit residents through different life-cycle stages.*
- *(c) Development maintains a low density character in which multiple dwellings are not accommodated.*
- *(d) Development for other housing types, being a residential care facility or retirement facility together with ancillary convenience activities and allied services (care co-located uses), which provide housing diversity and enable people to remain within their local neighbourhood throughout their life cycle, may be accommodated at appropriate locations where development meets the bulk and building height requirements of the Retirement and residential care facility code.*
- *(e) Development for a relocatable home park or tourist park may continue to operate and expand where on an existing site to provide housing diversity.*
- *(f) Development for a dwelling unit may occur as part of a non-residential use.*
- *(g) Development reflects and supports the high level of comfort, quiet, privacy and safety (including impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected within a predominantly low density permanent residential environment.*
- *(h) 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.*
- *(i) 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 is to:*
  - *(i) have a gross floor area of less than 250m^2;*
  - *(ii) serve local residents' day-to-day needs;*
  - *(iii) not undermine the viability of a nearby centre.*
- *(j) Development for a home-based business may operate in a dwelling house and is of a scale and*

nature that protects the amenity of adjoining residents.

(k) Development for a non-residential use serves a local community facility need only, such as a childcare centre or a substation, and is of a bulk and scale that is compatible with and integrates with the built form intent for the Low density residential zone.

(l) Development for rooming accommodation accommodates five persons or less.

(5) Development form overall outcomes are:

(a) Development is of a form and scale that reinforces a distinctive subtropical character of low rise, low density buildings set in green landscaped areas.

(b) Development for a dwelling house is of a height, bulk, scale and form which is compatible with the low density detached housing suburban identity of the Low density residential zone.

(c) Development for a dwelling house occurs on appropriately sized and configured lots, and:

(i) where not on a rear lot, has a minimum lot size of 400m^2;

(ii) where on a rear lot, has a minimum lot size of 600m^2;

(iii) maintains a block pattern that accommodates traditional backyards and large trees.

(d) Development supports a subtropical character by ensuring that a dwelling house on a small lot is of a size and scale that minimises negative impacts on amenity and private open space of other dwellings by maintaining access to sunlight, daylight and privacy.

(e) Development of a dwelling house on a small lot comprising a new premises or an increase in gross floor area of an existing premises is located within a defined building envelope that:

(i) provides safety from fire hazards;

(ii) maximises the retention of backyard spaces as private landscaped space;

(iii) avoids overbearing development involving bulk or setback which is inconsistent with the character of a dwelling house on an adjoining lot.

(f) 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.

(g) Development is carried out in an orderly sequence, within the context of the neighbourhood and city.

(h) Development is well planned and integrated with surrounding land uses and infrastructure.

(i) Development provides a connected and permeable network of roads and walking and cycling routes, which is consistent with the surrounding hierarchy.

Note—A structure plan is to be prepared in accordance with the Structure planning planning scheme policy for development of low density residential zoned land where on a site which is more than 7,000m^2.

The proposal is assessed against the relevant overall outcomes below:

Overall outcome	Response
(3)(a) Zone role	**Complies** The proposal provides a small-scale service for local residents (Element 2.1) and a dwelling of a house scale (Element 2.2), within the Suburban Living Area (Element 5.5).
(4)(a) Dwelling houses of 1 or 2 storeys	**Complies** The building is two storeys and is of a form and scale comparable to a large dwelling house. It maintains the low density detached suburban identity of the area.
(4)(b) Other housing types at a house scale	**Complies** The dwelling unit is a single dwelling at a house scale.
(4)(c) Multiple dwellings not accommodated	**Complies** Only one dwelling is proposed. The proposal is not a multiple dwelling.
(4)(d), (e), (h), (j), (l)	**Not Applicable** The proposal is not for a residential care facility, retirement facility, relocatable home park, tourist park, commercial character building activity, home-based business or rooming accommodation.

Overall outcome	Response
(4)(f) Dwelling unit as part of a non-residential use	**Complies** The dwelling unit forms part of the building containing the Small Scale Non-residential Use (Office), as anticipated by this outcome.
(4)(g) Comfort, quiet, privacy and safety	**Complies** The Small Scale Non-residential Use (Office) operates during business hours only, generates low traffic, uses an existing crossover, and has landscaped buffers to the street and western boundary. Mechanical plant and bins will be screened, and outdoor lighting will comply with AS 4282. The proposal will not generate glare, odour, light, noise, traffic, parking or servicing impacts beyond those reasonably expected in a low density residential environment.
(4)(i) Small-scale non-residential use	**Complies** • (i) The Small Scale Non-residential Use (Office) has a GFA of 181.45m^2, which is less than 250m^2. Refer to Section 4.2 of this report. • (ii) The Need Overview demonstrates the Small Scale Non-residential Use (Office) will serve local residents and local small businesses. • (iii) Nearby centres have no suitable vacant tenancies and the Small Scale Non-residential Use (Office) is small in scale. It will not undermine the viability of the Eight Mile Plains Shopping Centre or other nearby centres.
(4)(k) Non-residential use serving a local community facility need	**Not Applicable** The Small Scale Non-residential Use (Office) is addressed under outcome (4)(i), which specifically provides for a small-scale non-residential use that is an office.
(5)(a) Subtropical character of low rise, low density buildings in green landscaped areas	**Complies** The building is low rise, with site cover of approximately 7.5%, eaves, covered patios and landscaping to the frontage and side boundary.
(5)(b) – (e) Dwelling house form and lots	**Not Applicable** The proposal is not for a dwelling house and does not involve reconfiguring a lot.
(5)(f) Responds to land constraints and overlays	**Complies** The proposal responds to the applicable overlays, including the Flood Overlay (overland flow), Airport Environs Overlay and Regional Infrastructure Corridors and Substations Overlay. Refer to Section 4.3 of this report.
(5)(g) Orderly sequence	**Complies** The site is within the Priority Infrastructure Area and is serviced by existing infrastructure.
(5)(h) Integrated with surrounding land uses and infrastructure	**Complies** The proposal uses the existing crossover to Padstow Road and existing services, and is located near established residential development and the Eight Mile Plains Shopping Centre.
(5)(i) Connected road, walking and cycling network	**Complies** The site fronts Padstow Road, which includes a Secondary cycle route. A pedestrian path is provided from the street to the entry of the Small Scale Non-residential Use (Office).
Note – Structure plan for sites over 7,000m^2	**Not Applicable** The site is 4,008m^2.

The proposal complies with the overall outcomes prescribed by the Low Density Residential Zone Code. The

proposal provides a Small Scale Non-residential Use (Office) and a single dwelling unit within a building of a house scale that maintains the low density residential character of the area.

4.3.2 Small-scale Non-residential Uses Code

The Small-scale Non-residential Uses Code applies to impact assessable development for small-scale non-residential uses or a use of a similar nature, and is applicable to individually located small-scale non-residential uses in the Low Density Residential Zone. The Small Scale Non-residential Use (Office) is assessed against the purpose, overall outcomes and performance outcomes of the code below.

The purpose of the code is as follows:

(1) The purpose of the Small-scale non-residential use 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 is individually located to minimise impacts on the amenity, health and wellbeing of adjoining and nearby residential uses and other sensitive uses.*
- *(b) Development is designed, sited and constructed to minimise any adverse impacts on nearby residents associated with glare, noise, air quality, odour, light, servicing, hours of operation, traffic and parking.*
- *(c) Development is low key in nature and complements the prevailing scale, built form, setting and streetscape character of a surrounding zone in the residential zones category, Emerging community zone or Rural residential zone.*
- *(d) Development serves a demonstrable need of the local community.*
- *(e) Development fulfils a role distinct from uses in centres, is not located in close proximity to existing centres, and is not established in a location that results in a cluster of non-residential activity within the applicable zone in the residential zones category, Emerging community zone or Rural residential zone.*
- *(f) Development supports the level of amenity, privacy, safety and security reasonably expected by nearby residents.*

The proposal is assessed against the overall outcomes below:

Overall outcome	Response
(2)(a) Individually located to minimise impacts on nearby residential and sensitive uses	**Complies** The Small Scale Non-residential Use (Office) is a single, individually located use with a GFA of 181.45m^2. It is located at the Padstow Road end of the site, away from the rear yards of adjoining dwellings, with landscaped buffers to the street and western boundary.
(2)(b) Minimises glare, noise, air quality, odour, light, servicing, hours, traffic and parking impacts	**Complies** The Small Scale Non-residential Use (Office) operates between 7:00am and 6:00pm, Monday to Saturday, is conducted wholly within the building, generates low traffic, and provides all parking on site. Mechanical plant and bins will be screened and outdoor lighting will comply with AS 4282.
(2)(c) Low key and complements the prevailing scale and streetscape character	**Complies** The use is contained within a two storey building of a house scale (approximately 8.7m high and 7.5% site cover) with face brick, cladding and a pitched roof, consistent with residential buildings in the area.
(2)(d) Serves a demonstrable need of the local community	**Complies** The Need Overview prepared by Urban Economics identifies an economic, community and planning need for a Small Scale Non-residential Use (Office), given the professional and health care

Overall outcome	Response
	workforce in the catchment, the high rate of working from home, and the lack of suitable vacant small tenancies in nearby centres.
(2)(e) Role distinct from centres, not in close proximity to centres and not creating a cluster	**Complies** The Eight Mile Plains Shopping Centre is approximately 350m to the east and is separated from the site by residential development. The site does not adjoin a centre zone and does not extend the edge of the centre. The Small Scale Non-residential Use (Office) provides small-scale office space, which the Need Overview found is not available in the nearby centres, so it fulfils a role distinct from those centres.
(2)(f) Supports the amenity, privacy, safety and security expected by nearby residents	**Complies** The use operates during business hours only, side boundaries are landscaped and fenced, upper level windows serve the dwelling unit only, and the design incorporates crime prevention through environmental design principles.

Small-scale Non-residential Uses Code		
Performance outcomes	**Acceptable outcomes**	**Proposed Solutions**
PO1 Development: (a) is in a highly accessible location; (b) is not located on local or neighbourhood roads where it will adversely impact on local amenity and safety; (c) does not contribute to strip development along arterial roads; (d) must not introduce non-local traffic into a minor road.	**AO1** Development is on a site that: (a) is located on either a district road or a suburban road; (b) does not have a boundary to an arterial road.	**AO1 Complies** Padstow Road is identified as a Suburban road on the Road hierarchy overlay map. The site does not have a boundary to an arterial road. The site is highly accessible, and the use does not introduce non-local traffic into a minor road.
PO2 Development must not: (a) create a de facto centre through clustering of small-scale non-residential uses; (b) cause incremental extension to the edge of an existing centre through sequential development of multiple small-scale non-residential uses; (c) be located in a catchment that is already serviced by an existing centre.	**AO2.1** Development is not located on a site that: (a) adjoins a zone in the centre zones category; (b) is in close proximity to an existing or approved small-scale non-residential activity group use; (c) adjoins a site in the Commercial character building overlay or the Active frontages in residential zones overlay. **AO2.2** Development does not isolate residential properties between non-residential uses.	**AO2.1 – AO2.2 Complies** The site does not adjoin a zone in the centre zones category, or a site in the Commercial character building overlay or the Active frontages in residential zones overlay. We are not aware of any existing or approved small-scale non-residential use in close proximity to the site. The Eight Mile Plains Shopping Centre is approximately 350m away and separated by residential development, so the proposal does not extend the edge of the centre or create a de facto centre. The proposal does not isolate any residential property between non-residential uses. The Need Overview confirms that the existing centres do not have suitable tenancies for the Small Scale Non-residential Use (Office).
PO3 Development is complementary	**AO3** Development does not involve the	**AO3 Complies** The proposal does not involve the

Small-scale Non-residential Uses Code		
Performance outcomes	**Acceptable outcomes**	**Proposed Solutions**
and appropriate to the applicable zone in the residential zones category, Emerging community zone or the Rural residential zone.	sale of items that are restricted to customers over 18 years of age, other than cigarettes, alcohol and lottery/scratch-it type tickets.	sale of any items.
PO4 Development must be low key in scale, nature and employment, and of an appropriate size to serve the needs of the local residential community.	**AO4** Development has a maximum gross floor area of 250m^2.	**AO4 Complies** The Small Scale Non-residential Use (Office) has a GFA of 181.45m^2, which is less than the maximum of 250m^2.
PO5 Development ensures that building bulk and size, including any extensions and alterations to an existing building, complements the character and density of adjoining residential dwellings and the surrounding streetscape.	**AO5** Development has a maximum building height of 2 storeys and 9.5m.	**AO5 Complies** The building is 2 storeys with a maximum height of approximately 8.7m, which is less than 9.5m.
PO6 Development ensures that building form is varied and building bulk reduced by design elements such as verandahs, awnings, recesses and projections, and a range of materials, colours and textures.	**AO6** No acceptable outcome is prescribed.	**PO6 Complies** Building bulk is reduced by covered patios and entries, 600mm eaves, a curved brick wall at the south-eastern corner, recesses and projections, and a range of materials including face brick, timber-look battens, painted cladding and Colorbond roofing.
PO7 Development has a front setback that complements the building setbacks prevailing in the street.	**AO7** No acceptable outcome is prescribed.	**PO7 Complies** The building is set back approximately 21m from Padstow Road. This is greater than the prevailing setbacks of dwellings in the street and allows a landscaped frontage.
PO8 Development must not significantly reduce daylight to open space and habitable rooms in adjoining premises.	**AO8.1** Development has a side boundary setback of a minimum: (a) 0m for a wall built to the side boundary; (b) 1.5m for a wall up to 4.5m high; (c) 2m for a wall up to 7.5m high; (d) 2m plus 0.5m for every 3m (or part of 3m) over 7.5m for a wall over 7.5m high; (e) less than 1.5m where the wall is no more than 3.5m high and no more than 15m long. **AO8.2** Development has a minimum rear boundary setback of 6m.	**AO8.1 Complies** The ground storey (wall height up to approximately 4.5m) is set back 2.5m from the western boundary and approximately 7.2m from the eastern boundary, exceeding the 1.5m minimum. The two storey walls (up to 7.5m) are set back more than 2m from the side boundaries **AO8.2 Complies** The building is set back approximately 75m from the rear boundary, well in excess of 6m.
PO9	**AO9**	**Not Applicable**

Small-scale Non-residential Uses Code		
Performance outcomes	**Acceptable outcomes**	**Proposed Solutions**
Development provides boundary walls that are limited in dimensions and openings, to minimise impacts on adjoining premises.	For development with a wall built to a side boundary, the wall has: (a) a maximum height of 3m, unless it abuts a higher existing or simultaneously constructed wall; (b) a maximum length of 15m where it does not abut an existing boundary wall. Note—Where a wall built to the boundary has a height less than 2m measured on the adjacent property, it can extend the full length of the boundary, excluding any front or rear boundary setback.	No walls are built to a side boundary.
PO10 Development ensures the location, height, extent and materials of fencing and retaining walls must be designed to: (a) minimise visual impact; (b) assist surveillance of street frontages, accessways and pedestrian entry to the premises.	**AO10.1** Development provides front fences with visual interest that allow for surveillance of the street and are: (a) articulated with gates, indentations and have transparent detailing; (b) not constructed of solid materials. **AO10.2** Development ensures that the combined height of any retaining wall and fence does not exceed 2m. **AO10.3** Development provides retaining walls that are set back from any boundary and stepped or terraced to allow landscaping to soften the appearance.	**AO10.1 Complies** No solid front fence is proposed. The Energex meter is housed in a short brickwork wall at the frontage as shown on the plans. **AO10.2 – AO10.3 Complies** Retaining is limited to the landscaping and retaining zone along the western boundary, which is set back from the boundary and landscaped. The combined height of any retaining wall and fence will not exceed 2m. This can be conditioned.
PO11 Development ensures that light nuisance is minimised.	**AO11** Development ensures that the design, installation, operation and maintenance of outdoor lighting complies with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting.	**AO11 Complies** Outdoor lighting will be designed, installed, operated and maintained in accordance with AS 4282-1997 Control of the obtrusive effects of outdoor lighting.
PO12 Development provides landscaping that: (a) retains existing vegetation, including street trees; (b) is consistent with the established landscape character of the applicable	**AO12.1** Development ensures that site design enables the retention of established trees where removal is not required to locate new buildings, car parks or driveways.	**AO12.1 Complies** The site does not contain established trees requiring removal. Existing street trees are retained. **AO12.2 Complies** Landscaping along the frontage keeps clear sight lines to the entry

Small-scale Non-residential Uses Code		
Performance outcomes	**Acceptable outcomes**	**Proposed Solutions**
zone in the residential zones category; (c) provides an attractive and legible interface between the use, the streetscape, and adjoining residential uses; (d) screens between the use and adjoining residences to maintain privacy, enhance the appearance of the development, and disguise undesirable features such as outdoor storage areas or service bays.	**AO12.2** Development ensures landscape design emphasises a clear pedestrian entry point for staff, customers and visitors, and allows overlooking of the street and pedestrian entry areas. **AO12.3** Development provides landscaped buffers a minimum of 2m wide along site boundaries adjoining residential uses.	of the Small Scale Non-residential Use (Office) and allows overlooking of the street. **AO12.3 Alternative Solution / PO12 Complies** A 2.5m wide landscaped buffer is provided along the western boundary adjoining the car park. Along the eastern boundary the 6.0m wide driveway uses the existing crossover, so a 2m wide buffer is not provided along the full length of that boundary. A 2m high screen fence and landscaping where space allows will be provided along this boundary to maintain privacy for the adjoining townhouses. This can be conditioned.
PO13 Development provides vehicular access ways that are designed and located to: (a) minimise on-site and off-site safety conflicts between pedestrians and vehicles; (b) ensure efficient vehicular or pedestrian ingress to or egress from the premises; (c) reduce the visual impact on the streetscape.	**AO13.1** Development provides only one vehicle access way to the site. **AO13.2** Development ensures that the location of the access way maintains the integrity, quality and primacy of footpaths. **AO13.3** Where development is a multiple dwelling, vehicle entrances are minimised in height and width, and shared use of vehicle accesses is utilised wherever possible.	**AO13.1 Complies** Only one vehicle access is provided, using the existing crossover to Padstow Road. **AO13.2 Complies** The existing crossover maintains the integrity of the footpath. **AO13.3 Not Applicable** The proposal is not a multiple dwelling.
PO14 Development provides adequate on-site car parking, servicing and delivery bays that ensure that employee, customer and visitor parking associated with the use does not: (a) dominate the frontage of the premises; (b) cause on-street traffic congestion and parking delays; (c) create traffic circulation hazards on the adjoining street; (d) cause adverse impact on residential amenity. Note—On-site parking and servicing areas are provided for	**AO14** Development provides car parking that is: (a) designed to provide sufficient car parking spaces on site to minimise on-street parking demand; (b) provided below or at the rear of the building; (c) not located within the front setback; (d) screened from adjoining residential uses by a 2m high acoustic fence.	**AO14 Alternative Solution / PO14 Complies** The proposal provides 8 car parking spaces (including 1 PWD space) for the Small Scale Non-residential Use (Office), which exceeds the 6 spaces required, so on-street parking demand is minimised. The 2 residential spaces are provided in an enclosed garage. The car park is located in front of the building rather than at the rear. This is considered the better outcome because: • It keeps customer and staff vehicle movements at the street end of the site, rather than bringing traffic along the side boundaries and into the

Small-scale Non-residential Uses Code		
Performance outcomes	**Acceptable outcomes**	**Proposed Solutions**
staff, customers and visitors in accordance with the Transport, access, parking and servicing planning scheme policy.		rear yards of adjoining dwellings; • It is set back behind a 4.4m wide landscaped strip along Padstow Road and a 2.5m wide landscaped strip along the western boundary, so it does not dominate the frontage; • Vehicles enter and leave the site in a forward gear via the existing crossover, avoiding traffic hazards on Padstow Road; and • A 2m high acoustic fence can be provided along the side boundaries adjoining the car park and driveway, which can be conditioned.
PO15 Development protects the amenity of the neighbourhood, the public realm and adjacent sensitive uses.	**AO15.1** Development provides for any air conditioning, refrigeration and other mechanical plant, vents, exhausts and refuse and recycling storage areas to be: (a) located so that they are not visually obtrusive when viewed from the street; (b) screened to minimise visual impacts on an adjoining sensitive use. Note—Refer to the Refuse planning scheme policy for further guidance. **AO15.2** Development provides areas for the delivery of goods and storage and collection of rubbish bins that are: (a) fully enclosed within a building; or (b) where associated with a detached building and externally located, are greater than 5m from an adjoining sensitive use; or (c) where associated with a multiple dwelling, located in accordance with the Multiple dwelling code.	**AO15.1 Complies** Air-conditioning units, other mechanical plant and the bin storage area will be located so they are not visible from the street and are screened from adjoining dwellings. **AO15.2 Complies** The bin storage area will be located more than 5m from any adjoining sensitive use. Deliveries are limited to post and courier items.
PO16 Development ensures that the hours of operation including for deliveries, the use of indoor activity areas and private open	**AO16** Development ensures that the hours of operation including for deliveries, the use of indoor activity areas and private open	**AO16 Complies** The Small Scale Non-residential Use (Office) will operate between 7:00am and 6:00pm, Monday to Saturday, including deliveries, which

Small-scale Non-residential Uses Code		
Performance outcomes	**Acceptable outcomes**	**Proposed Solutions**
space, are controlled so that the use does not impact on the amenity of residences within the building within which the use is located, and nearby sensitive uses.	space, are limited to between 6am and 8pm.	is within the 6am to 8pm limit.
PO17 Development is of a nature and scale which does not result in noise emissions that exceed the following criteria: LAeq,adj,T emitted from the small-scale non-residential use is not greater than the rating background level plus 3 at a sensitive use. 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. Note—Rating background level is to be determined in accordance with the methodology described in the Noise impact assessment planning scheme policy. Note—A noise management report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.	**AO17** Development: (a) is conducted wholly within an enclosed building and does not involve outdoor activities; (b) ensures mechanical plant or equipment is acoustically screened from adjoining sensitive uses. Note—Mechanical plant includes generators, motors, compressors and pumps such as air conditioning, refrigerator or coldroom motors.	**AO17 Complies** The Small Scale Non-residential Use (Office) is conducted wholly within the enclosed building and does not involve outdoor activities. Mechanical plant will be acoustically screened from adjoining dwellings.
PO18 Development ensures that direct overlooking from the small-scale non-residential use to adjoining residential dwellings is minimised by building layout, location and design of windows and balconies or screening devices.	**AO18** Development ensures that where windows, balconies, verandahs, terraces and/or decks have a direct view into windows of habitable rooms in an adjoining residential dwelling, that view is screened by: (a) fixed opaque glazing; (b) fixed external screens; (c) fencing but only if overlooking from windows at ground level.	**AO18 Complies** The Small Scale Non-residential Use (Office) is on the ground floor. Windows at ground level are screened from adjoining dwellings by boundary fencing and landscaping.
PO19 Development must create a safe	**AO19** Development incorporates the	**AO19 Complies** Windows of the Small Scale Non-

Small-scale Non-residential Uses Code		
Performance outcomes	**Acceptable outcomes**	**Proposed Solutions**
environment by incorporating the key elements of crime prevention through environmental design.	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; (b) defining different uses and private and public ownership 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.	residential Use (Office) overlook the car park and entries, providing casual surveillance. Access to the dwelling unit is separate from the Small Scale Non-residential Use (Office). The car park, paths and entries will be lit, and entries are clearly defined.
If for veterinary service		
PO20 Development prevents adverse noise impacts on adjoining residential premises and other sensitive uses, by limiting the use of a premises for veterinary service to: (a) day-clinic functions only; (b) a stand-alone, detached building.	**AO20.1** Development does not involve overnight accommodation of animals. **AO20.2** Development is not located within a multiple dwelling.	**Not Applicable** The proposal is not for a veterinary service.

4.3.3 Filling and Excavation Code

The proposal involves only minor earthworks to establish the building pad and driveway, consistent with the existing relatively flat site levels. The proposal does not involve filling or excavation of a scale that requires assessment against the Filling and Excavation Code. Any earthworks will be managed in accordance with Council's standards and can be conditioned.

4.3.4 Infrastructure Design Code

The site is within the Priority Infrastructure Area and is serviced by existing road, water, sewer, stormwater, electricity and telecommunications infrastructure. The proposal uses the existing crossover to Padstow Road and does not require new public infrastructure. Any connection works will be designed in accordance with the Infrastructure design planning scheme policy and can be conditioned.

4.3.5 Landscape Work Code

Landscaping is provided along the Padstow Road frontage (4.4m wide), along the western boundary adjoining the car park (2.5m wide), within the landscaping and retaining zone along the western boundary and within the courtyard. A detailed landscape plan in accordance with the Landscape Work Code and the Planting species planning scheme policy can be provided as a condition of approval.

4.3.6 Outdoor Lighting Code

Any outdoor lighting provided on site, including car park, driveway and entry lighting, will be designed in accordance with AS 4282 – Control of the obtrusive effects of outdoor lighting and the relevant provisions of the Outdoor Lighting Code.

4.3.7 Stormwater Code

Roof water will be collected and discharged to a lawful point of discharge, and piped stormwater pits will be provided around the building, as noted on the proposal plans. The proposal does not trigger stormwater quality treatment thresholds given the scale of the development. Stormwater management can be conditioned.

4.3.8 Transport, Access, Parking and Servicing Code

The proposal provides the following car parking (refer to the Proposed Site Plan, SD1001):

Small Scale Non-residential Use (Office) (181.45m2 GFA)	Required: 6 spaces (1 space per 30m^2 GFA) Provided: 8 spaces (7 standard and 1 PWD)
Dwelling Unit	Required: 2 spaces Provided: 2 spaces (double garage)
Total	Required: 8 spaces Provided: 10 spaces

Access is provided via the existing 4.6m wide crossover at the eastern end of the Padstow Road frontage and a 6.0m wide concrete driveway along the eastern side of the site, which allows vehicles to enter and leave the site in a forward gear. The car parking bays are 2.4m to 2.6m wide and 5.4m deep, with a 6.2m wide aisle, and the PWD space includes an adjacent shared area. Bicycle parking can be provided near the entry of the Small Scale Non-residential Use (Office). Refuse will be collected via wheelie bins. Given the small scale of the Small Scale Non-residential Use (Office), servicing will be limited to small vehicles such as vans and couriers. The proposal complies with the Transport, Access, Parking and Servicing Code.

4.3.9 Wastewater Code

The proposal does not involve any on-site wastewater system and will be connected to Urban Utilities' reticulated sewerage network. As such the provisions of the Wastewater Code are not applicable to the proposal at hand.

4.3.10 Airport Environs Overlay Code

Airport Environs Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Proposed Solutions**
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	**AO1** Development does not penetrate	**AO1 Complies** The site is within the PANS sub-

Airport Environs Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Proposed Solutions**
potentially create a permanent or temporary obstruction or hazard to operational airspace of Brisbane, Archerfield or Amberley airports.	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.	category. The building has a maximum height of approximately 8.7m and will not penetrate the PANS-OPS surface or create an obstruction to aircraft.
PO2 Development ensures that emissions do not significantly affect air turbulence, visibility or aircraft engine operation within the operational airspace of Brisbane, Archerfield or 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.	**AO2** Development does not emit into the OLS or height restriction zone: (a) a gaseous plume at velocity exceeding 4.3m/s, as determined in conjunction with CASA Advisory Circular AC-139-05(1) Plume rise assessments; (b) smoke, dust, ash, steam or other airborne particulate.	**AO2 Complies** The Small Scale Non-residential Use (Office) and Dwelling Unit will not emit gaseous plumes, smoke, dust, ash or steam.
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 ation of the Civil Aviation Safety Authority.	**Not Applicable** The proposal 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 site is within the Bird and bat strike zone – distance from airport 3–8km sub-category. Waste will be stored in lidded bins and collected regularly. **AO4.2 Not Applicable** The site is not within the 0–3km sub-category.
Section C—If in the Public safety area sub-categories		
PO5	**AO5.1**	**Not Applicable**

Airport Environs Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Proposed Solutions**
Development does not expose or increase the risk to public safety.	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.	The site is not within a Public safety area sub-category.
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.	**Not Applicable** The site is not within a Light intensity sub-category.
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.	**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	**Not Applicable** The site is not within an Aviation facilities sub-category.

Airport Environs Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Proposed Solutions**
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.	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 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;	**Not Applicable** The site is not within an ANEF contour sub-category.

Airport Environs Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Proposed Solutions**
	(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. **AO8.3** 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	**Not Applicable** The site is not within an ANEF contour sub-category.

Airport Environs Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Proposed Solutions**
	sub-category, or ANEF 40-45 sub-category.	

4.3.11 Bicycle Network Overlay Code

Padstow Road is identified as a Secondary cycle route on the Bicycle network overlay map. The proposal does not involve works within the road reserve other than the use of the existing crossover and will not affect the operation of the cycle route. All buildings and works are within the site. The proposal does not compromise existing or planned bicycle network infrastructure along Padstow Road. As such, the provisions of the Bicycle Network Overlay Code are not applicable.

4.3.12 Community Purposes Network Overlay Code

Council's mapping indicates that the site is not located within any of the sub-categories of the Community Purposes Network Overlay. As such, the provisions of the Community Purposes Network Overlay Code are not applicable to the proposal at hand.

4.3.13 Critical Infrastructure and Movement Network Overlay Code

The site is within the Critical infrastructure and movement planning area sub-category. Under Table 5.10.8, a material change of use only requires assessment against this code for the uses listed in that table (such as air services, emergency services, hospitals and industry uses). A Small Scale Non-residential Use (Office) and a Dwelling Unit are not listed. As such, the provisions of the Critical Infrastructure and Movement Network Overlay Code are not applicable to the proposal.

4.3.14 Dwelling House Character Overlay Code

Under Table 5.10.9, the Dwelling House Character Overlay applies to a material change of use or building work for a dwelling house. The proposal is for a Small Scale Non-residential Use (Office) and a Dwelling Unit, not a dwelling house. As such, the provisions of the Dwelling House Character Overlay are not applicable to the proposal.

4.3.15 Flood Overlay Code

Part of the site is within the Overland flow flood planning area sub-category. Sections B and C of the Flood Overlay Code apply to the proposal.

Flood Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Proposed Solutions**
Section B—If accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development other than for a dwelling house or reconfiguring a lot **Note—If development that is accepted development subject to compliance with identified requirements complies with the acceptable outcomes of this part, no further assessment against this code is required.**		
PO3 Development: (a) is compatible with flood hazard in a defined flood event; (b) minimises the risk to people from flood hazard; (c) does not reduce the ability of evacuation resources including emergency services to access and evacuate the site in a flood emergency, with consideration to the scale of the development; (d) minimises impacts on	**AO3** Development for a material change of use is identified in Table 8.2.11.3.C as compatible with the flood hazard in the relevant flood planning area.	**AO3 Complies** Part of the site is within the Overland flow flood planning area sub-category. Table 8.2.11.3.C identifies both the Small Scale Non-residential Use (Office) (office) and the Dwelling Unit as compatible (C) with the flood hazard in the Overland flow flood planning area sub-category.

Flood Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Proposed Solutions**
property from flooding; (e) minimises disruption to residents, business or site operations and recovery time due to flooding; (f) minimises the need to rebuild structures after a flood event greater than the defined flood event. Note—Where Table 8.2.11.3.C identifies that a flood risk assessment is required, compliance with this performance outcome can be achieved by submitting a flood risk assessment, which may be included within a flood study, addressing the criteria within this performance solution. Preparing flood risk assessments and flood studies is required to be in accordance with the Flood planning scheme policy. Note—An emergency management plan prepared in accordance with the Flood planning scheme policy, which sets out procedures for evacuation due to flooding may be used to demonstrate compliance with this performance outcome.		
PO4 Development for a park ensures that the design of a park and location of structures and facilities responds to the flood hazard and balances the safety of intended users with: (a) maintaining continuity of operations; (b) impacts of flooding on asset life and ongoing maintenance costs; (c) efficient recovery after flood events; (d) recreational benefits to the city; (e) availability of suitable land within the park.	**AO4.1** Development involving a building or structure in a park complies with the flood planning levels specified in Table 8.2.11.3.D. **AO4.2** Development involving a building or structure in a park where Table 8.2.11.3.D does not apply: (a) is not located within the 20% AEP flood extent of any creek/waterway or overland flow path; or (b) is located above the 20% AEP flood level of any creek/waterway or overland flow path.	**Not Applicable** The proposal is not for a park.
Section C—If accepted development subject to compliance with identified requirements (acceptable outcomes only) for a park or assessable development other than for a dwelling house		
PO5 Development is located and designed to:	**AO5.1** Development complies with the flood planning levels specified in	**AO5.1 – AO5.2 Can Comply** The ground floor level of the building is RL 42.30m AHD, set 300mm

Flood Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Proposed Solutions**
(a) minimise the risk to people from flood hazard on the site; (b) minimise flood damage to the development and contents of buildings up to the defined flood event; (c) provide suitable amenity; (d) minimise disruption to residents, recovery time and the need to rebuild structures after a flood event up to and including the defined flood event.	Table 8.2.11.3.D. Note—If located in an area with no Council-derived flood levels such as an overland flow path, a Registered Professional Engineer Queensland with expertise in undertaking flood studies is to derive the applicable flood level and certify that the development meets the required flood planning levels in Table 8.2.11.3.D. The study is to demonstrate that the development and engineering design methods conform to the principles within the Flood planning scheme policy and the Infrastructure design planning scheme policy. **AO5.2** Development is: (a) not located in the: (i) Brisbane River flood planning area 1, 2a, or 2b sub-categories; (ii) Creek/waterway flood planning area 1 or 2 sub-categories; (iii) Overland flow flood planning area sub-category; or (b) only located in these sub-categories if a Registered Professional Engineer Queensland with expertise in undertaking flood studies certifies that: (i) the development design, siting and any mitigation measures will ensure the development is structurally adequate to resist hydrostatic, hydrodynamic and debris impact loads associated with flooding up to the defined flood event; and (ii) the risk to people is managed to an acceptable level.	above the building pad (RL 42.00m AHD). Council does not publish flood levels for overland flow paths. A Registered Professional Engineer Queensland can certify that the habitable floor levels and the floor level of the Small Scale Non-residential Use (Office) achieve the flood planning levels in Table 8.2.11.3.D. This can be conditioned
PO6 Development involving essential electrical services or a basement storage area is suitably located and designed to ensure public safety and minimise flood	**AO6.1** Development ensures that: (a) all areas containing essential electrical services comply with the flood planning levels in	**AO6.1 Complies** Switchboards and essential electrical services are located at ground floor level within the building and will be at or above the flood planning level. No basement is

Flood Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Proposed Solutions**
recovery and economic consequences of damage during a flood.	Table 8.2.11.3.D; or (b) if a basement contains essential electrical services or a private basement storage area, the basement is a waterproof structure with walls and floors impermeable to the passage of water with all entry points and services located at or above the relevant flood planning level in Table 8.2.11.3.D. Note—A basement storage area does not include a bike storage room, change room, building maintenance storage and non-critical electrical services. **AO6.2** Development involving a basement that relies on a pumping solution to manage floodwater ingress or for dewatering after a flood provides a secondary pump system with a backup power source for the pump.	proposed.
PO7 Development does not directly or indirectly create a material adverse impact on flood behaviour or drainage on properties that are upstream, downstream or adjacent to the development.	**AO7.1** Development: (a) does not block, or divert floodwaters for any area affected by creek/waterway or overland flow flooding, excluding storm-tide flooding and Brisbane River flooding sources; or (b) does not result in a material increase in flood level or hydraulic hazard on upstream, downstream or adjacent properties. Note—Compliance with this acceptable solution can be demonstrated by the submission of a flood study by a Registered Professional Engineer of Queensland with expertise in undertaking flood studies demonstrating that the development and engineering design methods conform to the principles within the Flood planning scheme policy and the Infrastructure design planning scheme policy.	**AO7.1 – AO7.3 Complies** The building is located at the Padstow Road end of the site. The proposal does not block or divert overland flow onto adjoining properties, and existing overland flow paths across the site are retained. Roof water will be collected and discharged to a lawful point of discharge, as noted on the site plan.

Flood Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Proposed Solutions**
	AO7.2 Development retains existing overland flow paths and does not rely wholly on piped solutions to manage major flows. **AO7.3** Development which creates a new overland flow path or significantly modifies an existing overland flow path via earthworks does not materially worsen hydraulic hazard on the site from existing conditions. Note—Compliance with this acceptable solution can be demonstrated by the submission of a flood study by a Registered Professional Engineer of Queensland with expertise in undertaking flood studies demonstrating that the development and engineering design methods conform to the principles within the Flood planning scheme policy and the Infrastructure design planning scheme policy.	
PO8 Development for filling or excavation in an area affected by creek/waterway flooding does not directly, indirectly or cumulatively cause any material increase in flooding or hydraulic hazard or involve significant redistribution of flood storage from high to lower areas in the floodplain. Note—This can be demonstrated by undertaking earthworks in compliance with the Compensatory earthworks planning scheme policy. Note—This part of the code applies to all development other than a dwelling house and any secondary dwelling which involves filling or excavation, whether or not the development application comprises a separate development application for operational work involving filling or excavation.	**AO8** Development ensures that no filling or excavation greater than 100mm is located in the Creek/waterway flood planning area 1, 2 or 3 sub-categories if contained in the 5% AEP flood extent of any Creek/waterway flood planning area sub-category for which no waterway corridor has been mapped in the Waterway corridors overlay.	**Not Applicable** The site is not affected by creek/waterway flooding.
PO9 Development ensures that the building and site design:	**AO9.1** Development involving a building undercroft in the Creek/waterway	**Not Applicable** The building is slab on ground and no undercroft is proposed. Site

Flood Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Proposed Solutions**
(a) maintains the conveyance capacity of existing overland flow paths and creek/waterways; (b) ensures floodwaters and flood debris can pass predominantly unimpeded under a structure or building to minimise property or building damage, including for a flood larger than the defined flood event; (c) mitigates flood impacts by ensuring that filling, excavation and location of services are designed to allow for the conveyance of floodwater across the site. Note—The Flood planning scheme policy provides guidance on relevant considerations in determining minimum undercroft clearances and treatment of ground level in undercroft areas where floodwater conveyance is required underneath development.	flood planning area sub-categories or the Overland flow flood planning area sub-category: (a) complies with the minimum building undercroft clearance requirements in Table 8.2.11.3.E; (b) not located directly above any part of a waterway corridor as mapped in the Waterway corridors overlay. **AO9.2** Development involving a building undercroft in the Creek/waterway flood planning area sub-categories or the Overland flow flood planning area sub category: (a) has a ground level within the undercroft area that is free draining; (b) does not involve excavation below ground level of more than 300mm within the undercroft area.	levels and drainage are designed to convey overland flow around the building.
PO10 Development for vulnerable uses, difficult to evacuate uses or assembly uses optimises vehicular access and efficient evacuation from the development to parts of the road network unaffected by flood hazard, in order to: (a) protect safety of users and emergency services personnel; (b) support efficient emergency services access and site evacuation with consideration to the scale of development. Note—A flood risk assessment may be required to address the performance outcomes or acceptable solutions which deal with evacuation and isolation arrangements, and the ability to take refuge. The Flood planning scheme policy provides information for undertaking flood risk assessments.	**AO10** Development for vulnerable uses, difficult to evacuate uses or assembly uses: (a) is not isolated in any event up to the relevant flood planning level specified in Table 8.2.11.3.L and Table 8.2.11.3.D; or (b) has direct vehicle access to a critical route or interim critical route in the Critical infrastructure and movement network overlay for evacuation in a flood; or (c) can achieve vehicular evacuation to a suitable flood-free location. Note—A suitable flood-free location is of a size and nature sufficient to provide for the size and characteristics of the population likely to need evacuation to that area.	**Not Applicable** A Small Scale Non-residential Use (Office) and a Dwelling Unit are not vulnerable, difficult to evacuate or assembly uses.
PO11 Development has access which, having regard to hydraulic hazard,	**AO11.1** Development provides an access or driveway into the site which is:	**AO11.1 Complies / AO11.2 Not Applicable** Access is via the existing crossover

Flood Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Proposed Solutions**
provides for safe vehicular and pedestrian movement and emergency services access to adjoining roads.	(a) trafficable during the defined flood event; (b) not located in the Creek/waterway flood planning area 1 sub-category; (c) not located in the Overland flow flood planning area sub-category if the hydraulic hazard is unsafe in the defined flood event; (d) the access or driveway is not inundated by a 10% AEP flood. **AO11.2** Development located in the Creek/waterway flood planning area 1, 2, 3 or 4 sub-categories locates any disabled access in the highest part of the site. Note—explanation of hydraulic hazard provided in the Flood planning scheme policy.	to Padstow Road. The driveway is expected to be trafficable during the defined flood event. The site is not within the Creek/waterway flood planning area.
PO12 Development involving a new road, a bridge or culvert is designed to minimise impacts to flood behaviour, minimise disruption to traffic during a flood and allow for emergency access.	**AO12** Development involving a new road complies with the flood planning levels in Table 8.2.11.3.F.	**Not Applicable** No new road, bridge or culvert is proposed.
PO13 Development for pedestrian and cyclist paths: (a) provides a suitable level of trafficability; (b) manages the impacts of flooding on asset life and ongoing maintenance costs; (c) balances route availability with recreational and transport connectivity benefits to the city.	**AO13.1** Development for cyclist and pedestrian facilities other than on public roads, including those traversing through a park and adjacent to a watercourse and overland flow path, are located above the 39% AEP (2 year ARI) flood immunity from all flooding sources. Note—If the site is subject to more than one type of flooding, the requirement that affords the greatest level of protection will apply. **AO13.2** All new on-road cyclist and pedestrian facilities comply with the flood planning levels and trafficability standards for the applicable category of road in Table 8.2.11.3.F or Table 8.2.11.3.K.	**Not Applicable** No public pedestrian or cyclist paths are proposed.
PO14	**AO14**	**Not Applicable**

Flood Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Proposed Solutions**
Development which increases the residential population within the Brisbane River flood planning area sub-categories minimises the risk to people in all flood events with consideration to flood hazard, including warning time.	Development in the Brisbane River flood planning area sub-categories in areas where the 1% AEP flood level is greater than 12.8m AHD involving: (a) an increase in the number of residential dwellings; or (b) additional residential lots is not subject to an unsafe hydraulic hazard in the 0.2% AEP flood event. Note—Explanation of a hydraulic hazard is provided in the Flood planning scheme policy.	The site is not within the Brisbane River flood planning area.

Section A of the Flood Overlay Code applies to dwelling houses only. The additional outcomes for essential community infrastructure, hazardous materials and reconfiguring a lot are not applicable.

4.3.16 Regional Infrastructure Corridors and Substations Overlay Code

The site is within the Gas pipeline 100m sub-category. Under Table 5.10.17, a material change of use (other than a dwelling house) involving a new premises in the Gas pipeline 100m sub-category is assessed against the purpose, overall outcomes and Section A of the code.

Regional Infrastructure Corridors and Substations Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Proposed Solutions**
Section A—If in the Gas pipeline 20m sub-category or the Gas pipeline 100m sub-category		
PO1 Development does not create a risk to life or property and does not compromise the safe operation of a gas pipeline. Note—This can be demonstrated by a qualitative risk assessment in accordance with AS 2885.1-2007 Pipelines - Gas and liquid petroleum - Design and construction.	**AO1** Development: (a) will not compromise the safe operation of a gas pipeline in accordance with the written confirmation of the pipeline licence holder of the gas pipeline; or (b) is only for a boundary realignment.	**AO1 Complies** The site is within the Gas pipeline 100m sub-category. The proposal is for a Small Scale Non-residential Use (Office) and a single dwelling unit within a two storey building, with only minor earthworks for the building pad and driveway. It does not involve works near the pipeline easement or the storage of hazardous materials, and does not increase risk to life or property or compromise the safe operation of the gas pipeline.

4.3.17 Road Hierarchy Overlay Code

Road Hierarchy Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Proposed Solutions**
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 potential.	**AO1.1 – AO1.3 Complies** Padstow Road is identified as a Suburban road on the Road hierarchy overlay map. The site has frontage to Padstow Road only, so vehicle access is via the lowest order road to which the site has frontage. Access is via the existing

Road Hierarchy Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Proposed Solutions**
(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.	**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.	4.6m wide crossover at the eastern end of the frontage. Padstow Road is not a primary freight route. **AO1.4 Complies** Turn movements at the existing crossover will be confirmed with Council. Given the low traffic generation of a 181m^2 Small Scale Non-residential Use (Office) and one dwelling, any turn restriction can be conditioned if required. **AO1.5 Not Applicable** No abutting site relies on access through the subject 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 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	**AO2.1 – AO2.2 Complies** The proposal generates low traffic volumes, consistent with the function of Padstow Road. It is not major development

Road Hierarchy Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Proposed Solutions**
	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 Property Lot Report does not identify any road widening for the site.
PO3A Development provides for the payment of extra trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: (i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the road network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.	**AO3A** No acceptable outcome is prescribed.	**No acceptable outcome prescribed / PO3A Complies** The site is within the Priority Infrastructure Area. Charges will be levied in accordance with Council's Charges Resolution.

Road Hierarchy Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Proposed Solutions**
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 Complies** All buildings and works are contained within the site and do not affect the Padstow Road corridor.
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 road network.	**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.	**Not Applicable** The proposal does not involve reconfiguring a lot or a change to the road hierarchy.
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	**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.	**Not Applicable** The proposal does not involve reconfiguring a lot or a change to the road hierarchy.

Road Hierarchy Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Proposed Solutions**
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.	**AO6.2** 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).	
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.	**Not Applicable** The proposal does not involve reconfiguring a lot.
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.	**Not Applicable** No new intersection is proposed.

4.3.18 Streetscape Hierarchy Overlay Code

Streetscape Hierarchy Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Proposed Solutions**
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 appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.	**AO1** Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as specified in Table 8.2.20.3.B and the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	**AO1 Can Comply** Padstow Road is identified as a Neighbourhood street minor on the Streetscape hierarchy overlay map. The existing verge will be retained. Any verge dedication required under Table 8.2.20.3.B can be conditioned.
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 Complies** Existing street trees will be retained and protected. **AO2.2 Complies** Any verge works will be designed and constructed in accordance with the Infrastructure design planning scheme policy. This can be conditioned.
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	**Not Applicable** No corner land dedication is identified for the site.

Streetscape Hierarchy Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Proposed Solutions**
	Infrastructure design planning scheme policy. **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.	**Not Applicable** The site is not in or adjoining the Wildlife movement solution sub-category.

5.0 CONCLUSION

The proposal relates to a Material Change of Use for the purpose of a Small Scale Non-residential Use (Office) and Dwelling Unit at 138 Padstow Road, Eight Mile Plains.

Council's mapping indicates that the site is located in the Low Density Residential Zone of City Plan 2014. The proposal is subject to Impact Assessment.

The Small Scale Non-residential Use (Office) has a GFA of 181.45m^2, which is less than the 250m^2 limit for a small-scale non-residential use in the Low Density Residential Zone Code, and the dwelling unit is expressly provided for as part of a non-residential use. The Need Overview prepared by Urban Economics demonstrates a local need for the Small Scale Non-residential Use (Office) and confirms that nearby centres have no suitable vacant tenancies.

The proposal is located on Padstow Road near an established residential area and the Eight Mile Plains Shopping Centre, and is considered appropriate to service the local area. The two storey building is of a house scale and maintains the low density residential character of the area.

The information contained in this report demonstrates that the proposal complies with the relevant assessment benchmarks and that the proposal is suitable for the site.

We therefore request that the proposed development be considered favourably by Council and subsequently approved subject to reasonable conditions.

6.0 APPENDICES

DA Form 1

Owner's Consent

Proposal Plans prepared by RWU Architects

Need Overview prepared by Urban Economics

Property Lot Report

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