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Element 5.5 – Brisbane's Suburban Living Areas

Table 1 *- Table 3.7.6.1 Specific outcomes and land use strategies*

Specific outcomes	Land use strategies	Response
SO1 Suburban Living Areas experience growth in response to local context and needs including centres, community facilities, low-medium, medium and high density residential and industrial uses.	**L1** The zoning pattern shows the development intent that is consistent with local values, constraints and opportunities in the Suburban Living Areas.	**Complies with SO1 and L1** The site is within the Low-medium density residential (2 or 3 storey mix) zone and the Racecourse precinct neighbourhood plan area. The proposal responds directly to the local context of the site. It is a 1,452m² corner lot at the intersection of Nudgee Road (an arterial road) and Lamington Avenue that has been used for non-residential purposes since the 1950s, first as a service station and more recently for car rental. It adjoins short-term accommodation (motels) to the north and east, the Doomben railway line and station to the south, and Eagle Farm Racecourse and the Ascot Green development to the west. The site is listed on the Environmental Management Register and is not a conventional residential lot. The proposal responds to a demonstrated local need. The Economic Need and Impact Assessment (Coolamon Consulting,

Specific outcomes	Land use strategies	Response
		Attachment I) finds that the population within 1km of the site is projected to grow from 10,700 (2026) to 13,800 (2046), largely through development in the Racecourse precinct. This growth will support approximately 14,200m² of additional retail floor space. The proposal adds a net 411.5m² of floor space, meeting less than 3% of that demand and equal to about 1.7% of the shopfront floor space in the Racecourse Village and Racecourse Road district centres, so its impact on the centre hierarchy will be limited. The proposal is consistent with the established pattern of small-scale local retail along Nudgee Road. At least 14 shopfronts totalling more than 1,500m² already operate in residential zones within 1km of the site, including approximately 600–700m² at 275–277 Nudgee Road, Hendra. The zoning pattern is not undermined. The Low-medium density residential zone provides for small-scale services and facilities that support local residents, and L7 below expressly anticipates local shopping and small-scale non-residential uses within Suburban Living Areas. While the proposed GFA of 561.5m² exceeds the 250m² benchmark Council identified at prelodgement, the additional

Specific outcomes	Land use strategies	Response
		floor space is justified by the need and impact findings above and by the site's non-residential history, corner location and transport-dominated surrounds. No residential land supply or dwellings are lost. The scale and form of the development are compatible with the area. It is two storeys, approximately 7.5m above finished floor level and below 9.5m prescribed maximum, with 19.6% of the site landscaped (including 11.7% deep planting). A 2.5m acoustic barrier, delivery hours limited to 7:00am–6:00pm and closure from 10:00pm will protect the amenity of neighbouring properties.
SO2 Suburban Living Areas experience limited growth, providing predominantly detached housing for residents.	**L2.1** Development for housing is restricted to detached housing and any on-site secondary dwelling in the majority of Suburban Living Areas.	**Complies with SO2. L2.1 is not applicable.** The proposal does not involve housing, so L2.1 does not apply. The proposal does not affect the provision of detached housing in the Suburban Living Areas. It does not remove any dwellings or residential lots, as the site has been used for non-residential purposes for around 70 years. The built form uses pitched gable roofs, timber-look cladding and a two-storey scale that reflects the surrounding suburban character, with landscape screening along the boundaries with neighbouring properties.

Specific outcomes	Land use strategies	Response
	L2.2 Development is restricted in terms of the lot sizes, configurations and circumstances suitable for subdivision and small-scale housing infill development. Zone, neighbourhood plan and development codes indicate suitable subdivision and infill development outcomes.	**Not applicable** The proposal does not involve subdivision or housing infill development.
SO3 Suburban Living Areas allow for adaptable small-scale multiple dwellings, retirement facilities and residential care facilities on well-located sites to provide for housing options catering to young people, families and supporting ageing in place and ageing in neighbourhood.	**L3.1** Development for small-scale multiple dwellings is restricted to well-located sites in Suburban Living Areas. Zone, neighbourhood plan and development codes, and mapping indicate various criteria for determining well-located sites in those localities and circumstances.	**Not applicable** The proposal does not involve multiple dwellings, retirement facilities or residential care facilities. It does, however, support the intent of SO3. It provides convenience retail and café services within walking distance of the multiple dwellings, retirement living and aged care being developed in the Racecourse precinct, including Ascot Green opposite the site and Bernborough Ascot. This supports ageing in place and ageing in neighbourhood.
	L3.2 Development for retirement facilities and residential care facilities occurs on well-located sites in Suburban Living Areas. The scale and built form of retirement facilities and residential care facilities is commensurate with the size of the site and	**Not applicable** The proposal does not involve a retirement facility or residential care facility.

Specific outcomes	Land use strategies	Response
	sensitive to the surrounding character and amenity of Suburban Living Areas.	
	L3.3 Development for multiple dwellings in the Emerging community zone: (a) is restricted to locations provided for in a neighbourhood plan; or (b) is within 400m walking distance from a dedicated public pedestrian access point of a public transport stop or station with a service frequency of 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm and the edge: i. of a centre zone other than the Neighbourhood centre zone; or ii. of a zone that provides for the Special Centres identified in Section 3.7.5.1 L1.1 in Theme 5 of the Strategic Framework.	**Not applicable** The site is not in the Emerging community zone and the proposal does not involve multiple dwellings.
SO4 The local character which is typically defined by features such as consistent block size and house spacing, an established road pattern, a predominance of detached housing, the presence of mature vegetation and gardens and by local typography is maintained.	**L4.1** Infill development is limited to instances where the resulting lot size reflects that which predominates in the neighbourhood.	**Complies with SO4. L4.1 is not applicable.** The proposal does not involve infill subdivision, so L4.1 does not apply. The local character is maintained. The proposal is contained within the existing lot, retains the established road pattern and does not remove any detached housing. The

Specific outcomes	Land use strategies	Response
		immediate character of the site is defined by the arterial road, the railway, the racecourses and the two-storey motels to the north and east, rather than by a consistent pattern of detached housing.
	L4.2 The siting, scale and lot coverage of new housing is consistent with the existing neighbourhood character of well-spaced houses and vegetated backyards.	**Not applicable** The proposal does not involve new housing. For completeness, the building has a site cover of 28.5%, is two storeys, and is set back 3m from the northern boundary and 2m from the eastern boundary, with landscaped buffers to both neighbours. Its pitched gable roof forms reflect the scale of surrounding residential buildings.
	L4.3 Development supports high levels of local amenity and air quality and enhances these areas, contributing to the sustainability of the city through: (a) the retention of mature and significant vegetation; (b) the retention of private open space capable of supporting trees and gardens; (c) increasing local shade cover along streets;	**Complies with L4.3** The proposal supports and enhances local amenity (Landscape Plans, **Attachment E**; Engineering Report, **Attachment F**): (a) Existing trees near the northern boundary and the Lamington Avenue frontage are retained, as shown on the existing site plan (**Attachment D**). Only palms and minor vegetation are removed. (b) The proposal is non-residential, so there is no private open space. However, 169.4m² (11.7%) of deep planting is provided,

Specific outcomes	Land use strategies	Response
	(d) local sustainability initiatives such as water-sensitive urban design.	including an approximately 108.8m² deep planting strip along the northern boundary capable of supporting large canopy trees. (c) The site currently has limited shade. The landscape concept introduces larger shade trees at the Nudgee Road / Lamington Avenue corner, along both frontages and around the car park. Street tree planting within the verges is constrained by existing services, so shade trees have been located within the site frontages instead. (d) Stormwater is managed through an internal pit and pipe network discharging to the lawful point of discharge. The site is below the 2,500m² threshold for formal stormwater quality treatment. Landscaped areas use subtropical, low-maintenance planting suited to the local climate.
SO5 District centres serve local and district catchments and accommodate slightly higher densities than surrounding neighbourhoods.	**L5.1** District centres are located at nodal points within residential neighbourhoods and function as community destinations, providing localised access to goods and services, including retail, community facilities and low impact industry and localised employment.	**Not applicable** The proposal is not a district centre. It complements, rather than competes with, the nearby Racecourse Village (approximately 400m north-west) and Racecourse Road (approximately 800m south-west) district centres. The proposal adds a net 411.5m² of floor space, equal to about 1.7% of the

Specific outcomes	Land use strategies	Response
		approximately 24,000m² of shopfront floor space in those centres. It does not include a supermarket or other anchor tenant, so the district centres will remain the community destinations for the local catchment (**Attachment I**).
	L5.2 District centres are the focus for the public transport network within the local catchment of the district centres.	**Not applicable** The proposal is not a district centre and does not affect the role of the nearby district centres as the focus of the public transport network.
SO6 Neighbourhood centres offer small-scale, low-impact local convenience services.	**L6.1** Neighbourhood centres are interspersed within residential neighbourhoods and function as local neighbourhood service providers.	**Complies with SO6 and L6.1** The site is not in a centre zone. However, the proposal offers small-scale, low-impact local convenience services. The proposal is located within a residential neighbourhood on an arterial road and will function as a local service provider for residents, workers, motel guests and racecourse visitors within a walkable catchment.
	L6.2 Neighbourhood centres are of a scale which is consistent with surrounding detached housing.	**Complies with L6.2** The building is two storeys with a maximum height of approximately 7.5m above finished floor level, below the 9.5m prescribed

Specific outcomes	Land use strategies	Response
		maximum. It uses pitched gable roof forms and residential-scale materials consistent with surrounding housing.
	L6.3 A new neighbourhood centre which is not in a location provided for in a zone, zone precinct, or neighbourhood plan is to: (a) have a gross floor area of 2,500m2 or less and a maximum tenancy size of 2,000m2 or less; (b) have a frontage predominantly to a major road; (c) have vehicle site access from a suburban road, a district road or a neighbourhood road; (d) be 400m or less walking distance from a dedicated public pedestrian access point of a public transport stop or station with a service frequency of 3 or more services per hour in peak periods; (e) be more than 400m from an existing retail based centre; (f) manage the impact on the amenity and character of adjacent uses and the locality consistent with the overall outcomes for the zone, zone precinct and	**Complies with L6.3(a), (b), (c), (d) and (f). See response to (e).** (a) Complies. The total GFA is 561.5m², with a maximum tenancy of 414.6m² (ground floor) plus mezzanine. (b) Complies. The building and pedestrian entry address Nudgee Road, an arterial road. (c) Complies. Vehicle access is from Lamington Avenue, a neighbourhood road under the Road hierarchy overlay. (d) Complies. Bus stop 002911 (routes 301 and 303) is immediately east of the site on Lamington Avenue, and Doomben railway station is approximately 200m walking distance away (Traffic Engineering Assessment, **Attachment G**). (e) Racecourse Village is approximately 400m from the site by road (**Attachment I**). The proposal does not undermine the purpose of this criterion: it is a small convenience offer without a supermarket anchor, adds only about 1.7% to the floor space of the

Specific outcomes	Land use strategies	Response
	neighbourhood plan for the surrounding uses and locality.	nearby district centres, and the economic assessment finds its impact on those centres will be limited. (f) Complies. Amenity impacts are managed through a 2.5m acoustic barrier along the eastern boundary, delivery and waste collection limited to 7:00am–6:00pm, closure between 10:00pm and 7:00am, limits on amplified music, screened service areas and landscape buffers (Noise Impact Assessment, **Attachment H**).
SO7 Non-residential uses support local character and amenity.	**L7** A range of non-residential land uses that generally support the needs of those Suburban Living Areas include the following: (a) local and district services and shopping with access to public transport services, as well as centres in specific locations and other small-scale non-residential uses such as those within commercial character buildings, providing neighbourhood convenience services within a walkable catchment; (b) schools and other community facilities; (c) a range of parks, from district sports parks to local recreation parks;	**Complies with SO7 and L7** The proposal is the type of non-residential use L7(a) anticipates in Suburban Living Areas: small-scale local shopping and convenience services with direct access to public transport (Doomben station approximately 200m away and a bus stop adjoining the site), serving a walkable catchment of existing and growing residential areas. In relation to L7(d), the proposal provides 169.4m² of deep planting and new canopy trees on a site that is currently largely hardstand with limited shade, helping to reduce the urban heat island effect.

Specific outcomes	Land use strategies	Response
	(d) vegetation and open space, including in backyards, that support local and district ecological functions, including biodiversity and fauna movement, as well as helping reduce the urban heat island effect; (e) pedestrian-friendly traffic environments and pedestrian and cyclist connectivity to surrounding areas including some buffered industrial areas that offer locally accessible employment opportunities for residents in the Suburban Living Areas.	In relation to L7(e), a dedicated pedestrian entry is provided from Nudgee Road, separate from the vehicle access on Lamington Avenue, and the existing footpaths on both frontages are retained. The proposal will also provide approximately 16 ongoing direct jobs that are locally accessible to residents (**Attachment I**). The proposal supports local character and amenity through its residential-scale built form, landscaping and the acoustic and operational measures described in response to L6.3(f). Reactivating a vacant former service station site will also improve the presentation of this prominent corner.
SO8 Development of Emerging community zoned land reinforces intended local character and amenity, positively contributes to the creation of sustainable and functional communities that are fully integrated within the Suburban Living Area and is serviced by appropriate supporting infrastructure and services.	**L8** Development: (a) considers and responds to known development constraints and those identified through the assessment process; (b) preserves valued character and environmental attributes and mitigates unavoidable impacts; (c) provides corridors and linkages required to physically integrate development within the locality;	**Not applicable** The site is not in the Emerging community zone.

Specific outcomes	Land use strategies	Response
	(d) concentrates the most intense land uses on well-located sites serviced by appropriate supporting infrastructure; (e) is consistent with the scale and pattern of development intended in the zone, zone precinct, or neighbourhood plan.	

7.2.18.1 Racecourse Precinct Neighbourhood Plan Code Assessment

Purpose and overall outcomes

Table 1 *- 7.2.18.1.2 Purpose and overall outcomes*

Overall outcome	Response
7.2.18.1.2(3) Overall outcomes for the neighbourhood plan area	
(a) The Eagle Farm and Doomben racecourses remain as racecourses and racing facilities and are upgraded to world-class standards by incorporating a mix of residential and retail uses on select areas surplus to horse racing needs. This reinforces their role as significant horse-racing venues through the progressive redevelopment of racing and spectator facilities to international standards and development of new higher density mixed use development community facilities. This redevelopment is consistent with the outcomes sought as it ensures the financial viability of both racecourses.	**Not applicable** The site is not part of the Eagle Farm or Doomben racecourses. The proposal does not affect the use, upgrade or financial viability of either racecourse.
(b) The Eagle Farm and Doomben racecourses remain the principal foci for metropolitan horse racing in South East Queensland and elements of historical and cultural heritage significance are protected.	**Not applicable** The site is not part of either racecourse and contains no elements of heritage significance. The proposal does not affect the role of the racecourses as the principal foci for metropolitan horse racing.
(c) The Hendra area continues to support the racing industry by providing equine-related services, residential accommodation and stables. Over time, the area's	**Not applicable** The site is not in the Hendra area and is not used for, or required for, stables or equine-related services.

Overall outcome	Response
importance for stables will diminish as new stables are established within the grounds of the racecourses.	
(d) The predominant low and low—medium density residential area is retained, with select locations for higher density mixed use development along arterial roads and within select areas of the Eagle Farm and Doomben racecourses, where impacts can be best managed and access to public transport is available.	**Complies** The proposal does not remove any dwellings or residential land. The site has been used for non-residential purposes since the 1950s (service station, then car rental) and is located on Nudgee Road, an arterial road, where the outcome anticipates more intensive development. The development is low-scale (two storeys) and the surrounding low and low-medium density residential area is retained.
(e) Racecourse Road continues to be the focal point for the area's retail, small business and cafe/dining activities. The proximity of the neighbourhood plan area to the Brisbane Airport also supports complementary uses such as short-term accommodation.	**Complies** The proposal does not challenge the role of Racecourse Road as the focal point for retail, small business and café/dining activity. The Economic Need and Impact Assessment (Coolamon Consulting, **Attachment I**) finds that: (a) the proposal adds a net 411.5m² of floor space, equal to about 1.7% of the approximately 24,000m² of shopfront floor space in the Racecourse Road and Racecourse Village district centres; (b) it has no supermarket or other anchor tenant and will serve the convenience needs of the immediate catchment, including residents, motel guests, rail users and racecourse visitors; and (c) the impact on Racecourse Road and the wider centre hierarchy will be limited, with population growth supporting approximately 14,200m² of additional retail floor space by 2046. Racecourse Road is approximately 800m from the site and will remain the primary commercial, entertainment and dining destination for the neighbourhood plan area.

Overall outcome	Response
(f) The proximity of the neighbourhood plan area to the airport means that aircraft noise will be greater than other areas of the city.	**Noted** The proposal is a Food and drink outlet and Shop, which are not noise-sensitive uses. The building will be constructed to the façade ratings recommended in the Noise Impact Assessment (Palmer Acoustics, **Attachment H**), providing a suitable internal noise environment for staff and customers.
(g) New development incorporates a built form that addresses the street, respects the established character and provides noise mitigation, including for aircraft, rail and road traffic noise.	**Complies** The building addresses Nudgee Road with shopfront glazing, timber-look cladding and a dedicated pedestrian entry, and addresses Lamington Avenue with an outdoor seating area and glazed canopy. Its pitched gable roof forms, two-storey scale and residential-scale materials respect the established character of the area. Noise mitigation is provided through the façade ratings recommended in the Noise Impact Assessment (**Attachment H)** for road and rail noise, and through a 2.5m acoustic barrier along the eastern boundary to protect the adjoining motel.
(h) Access onto arterial roads is rationalised to improve traffic movements servicing key economic infrastructure, such as the Brisbane Airport and Australia Trade Coast.	**Complies** No vehicle access is provided to Nudgee Road. All vehicle access is via a single crossover on Lamington Avenue, located as far as practical from the signalised Nudgee Road intersection, and all servicing occurs on-site (Traffic Engineering Assessment, **Attachment G**). The proposal does not affect traffic movements on Nudgee Road servicing Brisbane Airport and the Australia TradeCoast.
(i) Landscaping and water features are designed to manage potential wildlife hazards for aircraft.	**Complies** No water features or open water bodies are proposed, and stormwater is managed in an underground pit and pipe network.

Overall outcome	Response
(j) Development is contained within the precincts as described in Table 7.2.18.1.3.B.	**Complies** The site is not within a precinct identified in Table 7.2.18.1.3.B. The intensive development the neighbourhood plan anticipates, such as higher density mixed use and new centre activities, remains contained within the precincts. The proposal is a small-scale (561.5m² GFA), two-storey development on a site with a long history of non-residential use, and does not represent precinct-scale intensification outside the precincts.
(k) Development is of a height, scale and form which is consistent with the amenity and character, community expectations and infrastructure assumptions intended for the relevant precinct, sub-precinct or site and is only developed at a greater height, scale and form where there is both a community need and an economic need for the development.	**Complies** The development is two storeys and approximately 7.5m above finished floor level, below the 9.5m prescribed maximum and consistent with the scale of the surrounding area, including the two-storey motels on the adjoining sites. While the GFA of 561.5m² exceeds the 250m² benchmark Council identified at prelodgement, this outcome allows greater scale where there is both a community need and an economic need. Both are demonstrated by the Economic Need and Impact Assessment (**Attachment I**): a growing local population (10,700 in 2026 to 13,800 by 2046), above-average local retail spending, and demand for approximately 14,200m² of additional retail floor space, of which the proposal meets less than 3%. The proposal generates approximately 28 peak hour vehicle trips and is serviced by existing infrastructure (**Attachments F and G**), consistent with infrastructure assumptions.
7.2.18.1.2(4) Racecourse Road precinct (NPP-001) overall outcomes	**Not applicable** The site is not within a precinct or sub-precinct of the neighbourhood plan.
7.2.18.1.2(5) Racecourses precinct (NPP-002), including sub-precincts NPP-002a to NPP-002e overall outcomes	**Not applicable**

Overall outcome	Response
	The site is not within a precinct or sub-precinct of the neighbourhood plan.
7.2.18.1.2(6) Kingsford Smith Drive precinct (NPP-003), including sub-precincts NPP-003a and NPP-003b overall outcomes	**Not applicable** The site is not within a precinct or sub-precinct of the neighbourhood plan.
7.2.18.1.2(7) Hendra stables precinct (NPP-004) overall outcomes	**Not applicable** The site is not within a precinct or sub-precinct of the neighbourhood plan.

Performance outcomes and acceptable outcomes

Table 2 *- Table 7.2.18.1.3.A Performance outcomes and acceptable outcomes*

Performance outcomes	Acceptable outcomes	Response
General		
PO1 Development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is: (a) consistent with the anticipated density and assumed infrastructure demand; (b) aligned to community expectations about the number of storeys to be built;	**AO1** Development complies with the number of storeys and building height in Table 7.2.18.1.3.C and is in accordance with Figure a, Figure b and Figure c.	**Complies with PO1** Table 7.2.18.1.3.C does not specify a building height for sites outside the precincts, so AO1 does not set a height for the site. The proposal is assessed against PO1: (a) Density and infrastructure: the development is two storeys with 561.5m² GFA, generating approximately 28 peak hour vehicle trips, and is serviced by existing water, sewer, stormwater and

Performance outcomes	Acceptable outcomes	Response
(c) proportionate to and commensurate with the utility of the site area and frontage width; (d) designed to avoid a significant and undue adverse amenity impact to adjoining development; (e) sited to enable existing and future buildings to be well separated from each other and to avoid affecting the potential development of adjoining sites. *Note—Development that exceeds the intended number of storeys or building height can place disproportionate pressure on the transport network, public space or community facilities in particular.* *Note—Development that is over-scaled for its site can result in an undesirable dominance of vehicle access, parking and manoeuvring areas that significantly reduce streetscape character and amenity.*		electricity infrastructure (Attachments F and G). (b) Number of storeys: two storeys, approximately 7.5m above finished floor level, below the 9.5m prescribed maximum. (c) Site area and frontage: site cover is 28.5% on a 1,452m² corner site with two street frontages, leaving room for on-site parking, servicing and 19.6% landscaping. (d) Amenity: the building is set back 3m from the northern boundary and 2m from the eastern boundary, with landscape buffers, a 2.5m acoustic barrier and restricted delivery hours protecting the adjoining motels. (e) Separation: the building is located along the northern part of the site, well separated from the adjoining buildings, and does not affect the development potential of adjoining sites.
PO2 Development of a building incorporates a design, bulk and setbacks which:	**AO2.1** Development has a maximum gross floor area in accordance with Table 7.2.18.1.3.D.	**Complies with PO2. AO2.1 and AO2.2 are not applicable.** Tables 7.2.18.1.3.D and 7.2.18.1.3.E do not specify a maximum gross floor area or setbacks for

Performance outcomes	Acceptable outcomes	Response
(a) enable existing and future buildings to be well separated from each other to allow light penetration, air circulation, privacy and ensure windows are not built out by adjoining buildings; (b) do not prejudice the development of adjoining sites; (c) do not dominate the street or other pedestrian spaces; (d) result in sensitive massing and articulation that ensures the building does not dominate the street or other pedestrian spaces.		sites outside the precincts, so AO2.1 and AO2.2 do not apply. The proposal complies with PO2: (a) The building is set back 3m from the northern boundary and 2m from the eastern boundary, adjoining the car park and service areas of the neighbouring motels. This allows light penetration, air circulation and privacy, and ensures adjoining windows are not built out. (b) The building does not prejudice the development of adjoining sites, which retain their own frontages and access. (c) The building is set back approximately 1m from Nudgee Road, which is landscaped, and approximately 18m from Lamington Avenue. Its two-storey scale does not dominate either street. (d) The massing is broken into a series of pitched gable forms with varied cladding (galvanised steel, timber-look and white panel cladding), glazed shopfronts and a glazed canopy, so the building does not dominate the street or pedestrian spaces.
	AO2.2 Development has building setbacks in accordance with Table 7.2.18.1.3.E.	**Not applicable** See response to AO2.1.

Performance outcomes	Acceptable outcomes	Response
PO3 Development ensures vehicle access, servicing and car parking structures are designed and located to: (a) minimise disruption to the established building line; (b) ensure they do not visually dominant the site and streetscape; (c) protect the safety of pedestrians; (d) ensure vehicle access is not provided from an arterial road where an alternative access is available.	**AO3.1** Development does not provide vehicular access from Racecourse Road or Kingsford Smith Drive.	**Complies with AO3.1** No vehicle access is provided from Racecourse Road or Kingsford Smith Drive.
	AO3.2 Development ensures there is no net increase in driveway crossovers on Racecourse Road and Kingsford Smith Drive.	**Complies with AO3.2** There is no increase in driveway crossovers on Racecourse Road or Kingsford Smith Drive.
	AO3.3 Development ensures common accessdriveways, car parking and servicing areas are created where possible and secured in perpetuity through the granting of reciprocal access easements.	**Complies with PO3** A shared access arrangement is not practical. The adjoining sites to the north and east are established motels with their own access, and the site has one existing crossover on Lamington Avenue. The proposal retains a single crossover in the same general location, so there is no increase in the number of crossovers on either street.
	AO3.4 Development ensures car parking and servicing areas are located at the rear or underneath buildings.	**Complies with PO3 (alternative to AO3.4)** The car park is located on the southern side of the building, fronting Lamington Avenue, rather than at the rear of or under the building. This layout is the appropriate outcome for the site because: (a) the building addresses Nudgee Road, the primary frontage, with shopfronts and a

Performance outcomes	Acceptable outcomes	Response
		pedestrian entry, so it maintains the building line to Nudgee Road; (b) vehicle access is required from Lamington Avenue (the non-arterial frontage), which places parking and servicing on that side of the site; (c) basement parking is not practical on a 1,452m² site given its scale, the former service station use and the removal of underground fuel tanks; and (d) the car park is screened from Lamington Avenue by garden beds, shade trees and feature planting, so it does not visually dominate the streetscape (Landscape Plans, **Attachment E**). Pedestrian safety is protected by a dedicated pedestrian entry from Nudgee Road, separate from the vehicle access, and a 2.0m × 2.5m pedestrian sight splay at the driveway (Traffic Engineering Assessment, **Attachment G**). No access is provided from Nudgee Road, an arterial road.
	AO3.5 Development provides driveway crossovers that maintain the integrity, quality and primacy of footpaths.	**Complies with AO3.5** The 6.5m Lamington Avenue crossover will be constructed to Council standards, maintaining the continuity and quality of the footpath, with

Performance outcomes	Acceptable outcomes	Response
		a pedestrian sight splay on the exit side and planting limited to 0.5m in height (Attachment G).
If adjoining an operational rail corridor		
PO4 Development involving a sensitive use affected by environmental emissions generated by an operational rail corridor, mitigates noise impacts on the development generated by the rail corridor.Note—sensitive use includes childcare centre, community uses, educational establishment, health care service, and short-term accommodation.	**AO4** No acceptable outcome is prescribed.	**Not applicable** The site does not adjoin an operational rail corridor. It is separated from the Doomben line by the Lamington Avenue road reserve, and the proposal is not a sensitive use as defined in the note to PO4. The building will nonetheless incorporate the façade ratings recommended in the Noise Impact Assessment (**Attachment H**).
If in the Racecourse Road precinct (Racecourse precinct neighbourhood plan/NPP-001)		
PO5 Development ensures that the siting and design of a building: (a) respect the layout, scale (including height and setback) and character of existing buildings in Racecourse Road; (b) incorporate elements of traditional shopping street design;	**AO5.1** Development incorporates elements of traditional shopping street design including exposed gables, timber joinery and well-defined shopfronts and entry doors.	**Not applicable** The site is not within a precinct or sub-precinct of the neighbourhood plan.
	AO5.2 Development ensures the ground storey of buildings is built to the street frontage.	**Not applicable** See above.

Performance outcomes	Acceptable outcomes	Response
(c) provide a continuous active street frontage; (d) provide opportunities for natural surveillance of the street to improve safety; (e) provide continuous pedestrian shelter to maximise pedestrian comfort and accessibility and maintains the tree-lined streetscape; (f) maintain privacy for adjoining residential properties including by vegetated buffers.	**AO5.3** Development incorporates balconies and openings that overlook the street.	**Not applicable** See above.
	AO5.4 Development provides awnings to the Racecourse Road and Kingsford Smith Drive street frontages that are located to avoid interference with street trees.	**Not applicable** See above.
PO6 Development provides a mix of active uses at ground level that contribute to a vibrant pedestrian realm.	**AO6.1** Development includes active uses such as shops, offices and food and drink outlets located at ground level.	**Not applicable** The site is not within a precinct or sub-precinct of the neighbourhood plan.
	AO6.2 Development containing a residential component locates that component above ground level.	**Not applicable** See above.
If in the Racecourses precinct (Racecourse precinct neighbourhood plan/NPP-002)		
PO7 Development demonstrates an integrated long-term vision for the Eagle Farm and	**AO7** No acceptable outcome is prescribed.	**Not applicable** The site is not within a precinct or sub-precinct of the neighbourhood plan.

Performance outcomes	Acceptable outcomes	Response
Doomben racecourses and ensures the following: Eagle Farm and Doomben racecourses remain the principal foci for metropolitan horse racing in South East Queensland through the upgrade of on- and off-track facilities and amenities including new horse-training facilities, day stables, restored and realigned track surfaces, new grandstands and off-street parking areas; (a) high-quality urban design creates a world-class urban racing precinct that is sympathetic to the local character and environment; (b) land uses comply with the intent for the sub-precincts and do not prejudice the use of the racecourses as a horse-racing venue; (c) maximum building heights comply with Table 7.2.18.1.3.C and Figure b and exhibit a range of building heights across the sub-precincts to create an interesting townscape and preserve the amenity, privacy, outlook and levels of sunlight enjoyed by neighbouring residential properties and character of the precinct;		

Performance outcomes	Acceptable outcomes	Response
(d) compliance with the maximum gross floor area in Table 7.2.18.1.3.D and must not materially impact on the function of nearby suburban centres; (e) the cultural heritage significance of the racecourses area, buildings (including heritage grandstands, federation-style ticket office, heritage entrance gates), significant vegetation and gardens are retained and heritage aspects celebrated through high-quality design and appropriate adaptive re-use of heritage structures; (f) new buildings and grandstands respect and reinforce the heritage character of the site and complement adjacent heritage buildings; (g) any enclosure of the grandstands is constructed with transparent materials for weather protection; (h) building layout, heights and form protect the important views and vistas within and to/from the precinct; (i) publicly accessible open space (including active and passive areas) and community facilities are provided to meet the needs of the precinct and surrounding area,		

Performance outcomes	Acceptable outcomes	Response
including 11,122 m2 (L1 RP 44233 and L2 SL 2082) between Kitchener Road, McGill Avenue and Lancaster Road and a minimum 5,000m2 public park in the south-eastern corner of the Eagle Farm Racecourse and fronting Nudgee Road. This park configuration contains a square measuring 35m x 35m (minimum) and between 25% and 30% of the park's perimeter fronts a public road. *Note—This can be demonstrated through a structure plan.* *Note—Guidance for the preparing of a structure plan is provided in the Structure planning planning scheme policy.*		
PO8 Development provides landscaping, including water features that minimise wildlife hazards for aircraft, through the following: (a) designing and constructing water features to minimise areas of open water or refuge islands for waterbirds; (b) providing water bodies with edges and substrates that inhabit access by waterbirds;	**AO8** Development includes landscaped open spaces and water features and addresses the following: (a) grassed areas are designed and constructed to be free draining; (b) the design and construction of water bodies limits the surface area of open water bodies and does not involve the construction of islands within water bodies;	**Not applicable** The site is not within a precinct or sub-precinct of the neighbourhood plan.

Performance outcomes	Acceptable outcomes	Response
(c) by planting vegetation is planted throughout water bodies.	(c) open water bodies are densely planted with tall rushes (e.g. Schoenoplectus validis) to achieve an overall macrophyte vegetation cover over water of at least 90%; (d) open water bodies are designed and constructed with steep sides of at least 70°; (e) placement of emergent pipes, logs or rocks adjacent to or within water bodies is minimised; (f) dry margins of water bodies are planted with dense low-growing vegetation that does not support roosting perches (e.g. Lomandra hystrix, Gahnia sieberiana) or nesting/breeding habitat for birds and flying foxes.	
If in the Kingsford Smith Drive precinct (Racecourse precinct neighbourhood plan/NPP-003)		
PO9 Development for the purpose of a stable avoids or minimises adverse impacts on the amenity of land uses of the subject site or adjoining sites, particularly in terms of noise and odour.	**AO9** No acceptable outcome is prescribed.	**Not applicable** The site is not within a precinct or sub-precinct of the neighbourhood plan.
PO10	**AO10.1**	**Not applicable**

Performance outcomes	Acceptable outcomes	Response
Development setbacks protect the character, privacy and amenity of adjoining residential areas through: (a) transitions between higher and lower rise residential areas by stepping down in height and scale at site boundaries; (b) sympathetic built form along the interface that does not create an overbearing appearance or significantly impact on the privacy and amenity of adjoining residences.	Development with a side or rear boundary to land in a zone in the Residential zones category not within the sub-precinct has a maximum building height of 3 storeys within 10m of the common property boundary.	The site is not within a precinct or sub-precinct of the neighbourhood plan.
	AO10.2 Development located across a street from land in a zone in the Residential zones category not within the sub-precinct has a maximum building height of 3 storeys within 10m of the boundary with a frontage to that street.	**Not applicable** See above.
PO11 Development design and layout must not compromise future road upgrades.	**AO11** Development, including buildings, structures, fixtures and landscaping are located outside any future road dedication area required for the upgrading of the Kingsford Smith Drive and Nudgee Road intersection.	**Not applicable** The site is not within a precinct or sub-precinct of the neighbourhood plan.
If in the Kingsford Smith Drive west sub-precinct (Racecourse precinct neighbourhood Plan/NPP-003a)		
PO12 Development ensures building siting and design:	**AO12.1** Development ensures the ground storey of buildings is built to the street frontage.	**Not applicable** The site is not within a precinct or sub-precinct of the neighbourhood plan.
	AO12.2	**Not applicable**

Performance outcomes	Acceptable outcomes	Response
(a) respects the layout, scale (including height and setback) and character of existing buildings; (b) provides a continuous active street frontage; (c) provides opportunities for natural surveillance of the street to improve safety; (d) provides continuous pedestrian shelter to maximise pedestrian comfort and accessibility and maintains the tree-lined streetscape; (e) maintains privacy for adjoining residential properties including by vegetated buffers.	Development incorporates balconies and openings that overlook the street.	See above.
	AO12.3 Development provides awnings to the Kingsford Smith Drive street frontage that are located to avoid interference with street trees.	**Not applicable** See above.
	AO12.4 Development with a frontage to Allen Street is a maximum of 3 storeys.	**Not applicable** See above.
If in the Hendra stables sub-precinct (Racecourse precinct neighbourhood plan/NPP-004)		
PO13 Development for the purposes of a stable avoids or minimises adverse impacts on the amenity of land uses of the subject site or adjoining sites, particularly in terms of noise and odour.	**AO13.1** Development for a stable locates: (a) stable buildings, waste storage bin areas and vehicle loading areas for horse transport, a minimum of 10m from any residential building on an adjoining site without a stable; (b) horse-training facilities, a minimum of 5m from any residential buildings on an adjoining site without a stable;	**Not applicable** The site is not within a precinct or sub-precinct of the neighbourhood plan.

Performance outcomes	Acceptable outcomes	Response
	(c) stable buildings and horse-training facilities, a minimum of 1.5m from any residential building on an adjoining site that also includes a stable.	
	AO13.2 Development for a stable includes: (a) rubber mats (or the like) on concrete floors, pavements, loading ramps, transport vehicles and trailers, where horses are walked and loaded into vehicles; (b) stable doors and gates (including their component parts) that are made of non-metal materials, or prevents metal-on-metal contact; (c) stable feed or waste storage containers that are made of non-metal materials, or prevents metal-on-metal contact; (d) a 2m high acoustic fence along the boundary with a residential premises adjoining the site.	**Not applicable** See above.

6.2.1.2 Low-medium Density Residential Zone Code Assessment

The zone code contains purpose and overall outcomes only, with no performance or acceptable outcomes.

Table 1 *- 6.2.1.2 Purpose and overall outcomes*

Overall outcome	Response
6.2.1.2(1) Purpose	
(1) The purpose of the low-medium density residential zone is to provide for: (a) a variety of low to medium density dwelling types; and (b) community uses, and small-scale services, facilities and infrastructure, to support local residents.	**Complies** The proposal provides small-scale services to support local residents, consistent with purpose (1)(b). It is a convenience shopping and café with 561.5m² GFA, two storeys, on a corner site that has been used for non-residential purposes since the 1950s. It does not remove any dwellings or land suited to residential development. The Economic Need and Impact Assessment (Coolamon Consulting, **Attachment I**) confirms the proposal serves the convenience needs of the immediate local catchment, including residents, workers, motel guests, rail users and racecourse visitors.
6.2.1.2(3) Zone role overall outcomes	
(3)(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 and Element 2.2 — Brisbane's housing and accommodation choices; (ii) Theme 5: Brisbane's CityShape, Element 5.3 — Brisbane's Major Centres and Element 5.5 — Brisbane's Suburban	**Complies** The proposal supports Element 5.5 — Brisbane's Suburban Living Areas. In particular, SO7 and L7(a) anticipate local shopping and small-scale non-residential uses with access to public transport, providing neighbourhood convenience services within a walkable catchment. A full assessment against Table 3.7.6.1 is provided in the Strategic Framework Assessment (**Attachment**

Overall outcome	Response
Living Areas and Element 5.8 — Brisbane's Growth Nodes on Selected Transport Corridors.	**K**). The proposal does not affect housing choice (Element 2.2), major centres (Element 5.3) or growth nodes (Element 5.8).
6.2.1.2(4) Development location and uses overall outcomes	
(4)(a) Development comprises a mix of low and low-medium rise, low-medium density residential development.	**Not applicable** The proposal does not involve a residential use. The proposal does not remove any dwellings and is a low-rise (two-storey) building consistent with the scale anticipated in the zone.
(4)(b) Development allows for urban consolidation and better use of physical and social infrastructure.	**Complies** The proposal reuses a vacant former service station and car rental site that is already connected to water, sewer, stormwater, electricity and telecommunications infrastructure (Engineering Report, **Attachment F**). It makes better use of existing infrastructure, including Doomben railway station approximately 200m away and the bus stop adjoining the site.
(4)(c) Development supports the creation of a walkable neighbourhood with the potential for residents to live within walking distance of regular public transport, nearby centres, recreational opportunities and community facilities, and reduces vehicle-based trips to work, shops or centres.	**Complies** The proposal adds convenience retail and café services within walking distance of the existing and growing residential population around the racecourses, including Ascot Green opposite the site. It provides a dedicated pedestrian entry from Nudgee Road and is close to Doomben station and bus services, allowing local trips to be made on foot rather than by car (Traffic Engineering Assessment, **Attachment G**).
(4)(d) Development provides for co-existence of dwelling houses, dual occupancies or multiple dwellings.	**Not applicable** The proposal does not involve a residential use.

Overall outcome	Response
(4)(e) Development retains an existing dwelling house that is located on land within the Traditional building character overlay, Heritage overlay or Pre-1911 building overlay.	**Not applicable** There is no dwelling house on the site, and the site is not within these overlays.
(4)(f) Development for alternative housing types, such as rooming accommodation, a residential care facility or a retirement facility together with ancillary convenience activities and allied services (care co-located uses), which provide housing diversity and enable people to find suitable accommodation throughout their life cycle: (i) meets amenity expectations of residents; (ii) meets the bulk and building height requirements of the Multiple dwelling code or any applicable neighbourhood plan, and is not adjoining a dwelling house if for rooming accommodation for 6 persons or more; (iii) meets the bulk and building height requirements of the Retirement and residential care facility code if a residential care facility or retirement facility.	**Not applicable** The proposal does not involve alternative housing types.
(4)(g) Development for complementary residential accommodation options including short-term accommodation support, and meet the needs of visitors to, nearby destinations such as hospitals and is located in highly accessible locations fronting an arterial or suburban road that carries more than 6,000 vehicles per day in the 3 or 4 storey mix zone precinct.	**Not applicable** The proposal does not involve residential accommodation or short-term accommodation.

Overall outcome	Response
(4)(h) Development for a relocatable home park or tourist park may continue to operate and expand on existing sites in the 3 or 4 storey mix zone precinct to provide housing diversity.	**Not applicable** The proposal does not involve a relocatable home park or tourist park.
(4)(i) Development for a dwelling unit may occur as part of a non-residential use.	**Not applicable** No dwelling unit is proposed.
(4)(j) Development reflects and supports the level of comfort, quiet, privacy and safety (including impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected within a low-medium density, but predominantly permanent residential environment.	**Complies** The proposal protects the comfort, quiet, privacy and safety of the area. The adjoining sites to the north and east are short-term accommodation (motels), and the following measures apply: (a) Noise: a 2.5m acoustic barrier along the eastern boundary, amplified music limited to 75dB(C) at 3m with speakers directed inwards, and mechanical plant screened and designed to comply with section 440U of the Environmental Protection Act 1994 (Noise Impact Assessment, **Attachment H**). (b) Hours of operation: trading from 7:00am to 10:00pm, with the premises closed between 10:00pm and 7:00am. (c) Servicing: deliveries and waste collection limited to 7:00am to 6:00pm, with all servicing occurring on-site and the bin store screened on the eastern side of the site. (d) Traffic and parking: approximately 28 peak hour vehicle trips, with all access from Lamington Avenue and 20 on-site parking spaces. The Traffic Engineering Assessment (**Attachment G**) confirms the parking provision is appropriate for the site.

Overall outcome	Response
	(e) Light, glare and odour: external lighting will be designed and directed to avoid light spill to adjoining properties, and kitchen exhaust will be designed to avoid odour impacts on neighbours. (f) Privacy and safety: landscape screening along the northern and eastern boundaries, and glazed shopfronts and outdoor seating that provide passive surveillance of both streets.
(4)(k) Development for an active frontage use on land within the Active frontages in residential zones overlay is to comply with the Active frontages in residential zones overlay code.	**Not applicable** The site is not within the Active frontages in residential zones overlay.
(4)(l) Development for commercial character building activities on land within the Commercial character building overlay is to comply with the Commercial character building (activities) overlay code.	**Not applicable** The site is not within the Commercial character building overlay.
(4)(m) Development for a compatible and individual small-scale non-residential use which is a community care centre, community use, health care service, office, shop or veterinary service (together with any associated caretaker's accommodation or dwelling unit) where not on land within the Commercial character building overlay or the Active frontages in residential zones overlay, is to: (i) have a gross floor area of less than 250m2; (ii) serve local residents' day-to-day needs; (iii) not undermine the viability of a nearby centre.	**Complies with (ii) and (iii). Performance outcome (i) – see justification.** (i) The proposed GFA of 561.5m² exceeds 250m². The ground floor is 414.6m², with a 146.9m² mezzanine. The additional floor space is justified because: (a) the site is not a typical residential lot – it is a 1,452m² corner site on an arterial road, used for non-residential purposes since the 1950s, adjoining motels and opposite the railway and Eagle Farm Racecourse; (b) the Economic Need and Impact Assessment (**Attachment I**) shows the local population will grow from 10,700 (2026) to 13,800 (2046), supporting approximately 14,200m² of additional retail floor space, of which the proposal meets less than 3%;

Overall outcome	Response
	(c) at least 14 shopfronts totalling more than 1,500m² already operate in residential zones along Nudgee Road within 1km of the site, including approximately 600–700m² at 275–277 Nudgee Road, Hendra; and (d) the building is two storeys, below the 9.5m prescribed maximum, with 28.5% site cover and 19.6% landscaping, so the floor area does not result in a building out of scale with the area. (ii) The proposal serves local residents' day-to-day needs through a convenience shop and café offer for the immediate catchment. (iii) The proposal does not undermine the viability of a nearby centre. It adds a net 411.5m² of floor space, equal to about 1.7% of the approximately 24,000m² of shopfront floor space in the Racecourse Village and Racecourse Road district centres, and has no supermarket or anchor tenant. The economic assessment finds the impact on those centres will be limited (**Attachment I**).
(4)(n) Development which would result in the co-location of new non-residential uses may only occur along an active frontage identified on the Active frontages in residential zones overlay map or where located in two or more adjoining commercial character buildings.	**Performance outcome** The proposal co-locates a Shop and a Food and drink outlet, and the site is not within the Active frontages in residential zones overlay or a commercial character building. The co-location is justified because: (a) the uses are complementary convenience uses within a single small-scale building of 561.5m² GFA, rather than a cluster of separate premises; (b) the site is a stand-alone corner site on an arterial road, separated from residential dwellings by the motels on the adjoining lots, the road network and the railway, so co-location will not erode residential amenity in a residential street; (c) combining the uses on one site allows shared parking, servicing and amenity management, including the acoustic barrier, restricted delivery hours and closing time; and

Overall outcome	Response
	(d) the economic assessment demonstrates a local need for the proposal and limited impact on nearby centres (**Attachment I**).
(4)(o) Development for a home-based business may operate in a dwelling house, dual occupancy or multiple dwelling and is of a scale and nature that protects the amenity of adjoining residents.	**Not applicable** The proposal does not involve a home-based business.
(4)(p) Development for any other non-residential use serves a local community facility need only such as a childcare centre or a substation.	**Performance outcome** The Food and drink outlet is not one of the uses listed in outcome (4)(m), so it is considered under this outcome. It is not a community facility. However, it is a small-scale café that will operate as part of the convenience offer, serving residents, workers, motel guests, rail users and racecourse visitors within a walkable catchment. This is consistent with SO7 and L7(a) of the Strategic framework, which anticipate local services and shopping in Suburban Living Areas. The justification provided for outcomes (4)(m) and (4)(n) also applies.
6.2.1.2(5) Development form overall outcomes	
(5)(a) Development for a residential building occurs on appropriately sized and configured lots and is of a height, bulk, scale and form which is tailored to its specific location and to the characteristics of the site within the Low-medium density residential zone and the relevant zone precinct and reinforces a distinctive subtropical character of low to low-medium rise buildings with a landscaped streetscape and recreation areas.	**Not applicable** The proposal does not involve a residential use. The building is nonetheless low-rise and tailored to the site, with pitched gable roof forms, landscaped street frontages and 11.7% deep planting.

Overall outcome	Response
(5)(b) Development provides for a building to have a building height and bulk that responds to: (i) the nature of adjoining dwellings; (ii) site characteristics, including the shape, frontage, size, orientation, slope, and nature of adjoining dwellings.	**Complies** The building is two storeys, approximately 7.5m above finished floor level. Its height and bulk are comparable to the two-storey motels on the adjoining sites. The building is located along the northern part of the corner site, addressing Nudgee Road, with parking and landscaping toward Lamington Avenue. Its bulk is broken into a series of pitched gable forms. The site falls gently to the south, and only minor earthworks are required.
(5)(c) Development provides for setbacks which suitably buffer a residential use from an activity in an adjoining non-residential zone.	**Not applicable** The proposal is not a residential use and the site does not adjoin a non-residential zone.
(5)(d) Development supports a subtropical character by ensuring that: (i) the building form, spacing, orientation and design ensure dwellings are well designed and sensitive to the city's climate; (ii) residents on the site, as well as residents of existing or future dwellings on adjoining sites, have sufficient privacy and good access to daylight, sunlight and breezes to enable the intended use of indoor and outdoor spaces.	**Complies** No dwellings are proposed. The building supports a subtropical character through pitched roofs with overhangs, a glazed canopy over the outdoor seating area and subtropical landscaping with shade trees. The building is set back 3m from the northern boundary and 2m from the eastern boundary, with landscape screening, so it maintains daylight, sunlight, breezes and privacy for the adjoining motels.
(5)(e) Development provides quality private and public open spaces and landscaping, including deep planting that softens the scale of the dwellings, provides spaces for outdoor activity areas and encourages outdoor living.	**Complies** The proposal provides 284.1m² (19.6%) of landscaping, including 169.4m² (11.7%) of deep planting, which exceeds the 10% minimum Council identified at prelodgement. Shade trees and feature planting soften the building and car

Overall outcome	Response
	park, and an outdoor seating area is provided adjoining the building (Landscape Plans, **Attachment E**).
(5)(f) Development provides for a building design that interfaces with the street and other adjoining public spaces, including via habitable uses at ground level (with parking located below or behind buildings unless a dwelling house or dual occupancy) which provides surveillance and encourages activation of parks and streets.	**Complies** The building has active ground floor uses with glazed shopfronts addressing Nudgee Road, and an outdoor seating area and glazed canopy facing Lamington Avenue. These provide surveillance and activation of both streets. The car park is located beside the building, fronting Lamington Avenue, rather than below or behind it. This is appropriate because vehicle access must come from Lamington Avenue rather than Nudgee Road (an arterial road), and basement parking is not practical on a 1,452m² former service station site. The car park is screened by garden beds, shade trees and feature planting along the Lamington Avenue frontage.
(5)(g) Development provides for a residential dwelling that fronts a heavily trafficked road or other noise source to be: (i) suitably located and orientated on the site; (ii) designed and finished to minimise noise intrusion while maintaining some opportunities for interface with and surveillance of the street.	**Not applicable** No residential dwelling is proposed. The building will nonetheless incorporate the façade ratings recommended in the Noise Impact Assessment (**Attachment H**) for road and rail noise.
(5)(h) Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.	**Complies** The proposal responds to the site constraints, including contamination from the former service station (underground fuel tanks to be removed and the site remediated), acid sulfate soils, the airport environs, and road and rail noise. These matters are addressed in the planning report and the relevant overlay and development code assessments.

Overall outcome	Response
6.2.1.2(6) 2 storey mix zone precinct overall outcomes	
(6) 2 storey mix zone precinct overall outcomes (a) to (f).	**Not applicable** The site is not within the 2 storey mix zone precinct.
6.2.1.2(7) 3 or 4 storey mix zone precinct overall outcomes	
(7)(a) Development comprises a mix of dwelling types including dwelling houses, dual occupancy and multiple dwellings (such as apartments and row houses) to provide housing diversity.	**Not applicable** The proposal does not involve a residential use.
(7)(b) Development provides a sensitive transition between lower density residential areas and higher density residential areas or significant centres.	**Complies** The proposal is two storeys, providing a low-scale built form between the higher density development at Ascot Green to the west and the surrounding low-medium density area.
(7)(c) Development for residential buildings occurs on appropriately sized and configured lots and is of a height, bulk, scale and form which is tailored to its specific location and the characteristics of the site.	**Not applicable** The proposal does not involve a residential use.
(7)(d) Development in a key location comprises low-medium density residential buildings of predominantly apartment style multiple dwellings, up to 3 or 4 storeys in height and does not result in significant fragmentation of land.	**Not applicable** The proposal does not involve a residential use. The proposal is on a single lot and does not fragment land.
(7)(e) Development outside of key locations comprises low-medium density residential buildings of predominantly row	**Not applicable**

Overall outcome	Response
house style multiple dwellings, dual occupancies and dwelling houses on small lots, up to 3 storeys in height.	The proposal does not involve a residential use.
(7)(f) Development for a dwelling house on a small lot supports a subtropical character and minimises negative impacts on the amenity and privacy of adjoining premises by ensuring it is of a size and scale which maintains access to natural light, sunlight and breezes for habitable and outdoor spaces.	**Not applicable** The proposal does not involve a dwelling house.
(7)(g) Development incorporates setbacks and landscaping which contribute to a cohesive and compatible human-scale streetscape.	**Complies** The building is set back approximately 1m from Nudgee Road, with landscaping and a pedestrian entry, and approximately 18m from Lamington Avenue, with a landscaped frontage. Shade trees, feature planting and face-brick planter walls create a human-scale streetscape on both frontages.
(7)(h) Development for a residential use other than a dwelling house is of a scale and bulk that can co-exist comfortably with an adjoining dwelling house or adjoining lower density zone.	**Not applicable** The proposal does not involve a residential use. The site does not adjoin a dwelling house or a lower density zone.
(7)(i) Development responds to local characteristics, such as protection of view corridors, reinforces a green landscape character and responds to the surrounding character and architecture by having a smaller building envelope than in the Medium density residential zone.	**Complies** The two-storey building has a smaller envelope than would be anticipated in the Medium density residential zone. It uses pitched roofs and timber-look cladding that respond to the surrounding character, and its landscaping, including shade trees and deep planting, reinforces a green landscape character. No identified view corridors are affected.