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TOWN PLANNING & DEVELOPMENT CONSULTANTS

# Town Planning Assessment Report

## 8 Brinawa Street, Camp Hill
## Lot 2 on RP91934

### Material Change of Use (Development Permit)

### Office

### Prepared by Plan A Town Planning Pty Ltd
### For Satnam Singh

**Version 1.0**
**September 2026**

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## 1.0 INTRODUCTION

This Town Planning Report has been prepared by Plan A Town Planning Pty Ltd on behalf of Satnam Singh to accompany an application to Brisbane City Council for the purpose of a Material Change of Use involving Centre Activities (Office) use (249.7m$^2$ GFA), over land located at 8 Brinawa Street, Camp Hill and described as Lot 2 on RP91934.

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 purposes of establishing a new Office land use.

Council's mapping indicates that the site is located in the Character Residential ((CR2) Infill Housing) Zone.

The proposal for a Material Change of Use for an Office in the Character Residential Zone triggers impact assessment against Table 5.5.5 in the Brisbane City Council Planning Scheme 2014.

The key details of the proposal are as follows:

- Establishment of an Office premises comprising 249.7m$^2$ of GFA and two (2) storeys in height;
- The proposal involves the use of the existing building on site fronting the street;
- The proposal maintains a positive contribution to the streetscape and maintains privacy and amenity for adjoining properties;
- The provision of (8) new carpaking spaces on site;
- The siting of the proposed building is considered to be generally in compliance with the planning scheme;
- Access to remain as existing via a driveway crossover to Brinawa Street.

The proposed Office premises are considered an appropriate use for the site given its context and location. The subject site is conveniently located less than 50m from Old Cleveland Road and adjoins two lots within the Neighbourhood Centre Zone to the north and east which provide for commercial uses. The continuation in Land Use from the Centre Zone and existing developments along Old Cleveland Road demonstrates a suitable transition in land use and provides a positive contribution to the local economy.

Given that subject site adjoins lots in the Neighbourhood Centre Zone, the proposed Office premises will not isolate any residential lots. Access to the premises will remain via the existing crossover to Brinawa Street, and parking will be provided on site. The proposal therefore alleviates street parking and maintains residential amenity within the street while providing a positive contribution to the surrounding commercial premises.

The subject site is located within the Character Residential Zone and is identified under the Traditional Building Character Overlay within the Planning Scheme. The proposal will retain the existing post-1947 building on site, with extensions and alterations to the built form proposed only at the rear of the property, which are not visible to the street. The proposal maintains the existing Dwelling House form and existing external features visible to the street front which will be commensurate with nearby character housing and will therefore continue to provide a positive contribution to the streetscape.

On this basis, we request that the proposal be considered favourably by Council and subsequently approved subject to reasonable conditions.

## 2.0 APPLICATION DETAILS

### 2.1 SITE DETAILS

| | |
|---|---|
| **Site Address** | 8 Brinawa Street, Camp Hill |
| **RPD** | Lot 2 on RP91934 |
| **Site Area** | 610m$^2$ |
| **Current Land Use** | Residential |
| **Local Government** | Brisbane City Council |
| **Planning Scheme Requirements** | |
| **Planning Scheme** | City Plan 2014 |
| **Zoning** | Character ((CR2) Infill Housing) Residential Zone |
| **Overlays** | Airport Environs Overlay<br>Community Purposes Network Overlay<br>Critical Infrastructure and Movement Network Overlay<br>Dwelling House Character Overlay<br>Road Hierarchy Overlay<br>Streetscape Hierarchy Overlay<br>Traditional Building Character Overlay<br>Transport Noise Corridor Overlay |
| **Neighbourhood / Local Plan** | Coorparoo and Districts Neighbourhood Plan |
| **Neighbourhood / Local Plan Precinct** | N/A |

### 2.2 USE(S) AND IMPROVEMENTS

| | |
|---|---|
| **Site Improvements** | The site is currently used for residential purposes. |
| **Site History** | A search of Council's online records has revealed that no development history is available online for the site. |
| **Site Context** | The site is located in the suburb of Camp Hill, with the site located approximately 8km southeast of Brisbane's CBD. The area has been developed for the purposes of residential uses, along with small Shops and Businesses along the frontage of Old Cleveland Road. |
| **Street Frontage** | The site has street frontage of approximately 23m to Brinawa Street. |
| **Access** | Access to the site will be provided from Brinawa Street, which is identified as a Neighbourhood Road under the Road Hierarchy Overlay and is suitable for small-scale Office uses. |
| **Vegetation** | The site is not identified as containing any significant vegetation. |
| **Topography** | The subject site has a downward slope from the northeast corner to the southwest corner of approximately 4m from 47m AHD to 43m AHD. |
| **Flooding** | The site is not identified as being impacted by flooding. |
| **Infrastructure** | The site has access to all necessary services and infrastructure. |
| **Road Widening** | Road widening will not be required for the proposal and the site does not appear to be subject to any proposed Council upgrades. |
| **Easements** | No easements have been identified as affecting the site. |

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




**Figure 1**- Aerial photo of subject site (Source: Nearmap)

**Subject Site**

## 2.3 DEVELOPMENT APPLICATION DETAILS

| | |
|---|---|
| **Applicant** | Satnam Singh<br>c/- Plan A Town Planning Pty Ltd<br>PO Box 13<br>FORTITUDE VALLEY QLD 4006<br><br>Contact Person: Luke Jones<br>Phone: (07) 3846 0807<br>Email: planning@planatp.com.au |
| **File Reference** | 26-351 |
| **PLANNING SCHEME CONSIDERATIONS** | |
| **Development Type** | Material Change of Use (Development Permit) |
| **Planning Scheme Definition** | Office |
| **Description of Proposal** | Change of Use from a Dwelling House to an Office. |
| **Level of Assessment** | Impact Assessable |
| **OTHER CONSIDERATIONS** | |
| **State Interests (SPP)** | STRATEGIC AIRPORTS AND AVIATION FACILITIES<br>- Wildlife hazard buffer zone<br>- Obstacle limitation surface area<br>NATURAL HAZARDS RISK AND RESILIENCE<br>- Flood hazard area<br>- local government flood mapping area |
| **SEQ Regional Plan Land Use Category** | Urban Footprint |
| **Referral triggers**<br>(See Section 3.1.4) | None |
| **Specialist reports provided** | None |
| **Prelodgement advice sought** | No |

## 2.4 RELEVANT ASSESSMENT CRITERIA

| | |
|---|---|
| **Building height** | Approx. 6.8m (<9.5m) |
| **Number of storeys** | Two (2) Storeys |
| **Details of use/s** | Centre Activities (Office) |
| **Site cover** | 361m$^2$ |
| **Gross floor area** | Proposed GFA: 249.7m$^2$ |
| **Landscaping** | 249m$^2$ |
| **Materials and finishes** | • Concrete<br>• Timber batten screen<br>• Metal Sheet Roofing<br>• Masonry<br>• Glazing |
| **Hours of operation** | 6am to 8pm |
| **Number of car parking spaces** | 8 standard spaces |
| **Vehicle type servicing the development** | Refuse Collection Vehicle, Small Recreational Vehicle |
| **Access arrangements** | Car park access provided via the existing crossover to Brinawa Street. Pedestrian access to the building via Brinawa Street. |
| **Removal of street trees** | None |
| **Servicing requirements** | Kerbside Collection |
| **Minimum Flood levels** | Not applicable |
| **Other key details relevant to this development proposal** | Alterations to the existing Dwelling House on site. |

## 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.

### 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.

The site is not located within bushfire mapping under the SPP and 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

A copy of the SDAP Mapping Search is attached. The mapping search indicates that no state codes are applicable to the subject site and therefore the application does not require referral to any state agencies.

## 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 Character Residential Zone of City Plan 2014 which states:

*"The purpose of the character residential zone is to:*
*(a) ensure the character of a residential area is protected or enhanced; and*
*(b) provide for community uses, and small-scale services, facilities and infrastructure, to support local residents."*

### 3.2.2 Local / Neighbourhood Plan

The site is located within the Coorparoo and Districts Neighbourhood Plan.

### 3.2.3 Defined Development

The proposal is for an Office which is consistent with the City Plan 2014 definition/s 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.*

### 3.2.4 Level of Assessment

The application is seeking approval for Material Change of Use (Development Permit) for the purpose of an Office 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 and beneficial to the sites future use. Reasons that the proposal should be granted approval are as follows:

- The proposal is for a Material Change of Use to establish an Office which is sited and designed in accordance with the relevant provisions;
- The proposed Office premises include the use of the existing building on site and comprise a total of 249.7m$^2$ GFA and two (2) storeys in height;
- The proposal is located within the Traditional Building Character Overlay, new construction is located at the rear of the existing building and does not impact the visual amenity of the street;
- The proposed extensions include carparking onsite, comprising 8 car spaces;
- Access will be provided via the existing driveway crossover to Brinawa Street which is appropriate for the vehicles and pedestrians which will access the site;
- Connections to services will remain as existing;
- Existing façade treatment and landscaping outcomes are to be retained where possible.
- The site will not have adverse acoustic impacts on the amenity of residents;
- The site is conveniently located within the suburb of Camp Hill, positioned less than 50m from Old Cleveland Road;
- The site is in an area with established lower-intensity mixed-use, commercial and retail developments with convenient proximity to transport options;
- The proposed Office directly adjoins premises zoned for centre activities to the north and east of the site, and does not isolate any residential buildings;
- The proposal will not have a substantial impact on the residential amenity within the street;
- 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:

***Carparking***

*The proposal includes the provision of (8) carparking spaces to be located on ground level. The spaces are open-air and the parking will therefore not provide any negative impacts on ventilation and will enable access to sunlight and breezes. It is noted that carparks will encroach on the northern side boundary setback, however the neighbouring commercial premises to the north also provide a carpark the entire way along the common boundary and therefore the proposed carpark will not provide any adverse impacts to these neighbouring premises.*

*The proposal maintains the majority of carparking behind the main building line with only four (4) space to be accommodated along the frontage, consistent with the commercial development adjacent to the site along Brinawa Street.*

*The proposal includes new hardstand area to provide for 8 additional carparking spaces on site which increases the existing hardstand area. The existing façade treatment and landscaping outcomes are to be retained where possible.*

***Residential Amenity***

*The proposal will maintain the existing residential building on site, with all external elements to remain. Extensions are proposed only at the rear of the existing building, and therefore the original building façade will remain and the amenity of the street will not be impacted.*

*The proposed Office premises are an appropriate use for the site given its context and location. The subject site is located less than 50m from Old Cleveland Road and adjoins two lots within the Neighbourhood Centre Zone to the north and east which provide for commercial uses. The continuation in Land Use from the Centre Zone and existing developments along Old Cleveland Road demonstrates a suitable transition in land use.*

*Furthermore, the site is directly adjacent to a commercial land use along Brinawa Street (585 Old Cleveland Road) and does not isolate any residential sites due to adjoining these commercial properties to the north and east. Additionally, access to the premises will remain as existing and carparking will be provided on site which alleviates street parking.*

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

### 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** | • Character Residential ((CR2) Infill Housing) Zone Code |
| **Development Codes** | • Centre Mixed Use Code<br>• Dwelling House Code<br>• Filling and Excavation Code<br>• Infrastructure Design Code<br>• Landscape Work Code<br>• Multiple Dwelling Code<br>• Outdoor Lighting Code<br>• Park Planning and Design Code<br>• Retirement and Residential Care Facility Code<br>• Stormwater Code<br>• Transport, Access, Parking and Servicing Code<br>• Wastewater Code |
| **Local / Neighbourhood Plan Code** | • Coorparoo and Districts Neighbourhood Plan Code |
| **Overlay Codes** | • Airport Environs Overlay Code<br>• Community Purposes Network Overlay Code<br>• Critical Infrastructure and Movement Network Overlay Code<br>• Road Hierarchy Overlay Code<br>• Streetscape Hierarchy Overlay Code<br>• Traditional Building Character (Design) Overlay Code<br>• Transport Air Quality Corridor Overlay Code |

### 4.3.1 Character Residential Zone Code

*(1) The purpose of the character residential zone is to:*

*(a) ensure the character of a residential area is protected or enhanced; and*

*(b) provide for community uses, and small-scale services, facilities and infrastructure, to support local residents.*

*Note—Land in the Character residential zone is contained in either the Character zone precinct or the Infill housing zone precinct.*
*Note—As neighbourhood planning is undertaken by the Council, where it is intended that the Traditional building character overlay should apply to land clusters of well-located land containing housing built in 1946 or before and suited to house-sensitive scaled infill multiple dwellings – in the inner city, surrounding district and neighbourhood centres and along public transport routes – land may be included in the Infill housing zone precinct of the Character residential zone. In most instances this land will already have been included in the Traditional building character overlay and included in the 2 or 3 storey mix zone precinct of the Low-medium density residential zone.*
*Note—All land within the Character residential zone (with the exception of sites covered by the Heritage overlay) is covered by the Traditional building character overlay.*

*(2) The purpose of the zone will be achieved through overall outcomes for:*

*(a) zone role;*

*(b) development location and uses;*

*(c) development form;*

*(d) the following zone precincts:*

*(i) Character zone precinct;*

*(ii) Infill housing zone precinct.*

*(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 low density suburban and inner-city living through the development of predominantly 1 or 2 storey dwelling houses comprising primarily of existing houses built in 1946 or before and infill housing that incorporates any housing built in 1946 or before in the development.*

*(b) Development in the Character zone precinct provides for low density suburban and inner-city living through:*

*(i) 1 or 2 storey dwelling houses to predominate over other types of development;*

*(ii) a low density and intact suburban identity to be maintained in which multiple dwellings and dual occupancy are not accommodated.*

*(c) Development in the Infill housing zone precinct facilitates a mix of existing dwelling houses and new housing choices including dual occupancy, 2 storey low rise multiple dwellings such as row houses at a house scale, rooming accommodation, residential care facilities and retirement facilities which:*

*(i) comply with the site density, building height, number of storeys and setback requirements of the Traditional building character (design) overlay code and the Multiple dwelling code;*

*(ii) are sensitively integrated with and located between or behind existing dwelling houses built in 1946 or before and on appropriately sized lots;*

*(iii) provide housing diversity that offers choice to different household types and individuals to suit residents through life-cycle stages, in the inner city and well-located parts of the city.*

*(d) 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.*

*(e) 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.*

*(f) Development for a commercial character building activities use on land within the Commercial character building overlay is to comply with the Commercial character building (activities) overlay code.*

*(g) 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 250m$^2$;*

*(ii) serve local residents' day-to-day needs;*

*(iii) not undermine the viability of a nearby centre.*

*(h) Development which would result in the co-location of new non-residential uses only occurs 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.*

*(i) Development for a home-based business may only operate in a dwelling house, dual*

*occupancy or multiple dwelling and is of a scale and nature that protects the amenity of adjoining residents.*

*(j) Development for any other non-residential use serve a local community facility need only, such as a childcare centre or substation, and is compatible with and integrates with the built form intent of the Character residential zone.*

*(k) Development for rooming accommodation accommodates 5 persons or less.*

*(5) Development form overall outcomes are:*

*(a) Development occurs on an appropriately sized and configured lot and is of a form and scale that reinforces a distinctive subtropical character of low rise buildings set in green landscaped areas.*

*(b) Development for a residential building is of a height, bulk, scale and form, materials and detailing which is compatible with the traditional building character of the Character residential zone and consists of buildings of 1 or 2 storeys in height.*

*(c) Development protects and retains buildings built in 1946 or before on land within the Traditional building character overlay in accordance with the Traditional building character (demolition) overlay code.*

*(d) Development provides that a new building or extension of a building reflects and complements the city's traditional building character of housing built in 1946 or before prevalent within the Traditional building character overlay in accordance with the Traditional building character (design) overlay code.*

*(e) 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.*

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

*(ii) avoids overbearing development involving bulk or setbacks which are inconsistent with the character of a dwelling house on adjoining lots.*

*(g) 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.*

*(6) Character zone precinct overall outcomes are:*

*(a) Development retains a dwelling house built in 1946 or before.*

*(b) Development provides that a new dwelling house:*

*(i) is 1 or 2 storeys in height;*

*(ii) is located on an appropriately sized and configured vacant lot;*

*(iii) is compatible in scale and design with existing houses built in 1946 or before;*

*(iv) reinforces the traditional building character of the Character zone precinct.*

*(c) Development for a dwelling other than a dwelling house is not accommodated within the Character zone precinct.*

*(d) Development provides for a minimum lot size of 450m$^2$ to maintain a block pattern that accommodates traditional backyards and large trees.*

*(7) Infill housing zone precinct overall outcomes are:*

*(a) Development retains a dwelling house built in 1946 or before.*

*(b) Development provides that a new dwelling house, dual occupancy or multiple dwelling:*

*(i) is no more than 2 storeys in height;*

*(ii) is located between or behind dwelling houses built in 1946 or before on an appropriately sized and configured vacant lot;*

*(iii) is compatible in scale and design with existing dwellings built in 1946 or before;*

*(iv) reinforces the traditional building character of the Infill housing zone precinct.*

*(c) Development achieves a maximum dwelling yield of one dwelling per 300m$^2$ of site area.*

*(d) Development for alternative housing types, such as rooming accommodation, a residential care facility or a retirement facility, which provide housing diversity and enable people to find suitable accommodation throughout their life cycle:*

*(i) is consistent with the predominant traditional building character and amenity expectations of residents in the Infill housing zone precinct;*

*(ii) meets the bulk and building height requirements of the Multiple dwelling code or any applicable neighbourhood plan.*

*(e) Development for a new residential use other than a dwelling house, such as a multiple dwelling or dual occupancy, has a built form and design that is:*

*(i) consistent with the character of a low density residential environment comprising 1 or 2 storey dwelling houses;*

*(ii) suited to smaller lot sizes.*

*(f) Development is compatible in scale with adjoining dwelling houses, both within or adjoining the Infill housing zone precinct, in order to maintain an appropriate level of amenity and privacy to an adjoining dwelling.*

*(g) 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.*

*(h) Development provides quality private and communal open spaces and landscaping, including deep planting, that reinforce the house-compatible scale of buildings, provide breathing spaces and outdoor activity areas and encourage outdoor living.*

*(i) Development provides for a building to address and interface with the street and other adjoining public space, including via habitable uses at ground level (with parking not forming a dominant element in the streetscape) in order to reinforce the traditional setting and provide surveillance and encourage activation of parks and streets.*

*(j) Development provides for setbacks which suitably buffer a residential use from an activity in an adjoining non-residential zone.*

*(k) Development provides for a residential dwelling on a site which 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.*

The proposal involves extensions at the rear of a post-1946 Dwelling House and will comply with the outcomes sought by the Character Residential Zone. The proposal will retain the existing building on the site and convert the use to an Office. The proposed increase in GFA at the rear will comprise a design that is commensurate with the prevailing character of the surrounding dwellings and as such will continue to provide a positive contribution to the street.

### 4.3.2 Centre or Mixed Use 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**<br>Development:<br>(a) has hours of operation which are controlled so that the use does not detrimentally impact on the amenity of adjoining residents;<br>(b) does not result in noise emissions that exceed the noise (planning) criteria in Table 9.3.3.3.F, low frequency noise criteria in Table 9.3.3.3.G and night-time noise criteria in Table 9.3.3.3.H in a sensitive zone or a nearby sensitive use, except music noise where located in a Special entertainment precinct identified in a neighbourhood plan.<br>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. | **AO1.1**<br>Development:<br>(a) for accommodation activities, dwelling unit or emergency services has unlimited hours of operation;<br>(b) for a club, if licensed, bar, function facility, hotel or nightclub entertainment facility does not generate noise which is clearly audible and detectable, or impacts on the amenity of a resident, in a dwelling or other sensitive use;<br>Note—Development for a club, if licensed, bar, function facility, hotel or nightclub entertainment facility is not expected to achieve this outcome.<br>(c) for any other use:<br>(i) where in the Principal centre zone or Major centre zone has unlimited hours of operation;<br>(ii) where in the District centre zone, Neighbourhood centre zone or Mixed use zone: | **AO1.1 Complies**<br>The proposal is for a new Office development within the Character Residential Zone and will ensure compliant hours of operation, restricted to 6am to 8pm. |

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| | (A) has hours of operation, including for deliveries, which are limited to 6am to 10pm; or<br>(B) does not generate noise which is clearly audible and disturbing in a dwelling or other sensitive use;<br>(iii) where in any other zone:<br>(A) has hours of operation, including for deliveries, which are limited to 6am to 8pm; or<br>(B) does not generate noise which is clearly audible and disturbing in a dwelling or other sensitive use. | |
| | **AO1.2**<br>Development ensures mechanical plant or equipment is acoustically screened from an adjoining sensitive use.<br>Note—Mechanical plant includes generators, motors, compressors and pumps e.g. air-conditioning, refrigeration or cold room motors | **AO1.2 Complies**<br>The proposal will provide appropriate acoustic screening for all proposed mechanical plant and equipment as required. |
| **PO2**<br>Development protects the visual amenity of the centre, public realm and any adjacent residential use. | **AO2**<br>Development including mechanical plant, refuse and recycling area, vent and exhaust is not visible from:<br>(a) a street or public space;<br>(b) an adjacent residential use.<br>Note—Mechanical plant includes generators, motors, compressors and pumps e.g. air-conditioning, refrigeration and coldroom motors. | **AO2 Complies**<br>The proposal will provide appropriate screening for all proposed mechanical plant and equipment as required. |
| **PO3**<br>Development:<br>(a) avoids or minimises air emissions;<br>(b) complies with the air quality (planning) criteria in Table 9.3.3.3.I and odour criteria in Table 9.3.3.3.J in a sensitive zone or sensitive use.<br>Note—An air quality impact report prepared in accordance with the Air quality planning scheme policy can assist in demonstrating achievement of this performance outcome. | **AO3.1**<br>Development ensures that air pollutants, including odour, are not released external to the development except where complying with AO3.2 and AO3.3. | **AO3.1 Complies**<br>The proposed development is for an Office and will ensure air pollutants are not released except where complying with AO3.2 and AO3.3. |
| | **AO3.2**<br>Development ensures that if food and cooking odour is released, exhaust vent outlets are discharged vertically and directed away from any {sensitive use with the following constraints:<br>(a) separated by a minimum of 6m from a sensitive use, including any outdoor air intake of a sensitive use;<br>(b) does not cause an odour or air emission which is detectable and disturbing at a sensitive use. | **AO3.2 Complies**<br>The proposal will discharge odours vertically through vents that are not directed towards any sensitive uses. |
| | **AO3.3**<br>Development ensures that exhaust vents from any car park or bus station are separated from any | **AO3.3 Not Applicable**<br>The proposed carparking is open and does not involve ventilation which will negatively |

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| | sensitive use by a minimum of 15m. | impact sensitive land uses. |
| **PO4**<br>Development for a sensitive use is located to achieve the air quality planning criteria in Table 9.3.3.3.I and odour criteria in Table 9.3.3.3.J.<br>Note—An air quality impact report prepared in accordance with the Air quality planning scheme policy can assist in demonstrating achievement of this performance outcome. | **AO4**<br>Development for a sensitive use is located at least 150m from a spray painting workshop.<br>Note—This distance is to be measured between the building containing the spray painting workshop and the property boundary of the sensitive use. | **AO4 Not Applicable**<br>The proposal is for an Office which is not identified as a sensitive land use. |
| **PO5**<br>Development for outdoor lighting:<br>(a) does not have an adverse impact on any person, activity or fauna because of light emissions, either directly or by reflection;<br>(b) ensures that the external appearance of the premises is similar to adjoining non-residential premises with lighting that does not impact adversely on centre amenity and the public realm. | **AO5.1**<br>Development provides for outdoor lighting:<br>(a) with technical parameters, design, installation, operation and maintenance which comply with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting;<br>(b) which maintains a minimum of 20lux at the footpath level where in a zone in the centre zones category or the Mixed use zone.<br>Note—The effect of outdoor lighting is to be mitigated where a window of a habitable room of a nearby dwelling will be illuminated beyond maximum permissible values outlined in AS 4282-1997 Control of the obtrusive effects of outdoor lighting. | **AO5.1 - AO5.3 Complies**<br>The proposal does not involve outdoor lighting. In the future, any lighting will be restricted to types that do not produce an upward facing component of light and will comply with the relevant provisions. |
| | **AO5.2**<br>Development ensures that floodlighting is restricted to types that do not produce an upward component of light where mounted horizontally such as a full cut off luminar. | |
| | **AO5.3**<br>Development facade has no flashing lights. | |
| **PO6**<br>Development for urban purposes is serviced adequately with:<br>(a) water supply which meets the stated standard of service for intended use and fire-fighting purposes;<br>(b) waste disposal. | **AO6**<br>Development provides for all lots to be provided with reticulated water supply and sewerage. | **AO6 Complies**<br>The proposal will utilise existing water and sewerage infrastructure to the site. |
| **Additional criteria for development if for a food and drink outlet** | | |
| **PO7 Not Applicable**<br>The proposal does not involve a Food and Drink Outlet. | | |
| **Additional criteria for development if for a garden centre or hardware and trade supplies** | | |
| **PO8 Not Applicable**<br>The proposal does not involve a Garden Centre or Hardware and Trade Supplies. | | |
| **Additional criteria if for development if a shop or shop component of a shopping centre** | | |
| **PO9 Not Applicable**<br>The proposal does not involve a Shop component of a Shopping Centre. | | |
| **Additional criteria for development if for a showroom** | | |
| **PO10 Not Applicable**<br>The proposal does not involve a Showroom. | | |
| **Additional criteria for development if for an adult store** | | |

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| **PO11 Not Applicable**<br>The proposal does not involve an Adult Store. | | |
| **Section B—If for assessable development involving demolition** | | |
| **PO12 Not Applicable**<br>The proposal does not involve demolition. | | |
| **Section C—If for assessable development** | | |
| **PO13**<br>Development ensures that the site is of sufficient area and frontage width to:<br>(a) achieve convenient and safe vehicle, pedestrian and cyclist access;<br>(b) minimise traffic hazard and inconvenience;<br>(c) achieve sufficient car parking and manoeuvring on site for short-term and long-term use by customers, building occupants, residents, visitors and service providers;<br>(d) accommodate adequate services areas to minimise adverse impacts on neighbours;<br>(e) allow service providers convenient access to service areas;<br>(f) minimise the proportion of frontage dedicated to driveways;<br>(g) manage building bulk, scale and form;<br>(h) accommodate sufficient areas of deep planting and landscaping for amenity and recreation and to contribute to an attractive subtropical public realm;<br>(i) allow room for useable open space to promote casual surveillance and good public realm interface. | **AO13**<br>Development ensures that:<br>(a) the site area and frontage width is in compliance with the requirements identified in a neighbourhood plan; or<br>(b) if no neighbourhood plan applies, or the neighbourhood plan does not address the site area and frontage width, the site area is a minimum of 800m$^2$ and has a minimum frontage width of 20m.<br>Note—The site frontage is measured at the boundary line on the primary road. | **PO13 Performance Solution**<br>The development is of a suitable size and scale for the smaller lot, which can cater for the needs of the proposed Office land use whilst providing a positive contribution to the streetscape and amenity.<br><br>The proposed development is not considered to have any negative impacts on surrounding developments or pedestrian/ vehicle movements. |
| **PO14**<br>Development does not isolate or negatively impact on the development potential or future amenity of an adjoining site. | **AO14**<br>Development ensures that:<br>(a) the site area and frontage width of an adjoining site within a zone in the centre zones category or the Mixed use zone:<br>(i) complies with the minimum requirements set out in a neighbourhood plan; or<br>(ii) does not isolate lots less than 800m$^2$ in area or with a frontage width less than 20m or prohibit access to an existing access easement arrangement or laneway; or<br>(b) a concept plan for the development demonstrates that | **AO14 Complies**<br>The site adjoins properties to the north and east which are identified within the Neighbourhood Centre Zone and undertake Centre Uses, and therefore the proposed Office use for the site will integrate into the area. No residences or smaller lots will be isolated and residential amenity throughout Brinawa street will be maintained.<br><br>Further, the proposed development and footprint match the extent of these adjoining properties. |

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| | development can be physically achieved on an adjoining site at a later stage, commensurate with the intent of the zone and zone precinct or neighbourhood plan requirements. | |
| **PO15**<br>Development enhances the role and function of the centre or mixed use area as a place of economic and community activity considering its strategic location, form and character intent and the catchment which it services, through its overall structure and integration in its location with use and site planning including building, open space, landscape and parking which:<br>(a) retain or respect valued site features;<br>(b) reflect local valued streetscape forms, features and character;<br>(c) contribute to the desired character and form of the local area;<br>(d) align buildings and towers to the street pattern and respects the continuity of street facades;<br>(e) are transit supportive;<br>(f) connect with the neighbourhood or local structure;<br>(g) provide direct and convenient site access for pedestrians and cyclists to local transport networks, key destinations and public transport facilities;<br>(h) provides for safe vehicle access;<br>(i) provides opportunities for integrated access and parking with adjoining developments;<br>(j) locates uses to minimise impacts on adjoining residents;<br>(k) assists with mitigation of air and noise quality impacts on the health and amenity of building occupants and residents.<br>Refer to Figure a.<br>Note—A structure plan prepared in accordance with the Structure planning planning scheme policy can assist in demonstrating achievement of this performance outcome. A structure plan must be prepared where in the Emerging community zone. | **AO15**<br>Development is designed and sited in compliance with:<br>(a) the structure outlined in a neighbourhood plan, an existing development approval or a preliminary approval that is relevant to the full nature and extent of the development; or<br>(b) a structure plan prepared in accordance with the Structure planning planning scheme policy where in the Emerging community zone. | **AO15 Complies**<br>The proposed development is suitably sited and designed in accordance with the neighbourhood plan, the streetscape amenity and the planning scheme. |

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| **PO16**<br>Development adjoining or in the vicinity of a railway or busway station is transit supportive to:<br>(a) facilitate safe, logical and direct pedestrian access to the railway and busway station entry points;<br>(b) activate public space and the edges of the railway or busway station environment;<br>(c) create vibrant and attractive street environments;<br>(d) enable casual surveillance of streets, public spaces and the immediate station environment entries and platform;<br>(e) provide a high level of personal and community safety, and physical and visual integration with the station.<br>Refer to Figure b. | **AO16**<br>Development frontage is treated as an active frontage–primary where within 200m walking distance of a dedicated public pedestrian access point of a railway or busway station. | **AO16 Not Applicable**<br>The site is not within 200m of a dedicated public pedestrian access point of a railway or busway station. |
| **PO17**<br>Development protects, provides or supports as appropriate public spaces and structuring elements within the centre or mixed use area and site to:<br>(a) provide pedestrian and cycle connections to key public transport facilities, community facilities or services and the surrounding neighbourhood;<br>(b) create a permeable and interconnected activity centre or corridor;<br>(c) provide sufficient open space for pedestrian activity and use by building occupants, residents, customers and visitors. | **AO17.1**<br>Development provides public spaces and links, including public roads and verges, parks or urban common and cross block links, in the locations identified in:<br>(a) an overlay; or<br>(b) a neighbourhood plan; or<br>(c) an existing development approval; or<br>(d) a preliminary approval; or<br>(e) as otherwise identified as part of a structure planning process as part of development.<br>Note—<br>• Refer to the Streetscape hierarchy overlay and code for further information.<br>• Refer to the Park planning and design code for the design of parks.<br>• Refer to the Infrastructure design code for further guidance on the design of public infrastructure. | **AO17.1 Not Applicable**<br>The proposal does not involve public spaces and links. |
| | **AO17.2**<br>Development provides publicly accessible spaces and links (privately owned), including plazas, arcades, pedestrian pathways, shelters and queuing areas for public transport, in the locations identified in:<br>(a) an overlay; or<br>(b) a neighbourhood plan; or<br>(c) an existing development approval; or | **AO17.2 Not Applicable**<br>The proposal does not involve publicly accessible spaces and links. |

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| | (d) a preliminary approval; or<br>(e) as otherwise identified as part of a structure planning process as part of development. | |
| | **AO17.3**<br>Development for a park, public open space or plaza, is co-located with community services and civic facilities. | **AO17.3 Not Applicable**<br>Development does not involve a park, public open space or plaza. |
| **PO18**<br>Development provides a land use mix which:<br>(a) supports the intended function of the centre or mixed use area;<br>(b) does not prevent commercial or employment growth;<br>(c) includes:<br>(i) complementary uses such as retail, employment, residential and community facilities;<br>(ii) uses that provide for the everyday needs of the local community;<br>(iii) a fine grain of uses particularly on active frontages and adjoining public footpaths and spaces;<br>(iv) residential uses in centres including live–work configurations. | **AO18**<br>Development provides a land use mix or maximum gross floor area or plot ratio for particular uses that:<br>(a) is in compliance with any limit set in a neighbourhood plan; or<br>(b) if no neighbourhood plan applies, or no requirements are specified in a neighbourhood plan:<br>(i) is no more than 50% residential in a Principal centre zone or Major centre zone;<br>(ii) or otherwise no acceptable outcome is prescribed. | **PO18 Complies**<br>The Coorparoo and Districts Neighbourhood Plan Code does not specify any provisions related to these elements and the proposal does not include Residential uses.<br><br>The proposed Office use will provide a positive contribution to the local economy which compliments surrounding land uses. |
| **PO19**<br>Development for a residential use does not compromise the economic function or activity of a centre and street level activation. | **AO19**<br>Development for a residential use is not located on the ground floor where in a zone in the centre zones category or the Mixed use zone, except if:<br>(a) located behind an active frontage with a non-residential use; or<br>(b) located in the Frame zone precinct of a zone in the centre zones category or Corridor zone precinct of a zone in the centre zones category and providing a transition to adjoining lower intensity or residential neighbourhoods; or<br>(c) in a Mixed use zone the ground floor of which includes adaptable building design; or<br>(d) short-term accommodation that has a foyer or a non-residential use providing a minimum of 50% active frontage to the street or public space. | **AO19 Not Applicable**<br>The proposal does not involve a residential land use. |
| **PO20**<br>Development minimises the adverse impact of a use on | **AO20**<br>Development provides: | **AO20 Complies**<br>The proposal is for an Office which is regarded as an |

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| building occupants and residents in or adjoining the site through appropriate land use mix.<br>Note—Low impact commercial activities are shops, banks, offices and similar. | (a) co-location of low impact commercial activities where air or noise impacts are not detectable and disturbing in a dwelling or other sensitive use;<br>(b) co-location of uses with potential air or noise impacts away from sensitive uses;<br>(c) mitigation of impacts resulting from co-location of food and drink outlet uses such as a restaurant with residential uses in the same building;<br>(d) that nightclub entertainment facilities are not co-located with residential or other sensitive development within the same building;<br>(e) that the location of exhaust or ventilation outlets from food outlets, drycleaners, salons, car parks and bus stations as far from a sensitive use as practicable;<br>(f) adequate separation distances between service stations and any sensitive use;<br>(g) dwelling balconies and windows do not overlook ventilation stacks and bulk waste bin storage areas. | appropriate land use mix with the adjoining sensitive land use considered to be unaffected by the proposed use. |
| **PO21**<br>Development ensures that the building bulk and scale is consistent with the intended form and character of the centre, mixed use or local area considering:<br>(a) existing buildings to be retained;<br>(b) existing significant vegetation;<br>(c) significant infrastructure constraints;<br>(d) adjoining existing and proposed building height;<br>(e) adjoining existing and proposed building setbacks and separation of buildings necessary to ensure impacts on amenity and privacy are minimised;<br>(f) building height transitions where required. | **AO21**<br>Development is contained within the building envelope for the site by applying:<br>(a) the maximum building height;<br>(b) building height transition requirements, where required;<br>(c) front, rear and side setback requirements;<br>(d) building separation requirements;<br>(e) car parking setback requirements;<br>(f) active frontage requirements for stand- alone shopping centres or shops or for development in traditional strip centres or corridors.<br>Refer to Figure c and Figure d examples.<br>Note—The building envelope must include all requirements from any applicable overlay codes or a neighbourhood plan.<br>Note—This can be demonstrated by a building envelope plan, elevations and sections. | **AO21 Performance Solution**<br>The proposal maintains a compliant building height of two (2) storeys in accordance with the Neighbourhood Plan. Additional gross floor area is included only at the rear of the site, and the front and side boundaries of the existing building will remain.<br><br>The proposal seeks a performance solution against PO21 of the Centre and Mixed-Use Code due to the encroachment of side and rear boundaries to provide for the extensions at the rear of the site.<br><br>It is noted that the subject site borders the rear of a commercial property and the backyard of the neighbouring residential property, and therefore the proposal does not have any impact on the privacy or amenity of these residences. |

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| | | Existing façade treatment and landscaping outcomes are to be retained where possible. |
| **PO22**<br>Development ensures that the building height is consistent with the centre or mixed use area intent and local and street context considering:<br>(a) the size of the lot;<br>(b) the scale of development reinforcing the preferred city-wide form;<br>(c) proximity to high-frequency public transport services;<br>(d) the height of existing adjoining buildings and proposed heights;<br>(e) street conditions such as street width;<br>(f) the topography of an area and site slope;<br>(g) view points and corridors;<br>(h) solar access to key public spaces. | **AO22**<br>Development ensures that the maximum building height is in compliance with:<br>(a) a neighbourhood plan; or<br>(b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements in Table 9.3.3.3.B.<br>Note—The building height is determined by the number of storeys rather than metres except where varied by a neighbourhood plan. Some neighbourhood plans may also specify a maximum height of buildings in metres.<br>Note—Roofs are excluded from the calculation of maximum height of buildings to encourage interesting subtropical roof forms able to respond to solar orientation and site context. | **AO22 Complies**<br>The proposal is for an Office use over land identified in the Character Residential Zone. The proposed additional gross floor area at the rear of the site achieves a compliant two (2) storey building height in accordance with Table 9.3.3.3.B. Further, the building height is suitable for the surrounding residential area and provides integration within the character streetscape. |
| **PO23**<br>Development where identified in a neighbourhood plan as a building height transitions, or where sharing a common boundary with, or located fronting a minor road that is opposite, premises in the Low–medium density residential zone, Low density residential zone or Character residential zone provides buildings that are reduced in bulk and form to provide a transitional built form of a compatible scale which protects the amenity of lower density residential areas bordering centre or mixed use areas by:<br>(a) stepping down in height and scale;<br>(b) minimising impacts including those from overlooking and visual dominance;<br>(c) maintaining adequate levels of natural ventilation and light penetration to a habitable room, balcony and private open space. | **AO23.1**<br>Development where identified in a neighbourhood plan as a building height transitions or where sharing a common boundary with premises in the Low–medium density residential zone, Low density residential zone or Character residential zone provides a building height transition which complies with:<br>(a) a neighbourhood plan; or;<br>(b) if no neighbourhood plan applies, or no requirements are specified in the neighbourhood plan, the following:<br>(i) the building height within 10m of the common boundary is no more than 1 storey greater than the maximum acceptable outcome for building height on the adjoining site;<br>(ii) the building height within 20m of the common boundary is no more than 2 storeys greater than the maximum acceptable outcome for building height on the adjoining site;<br>(iii) all structures, except adjoining boundary fences, are set back a minimum of 4m from the common boundary;<br>(iv) an acoustic and visual screen fence of 2m height | **AO23.1 Complies**<br>The proposed siting of the two (2) storey Office premises enables a suitable transition in building height from the southern adjoining lot which is within the Character Zone permitting a maximum building height of two (2) storeys. |

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| | is provided on the common boundary. | |
| | **AO23.2**<br>Development where located fronting a minor road that is opposite premises in the Low–medium density residential zone, Low density residential zone or Character residential zone provides a building height transition which complies with:<br>(a) a neighbourhood plan; or<br>(b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the following:<br>(i) the building height within 10m of the front boundary is no more than 2 storeys greater than the maximum acceptable outcome for building height on a site located on the opposite side of the minor road;<br>(ii) all structures, except boundary fences, are set back a minimum of 4m from the front boundary;<br>(iii) buildings are provided with modulation and articulation with variations in the wall and roof plane every 10m.<br>Note—Minor road is defined in the Transport, access, parking and servicing planning scheme policy. Where mixed residential and non-residential development, site access may be provided from a minor road for the residential component of the development. | **AO23.2 Complies**<br>The proposal achieves a compliant two (2) storey building height which is equivalent to the maximum prescribed building height for the residential premises opposing the site, and no requirements for building height transition are specified in the Neighbourhood Plan.<br><br>The proposal will maintain the existing 4.8m front boundary which is compliant with the 4m minimum setback requirement. The front façade of the building on site will remain as existing. |
| **PO24**<br>Development ensures that the front boundary setbacks:<br>(a) positively define the street edge;<br>(b) relate to the existing streetscape and setback pattern and reinforce the preferred character and form intent;<br>(c) provide for connections between footpaths, public spaces and private entries where level differences are proposed;<br>(d) provide for the queuing of patrons at entertainment venues;<br>(e) consider waiting areas at bus stops, taxi ranks and display windows;<br>(f) where a residential use and outside the core of a centre, takes on a more residential interface with the street; | **AO24**<br>Development ensures that the front boundary setback for non-residential and residential development in a zone in the centre zones category or the Mixed use zone are in compliance with:<br>(a) a neighbourhood plan; or<br>(b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements in Table 9.3.3.3.C. | **PO24 Complies**<br>The proposal will maintain the existing 4.8m front boundary setback which is compliant with Table 9.3.3.3.C. No front boundary setback requirements are specified in the Coorparoo and Districts Neighbourhood Plan. |

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| (g) where facing lower intensity development or a residential neighbourhood provide for an appropriate interface and transition;<br>(h) provide for deep-planting areas and landscaping where a built to the front boundary edge is not required. | | |
| **PO25**<br>Development ensures that the rear boundary and secondary street setbacks:<br>(a) provide for deep-planting areas;<br>(b) support building separation to provide visual and acoustic privacy without screening where residential uses are adjoining or proposed;<br>(c) maximise the opportunity to retain and protect existing mature vegetation;<br>(d) enable a suitable frontage treatment to be presented where there is a transition to a residential neighbourhood. | **AO25**<br>Development ensures that the rear and secondary street boundary setbacks for non-residential and residential development in a centre or mixed use or for a centre activity or mix of uses are in compliance with:<br>(a) a neighbourhood plan; or<br>(b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements in Table 9.3.3.3.C. | **PO25 Performance Solution**<br>The proposed extensions at the rear of the site encroach on the prescribed rear boundary setback, and as such the proposal seeks a performance solution against PO25.<br><br>The rear of the subject site borders the rear of a commercial property with no habitable spaces. Therefore, the proposal does not have any implications on privacy or amenity of the neighbouring site.<br><br>Existing façade treatment and landscaping outcomes are to be retained where possible. |
| **PO26**<br>Development ensures that the side boundary setbacks:<br>(a) minimise the impact of development on the amenity and privacy of adjoining existing residents;<br>(b) contribute to the rhythm and pattern of the streetscape in keeping with the intended neighbourhood character;<br>(c) provide for breezes and sunlight where a residential use is included on upper levels above podium levels;<br>(d) consider future development. | **AO26**<br>Development ensures that side boundary setbacks for non-residential and residential development in a centre or mixed use or for a centre activity or mix of uses are in accordance with:<br>(a) a neighbourhood plan; or<br>(b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements in Table 9.3.3.3.C. | **PO26 Performance Solution**<br>The proposal is for an Office premises with the existing residential building and façade to be maintained on site. Therefore, the encroachment within 6m of the prescribed side boundary in Table 9.3.3.3.C is considered reasonable, given the nature of the residential site along with the 2.2m side boundary setback to the existing building.<br><br>Furthermore, extensions at the rear of the property adjoin the backyard of the neighbouring residential property to the south and border a commercial property to the north. Therefore, the proposal does not have any implications on the privacy and amenity of adjoining properties.<br><br>Further, the proposed extensions are located only at the rear of the existing building and therefore maintain the rhythm of the streetscape and contribute to the residential look within Brinawa street.<br><br>Overall, the outcome is |

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| | | consistent with the streetscape and continues to enable access to sunlight and breezes. |
| **PO27**<br>Development ensures that the separation of buildings within a site and to an adjoining existing or future building which includes a residential dwelling:<br>(a) is consistent with the form and character intent for the local area;<br>(b) is located to provide residential amenity including access to natural light, sunlight and breeze;<br>(c) provides a degree of visual privacy via site planning and design without a reliance on fixed screening;<br>(d) reasonably addresses and considers the amenity of adjoining residents and future development potential. | **AO27.1**<br>Development ensures that the building separation within a site and to adjoining buildings is in compliance with Table 9.3.3.3.E.<br>Note—This is demonstrated by a site context plan that includes adjoining and adjacent buildings and strategies to address separation issues. | **AO27.1 Complies**<br>The proposed development achieves suitable building separation from the adjoining residential building in accordance with table 9.3.3.3.E. |
| | **AO27.2**<br>Development ensures that the building separation to an adjoining residential building:<br>(a) complies with Table 9.3.3.3.E; or<br>(b) positions the primary balcony or private open space to street or rear;<br>(c) offsets balconies or habitable rooms so they are positioned outside the cone of vision of existing or approved habitable rooms or outdoor spaces; or<br>(d) uses moveable or adjustable screening to regulate privacy between lots or dwellings which do not exceed balcony screening acceptable outcomes.<br>Note—Separation distances are intended to protect amenity and provide for private open spaces on upper levels that do not require full screening for privacy.<br>Note—Considered site planning and design and strategies such as offsetting balconies, the location of private space, selective screening and other design elements can reduce the boundary separation requirements. | **AO27.2 Complies**<br>The proposed Material Change of Use is for an Office premises, involving extensions at the rear of the existing building on site. The proposal adjoins a residential development towards the south and does not include any balconies.<br><br>The proposal will result in a building separation of 8.6m between the proposed extensions and the wall of the neighbouring Dwelling House which is compliant with Table 9.3.3.3.E.<br><br>Further, windows proposed along the southern side of the extensions are high-set, and do not overlook any habitable rooms. The proposal will therefore not have any impacts on privacy to the adjoining premises. |
| **PO28**<br>Development is of an intensity that supports both the strategic and local role and function of the centre or mixed use area and the development of a vibrant public realm considering the capacity of infrastructure. | **AO28**<br>Development has a gross floor area or plot ratio which:<br>(a) complies with a neighbourhood plan; or<br>(b) if no neighbourhood plan applies or a neighbourhood plan does not specify a gross floor area or plot ratio, is provided for in a building contained within the building envelope that does not exceed the maximum building footprint for the site. | **AO28 Complies**<br>The proposed GFA does not result in overbearing development and maintains the residential amenity of the streetscape, whilst contributing the to centre function along Old Cleveland Road. |
| **PO29**<br>Development has a building footprint or site cover which:<br>(a) is of an appropriate form and intensity for the activity centre or mixed use location;<br>(b) balances built form with open space, parking and landscaping at ground level;<br>(c) limits areas of external surface car parking; | **AO29**<br>Development provides a maximum building footprint or site cover which:<br>(a) complies with the requirements in a neighbourhood plan;<br>(b) if no neighbourhood plan applies or no requirements are specified in a neighbourhood plan, the maximum building footprint or site cover is 90%.<br>Note—The building footprint or site cover | **AO29 Complies**<br>The proposed site cover for the development is 33% which does not exceed the maximum 90% site cover. |

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| (d) provides for landscaping and deep planting areas. | includes at-grade car parking areas that are covered with shelter. Enclosed car parking areas are included if they protrude more than 1m above ground level. | |
| **PO30**<br>Development ensures that the podium building forms:<br>(a) positively contribute to centre or mixed use character;<br>(b) are consistent with the local or street form and character intent;<br>(c) are proportional to the total height;<br>(d) do not negatively impact on the streetscape;<br>(e) do not negatively impact on the amenity of adjoining residents or building occupants;<br>(f) are set back considering the height, length, degree of enclosure and treatment of walls. | **AO30.1**<br>Development with podium design including setback:<br>(a) complies with the requirements in a neighbourhood plan;<br>(b) if no neighbourhood plan applies, or if no requirements are specified in the neighbourhood plan:<br>(i) is set back in accordance with Table 9.3.3.3.C and Table 9.3.3.3.D if parking is included in a podium;<br>(ii) is not built to the boundary on a boundary where a building height transition is required;<br>(iii) provides a continuous frontage built to the alignment where continuity with adjoining buildings is important;<br>(iv) is of a height that matches to the existing streetscape and to neighbouring buildings;<br>(v) does not exceed 3 storeys, if no podium or parapet line is established in the immediate streetscape.<br><br>**AO30.2**<br>Development ensures that podium walls:<br>(a) are built to the side or rear boundary of an allotment;<br>(b) are blank;<br>(c) have no windows or openings. | **AO30.1-AO30.2 Not Applicable**<br>The proposal does not involve a podium. |
| **PO31**<br>Development ensures that built to boundary walls do not negatively impact on the amenity of adjoining residents or building occupants. | **AO31**<br>Development ensures that its built to boundary walls are:<br>(a) not located on a boundary adjoining land located within the Low density residential zone or Character residential zone;<br>(b) not located on a boundary where a building height transition is required;<br>(c) not located in front or rear setbacks;<br>(d) constructed with pre-finished and low-maintenance materials. | **PO31 Complies**<br>The proposal involves a built to boundary wall along the eastern boundary, which is at the rear of the site. The site adjoining to the east is identified within the Neighbourhood Centre Zone. The site does not adjoin a boundary where a building height transition is required.<br><br>The built to boundary wall adjoins the rear of a commercial property and as such, the proposal does not have any implications on privacy or amenity of the site. |
| **PO32**<br>Development for a building in a centre or mixed use area provides | **AO32**<br>Development includes a minimum floor-to-ceiling height of 4.2m on the | **AO32 Not Applicable**<br>The site has no active frontage and is more than 200m from a |

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| for adaptable use over time, in particular on the ground storey and lower levels with:<br>(a) a mix of adaptable floor plates at ground storey and podium levels;<br>(b) higher floor-to-ceiling heights, capable of accommodating commercial, retail or other non-residential uses at different stages of the building's life cycle. | ground storey if:<br>(a) identified as an active frontage in a neighbourhood plan; or<br>(b) in the Principal centre zone, Major centre zone, District centre zone or Mixed use zone; or<br>(c) within 200m walking distance of a dedicated public pedestrian access point of a railway or bus station. | pedestrian access point to a railway or bus station. |
| **PO33**<br>Development ensures that building bulk and scale:<br>(a) is consistent with the form and character intent for the local area and street;<br>(b) is reduced by design elements to provide:<br>(i) visual interest and contribution to the character of the centre or mixed use area;<br>(ii) reflection of valued local form elements such as podium or parapet heights in traditional strip shopping centres;<br>(iii) adequate amenity for building occupants and residents in terms of access to natural light and ventilation;<br>(iv) a comfortable and attractive pedestrian environment;<br>(v) a building base which exhibits a human-scale and fine-grain building rhythm;<br>(vi) variations in horizontal and vertical profile. | **AO33.1**<br>Development ensures that the length of a uniform treatment of an elevation above ground level without variation, substantial articulation or openings is no more than 30m.<br>Note—Substantial articulation is a full break of 6m or a change in building line of 2m plus or minus for a length not less than 5m. | **AO33.1 Complies**<br>There are no uniform treatments of an elevation for the proposal which exceeds a length of 30m. |
| | **AO33.2**<br>Development reduces building bulk by a combination of:<br>(a) balconies orientated towards the street;<br>(b) variation in materials, colours, or textures including between levels;<br>(c) recessions and projections in the roof and wall plane;<br>(d) variations in the building form. | **AO33.2 Complies**<br>The proposal will maintain the façade of the existing building on site, which incorporates variations in materiality and built form to achieve a design which is not bulky and is complementary to the streetscape. |
| | **AO33.3**<br>Development maximises recessed forms and openings around the building perimeter to allow external space to merge with the interior of the building, except where they would compromise safety and security. | **AO33.3 Complies**<br>The proposed extensions at the rear of the existing building incorporate recessed forms and openings around the exterior of the development to help merge the interior with the exterior and reduce building bulk. |
| | **AO33.4**<br>Development of the lower 3 storeys of the building includes:<br>(a) awnings and sun-protection devices;<br>(b) operable elements within the facade;<br>(c) elements of a finer scale than the main structural framing;<br>(d) display windows, showcases or public art where identified as an active frontage.<br>Refer to Figure j. | **AO33.4 Complies**<br>The proposal will maintain the existing two (2) storey Dwelling House and front façade as existing, which provides elements that complement the street. |
| **PO34**<br>Development of buildings is finished with high-quality materials, selected for their durability and the contribution they make to the character of the centre or mixed use area. | **AO34.1**<br>Development:<br>(a) respects and reflects the architectural theme in the area;<br>(b) respects the traditional frontages, facades, architectural qualities and traditional | **AO34.1 Complies**<br>The proposed Office premises are of a suitable scale and design which will positively contribute to the local area and streetscape, without negatively impacting any surrounding residential developments. |

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| | materials of buildings within the area;<br>(c) does not necessarily imitate historical architectural styles.<br>Refer to Figure j. | |
| | **AO34.2**<br>Development provides materials and finishes which are all easily maintained and do not readily stain, discolour or deteriorate. | **AO34.2 Complies**<br>The proposed materials and finishes will require minimal maintenance and do not deteriorate or become stained easily. |
| **PO35**<br>Development for a building exhibits subtropical design elements to support a building's occupant, resident and user comfort and outdoor activities and living. | **AO35.1**<br>Development includes ventilation in and around a building through strong sectional and facade articulation, breezeways, open courtyards and landscaped areas. | **AO35.1 Complies**<br>The carparking area on site is open air, which allows for breeze to come through and maintains open outdoor spaces on site. The existing building will remain as is, with suitable windows and ventilation, and existing landscaping will be retained where possible. |
| | **AO35.2**<br>Development includes weather protection and sun shading to:<br>(a) all pedestrian entries;<br>(b) shopfronts;<br>(c) publicly accessible pedestrian connections;<br>(d) external doors and windows to habitable rooms;<br>(e) outdoor spaces intended for cafe or restaurant use. | **AO35.2 Complies**<br>The proposal incorporates appropriate shading and protection from the weather for workers and visitors where necessary. |
| | **AO35.3**<br>Development:<br>(a) incorporates deep recesses, eaves and sun-shading devices on the north-facing building facades;<br>(b) is shaded and incorporates elements such as adjustable screens, awnings or pergolas, innovative landscaping including green walls and green roofs, or planting on the west-facing building facades. | **AO35.3 Not Applicable**<br>The proposed development does not have a north facing façade. Regardless, the proposed building is suitably screened from the sun on the northern end of the proposal, to mitigate impacts on workers. |
| **PO36**<br>Development for rooftops and building caps:<br>(a) is interesting, subtropical and contextually and climatically appropriate in form;<br>(b) is responsive to orientation and solar access;<br>(c) is attractive and not marred by a cluttered display of plant and equipment;<br>(d) may incorporate a rooftop garden where integrated as part of the overall building design and enhancing the presentation and visual | **AO36.1**<br>Development provides rooftops and building caps which:<br>(a) contribute to the architectural distinction of the building and roofs;<br>(b) include combinations and variations of forms created through pitches, gables, skillions or other features. | **AO36.1 Complies**<br>The proposal will maintain the existing building on site, and the rooftop will remain. Extensions at the rear will not be visible from the streetscape and will therefore not impact on the character of the street. Nonetheless, the extensions will comprise a rooftop design that matches the existing building on the site and provides architectural distinction. |
| | **AO36.2**<br>Development for rooftops and building caps are designed to: | **AO36.2 Complies**<br>The rooftop design includes space for building services and |

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| amenity of the rooftop and skyline when viewed from external public vantage points.<br>Note—The building height is determined by the number of storeys and excludes roofs, except where varied by a neighbourhood plan, to encourage interesting, subtropical and contextually appropriate roof forms.<br>Note—External public vantage points means from at least two mostly unobstructed views of the development from a public area. | (a) incorporate and screen service structures, lift motor rooms, mechanical plant and equipment as architectural features;<br>(b) enable the future inclusion of service structures, lift motor rooms and mechanical plant and equipment, such as satellite dishes and telecommunications facilities, in an unobtrusive manner. | equipment which are appropriately located and screened. |
| | **AO36.3**<br>Development where rooftops are used for open space, ensures plant and equipment is visually and acoustically screened from the communal open space. | **AO36.3 Not Applicable**<br>The proposal is for extensions at the rear of the existing building on site, in which the rooftops will not be used for open space. |
| | **AO36.4**<br>Development for a rooftop garden:<br>(a) incorporates a combination of built form and soft landscape elements integrated with the overall building design;<br>(b) enhances the presentation and visual amenity of the rooftop and skyline when viewed from external public vantage points.<br>Note—External public vantage points means from at least two mostly unobstructed views of the development from a public area. | **AO36.4 Not Applicable**<br>The proposal does not involve a rooftop garden. |
| **PO37**<br>Development provides shelter for pedestrian movement:<br>(a) on a street frontage;<br>(b) through a site with a cross block link;<br>(c) to key building entrances or publicly accessible parts of the site. | **AO37.1**<br>Development for a pedestrian shelter is provided by an awning which:<br>(a) is consistent with the character of the centre;<br>(b) abuts footpaths;<br>(c) is provided and maintained by the building owner on their premises;<br>(d) protects the normal flow of pedestrians;<br>(e) is continuous across the frontage of a site;<br>(f) aligns to provide continuity with shelter on an adjoining premises;<br>(g) is a minimum of 3.2m and is generally not more than 4.2m above pavement height;<br>(h) extends from the face of the building or the premises line;<br>(i) does not extend past a vertical plane 1.5m inside the kerb line to enable street trees to be planted and grow;<br>(j) has a 0.5m clearance to any tree trunk and main branches;<br>(k) aligns with existing awnings if the verge has been widened;<br>(l) is cantilevered from the main building with any posts within | **AO37.1 Not Applicable**<br>The proposal does not involve a pedestrian shelter. |

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| | the verge being non load bearing;<br>(m) uses materials that provide appropriate shade.<br>Refer to Figure k. | |
| | **AO37.2**<br>Development for an awning over a footpath is lit with a lighting system which:<br>(a) is in compliance with AS/NZS 1158.3.1:2005 Lighting for roads and public spaces, Category P3 and AS 4282-1997 Control of the obtrusive effects of outdoor lighting<br>(b) provides a minimum of 20lux at ground level. | **AO37.2 Not Applicable**<br>The proposal does not involve an awning over a footpath. |
| **PO38**<br>Development provides site entrances which:<br>(a) define the threshold between public and private space;<br>(b) provide safe, secure and convenient access to the site for building occupants and visitors;<br>(c) provide a sufficiently scaled and sheltered entry and meeting space;<br>(d) provide clear building signage and numbering for emergency access;<br>(e) provide lighting;<br>(f) provide conveniently located mailboxes. | **AO38.1**<br>Development entrances are clearly visible from the street, and are not obscured by fencing, walls, advertising or dense landscaping. | **AO38.1 Complies**<br>Entry to the development is to be provided via an existing crossover to Brinawa Street and will remain. The entrance is clearly visible from the street and is not obscured by any structure or landscaping. |
| | **AO38.2**<br>Development provides for:<br>(a) a clear path of travel from the public footpath to building entry;<br>(b) activity generators adjacent to the entrance;<br>(c) seating or other facilities such as short-term bicycle parking near the entry. | **AO38.2 Complies**<br>The proposal maintains the existing building on site and will provide for clear pathways from the pedestrian network to the building entry. |
| | **AO38.3**<br>Development provides:<br>(a) signage and cues to distinguish between public areas, publicly accessible private areas and private areas;<br>(b) street numbers and building names which are clearly identifiable from the street for pedestrians and emergency access.<br>Note—Cues to differentiate territory may include fences, vegetation, lighting, footpath detailing and changes in level. | **AO38.3 Complies**<br>The development will provide clear signage where required and seeks to maintain relevant signage legible from the street. |
| **PO39**<br>Development of buildings defines the street edge and reinforces the desired character of the centre or corridor through:<br>(a) orientation to the street;<br>(b) minimal front boundary setback;<br>(c) providing overlooking and casual surveillance from upper level balconies and windows; | **AO39.1**<br>Development provides a front building elevation that is parallel or nearly parallel to the street frontage. | **AO39.1 Complies**<br>The development provides a frontage that is parallel to the street. |
| | **AO39.2**<br>Development is orientated to overlook streets and other public spaces with windows and balconies located on upper levels, designed to provide casual surveillance opportunities.<br>Refer to Figure j. | **AO39.2 Complies**<br>The development maintains overlooking elements that facilitate casual surveillance capabilities, including windows orientated to Brinawa Street. |
| | **AO39.3** | **AO39.3 Complies** |

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| (d) clearly defined building entrances;<br>(e) high-quality finishes at the ground storey pedestrian level. | Development for a building which is not located on the front boundary, ensures the setback:<br>(a) is open and accessible for pedestrians along its entire length and width;<br>(b) is clear of columns and other obstructions;<br>(c) has a pavement matching the gradient of the adjoining pavement and connecting pedestrian areas on neighbouring sites;<br>(d) connects without any lip or step to adjoining pavements or abutting pedestrian areas on neighbouring sites.<br>Refer to Figure k. | The building is setback from the street frontages and is open and clear of any obstructions or built forms associated with the proposed building.<br><br>The setback enables access for pedestrians across the Brinawa Street frontage via a suitable pavement. |
| | **AO39.4**<br>Development for steps, escalators, ramps or lifts is set back 1.2m from the main building line to maximise pedestrian flow and safety and allow for adequate waiting space. | **AO39.4 Complies**<br>No changes new stairs, lift or access ramp is proposed. |
| **PO40**<br>Development for a building 8 storeys and over ensures that the design mitigates the impacts of ground level wind acceleration on pedestrians and building occupants, considering the site context and neighbouring structures. | **AO40**<br>Development provides wind mitigation for a building which is 8 storeys to 15 storeys that:<br>(a) is in accordance with a neighbourhood plan; or<br>(b) if a neighbourhood plan does not specify any criteria, uses at least 2 of the following strategies:<br>(i) building orientation, plan shape, massing and facade articulation to avoid tall and wide facades that face prevailing winds;<br>(ii) a podium and tower building form with a tower set back at least 10m from all streets above the podium level to deflect wind downdrafts from penetrating to street level (but a podium is not suitable for communal or private open space);<br>(iii) canopies and awnings to protect pedestrians;<br>(iv) trellis structures and a dense network of trees at ground or podium level.<br>Note—This is demonstrated by submission of a wind impacts report from a suitably qualified professional. | **AO40 Not Applicable**<br>The development does not incorporate a building height from 8 to 15 storeys. |
| **PO41**<br>Development provides car parking which: | **AO41.1**<br>Development provides car parking which is: | **PO41 Performance Solution**<br>The carparking area for the development is set back from the street and neighbouring lots |

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| (a) minimises the impact on the quality of adjoining streetscapes or public spaces or the amenity of adjoining residents in terms of location, bulk, form and amenity impacts including noise, light or odours;<br>(b) takes account of the following:<br>(i) the location of active frontages and public spaces;<br>(ii) setback distances to mitigate impacts;<br>(iii) the proximity of dwelling houses or existing multiple dwellings on adjoining sites;<br>(iv) the scale and detail of any parking structure walls when viewed from the street and adjoining properties;<br>(v) the visual impact of open car parking and vehicle movement areas on the street and adjoining properties;<br>(vi) convenient, safe and legible vehicle access and car parking for users. | (a) not visible from the street, other public spaces or adjoining properties; or<br>(b) located below ground or behind dwellings or active uses for the full street frontage;<br>(c) set back from front, rear and side boundaries in compliance with a neighbourhood plan or if no neighbourhood plan applies or no requirements are specified in a neighbourhood plan, the requirements in Table 9.3.3.3.D.<br>Note—Car parking which extends 1m above ground level will be counted in the maximum height and will be subject to the relevant boundary setback requirements. | generally in accordance with Table 9.3.3.3.D, with the exception of the northern side setback to the Neighbourhood Centre Zoned lot encroaching within 1.5m.<br><br>It is noted that the adjoining commercial lot to the north has a carpark along the common boundary and therefore the proposed carparking encroachment will not provide any adverse impacts to the neighbouring premises.<br><br>Further, some car parking spaces will be visible from the street. However, it is noted that the aforementioned neighbouring premises to the north provides a carparking lot with at least six car parks visible to the street, and therefore the four proposed carparking spaces that adjoin this area will not impact on the amenity of the street as it will provide a continuation of the existing arrangement.<br><br>Additionally, the premises across the street also display carparking that is visible from the street. As such, the proposed carparking is considered suitable for the area and does not impose any negative effects on the streetscape. |
| | **AO41.2**<br>Development does not provide a basement parking structure which:<br>(a) extends above ground level forward of the main building line;<br>(b) impacts on connections between the public footpath or space and the development. | **AO41.2 Not Applicable**<br>The development does not include basement carparking. |
| | **AO41.3**<br>Development only provides car parking located above ground if:<br>(a) it is fully integrated within the building design and is sleeved by development to required active frontages; or<br>(b) it offers short-term car parking for customer, visitors or service providers, that is a portion of the total required car parking, and does not impact on active frontage requirements; or | **AO41.3 Complies**<br>The proposed car parking has been fully integrated with the building design where possible to minimise impacts to amenity whilst achieving suitable parking rates for the Office use. |

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| | (c) it is located to the side or rear of the site away from the primary street or active frontage.<br>Refer to Figure e. | |
| | **AO41.4**<br>Development for a multistorey or podium car park:<br>(a) is not located on the street frontage and is behind smaller uses to create an active frontage and avoid long blank walls particularly adjacent to a primary entrance from a key pedestrian connection; or<br>(b) includes building facade details that extend to disguise the car parking floors; or<br>(c) is screened to become a visually interesting structure.<br>Refer to Figure f. | **AO41.4 Not Applicable**<br>The proposal does not involve a multi-storey carpark. |
| | **AO41.5**<br>Development ensures that visitor or customer car parking is:<br>(a) clearly signposted;<br>(b) lit at night;<br>(c) not located behind a security barrier.<br>Note—The detailed design is in accordance with the Transport, access, parking and servicing code and planning scheme policy. | **AO41.5 Complies**<br>The development will ensure adequate signage and lighting for any visitor parking. |
| **PO42**<br>Development for a publicly accessible plaza, arcade and pathway provided as part of development is easily accessed, attractive and supports personal safety.<br>Refer to Figure i. | **AO42.1**<br>Development provides for pedestrian and cyclist movement adjoining and through a site at street level or at-grade.<br>Note—Grade-separated pedestrian movement systems, such as an overhead bridge or underpass, are avoided because they are less attractive and safe for users. | **AO42.1-AO42.2 Not Applicable**<br>The proposal is not for a plaza or arcade. |
| | **AO42.2**<br>Development for a plaza, arcade, pathway and other external area in the site which is intended for public access at night complies with:<br>(a) AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Category P3;<br>(b) AS 4282-1997 Control of the obtrusive effects of outdoor lighting. | |
| **PO43**<br>Development for a plaza:<br>(a) promotes pedestrian and cyclist movement;<br>(b) links with transport interchanges;<br>(c) provides opportunities for the flexible use of the space by the community;<br>(d) provides an edge which contributes to the plaza's character and activation. | **AO43.1**<br>Development for a plaza identified in a neighbourhood plan, approved centre concept plan, structure plan or where proposed as a part of development:<br>(a) is provided in the location identified;<br>(b) is of a regular shape and has a minimum frontage to a road of 10m;<br>(c) has a minimum size of 400m$^2$; | **AO43.1-43.5 Not Applicable**<br>The proposal is not for a plaza. |

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| | (d) is integrated with surrounding development;<br>(e) has a minimum dimension of 20m;<br>(f) is located at the level of the ground storey of adjoining buildings;<br>(g) is suitable for pedestrian and cyclist access;<br>(h) includes a minimum of 50% hard-paved area;<br>(i) includes a minimum of 20% deep- planting area to accommodate subtropical shade trees;<br>(j) is a minimum 75% open to the sky. | |
| | **AO43.2**<br>Development ensures that a minimum of 50% of the adjacent building frontages to a plaza contain active frontages and building entries. | |
| | **AO43.3**<br>Development does not provide for a vehicle entry, driveway, car parking, bin storage or servicing in a plaza. | |
| | **AO43.4**<br>Development does not provide for a mechanical ventilation outlet or vent on a frontage adjoining a plaza. | |
| | **AO43.5**<br>Development for a plaza:<br>(a) is publicly accessible during the hours of operation of the use;<br>(b) provides equitable access to and movement in the plaza in accordance with AS 1428.1-2009 Design for access and mobility;<br>(c) has a dominant ground level that is less than 1m above or below the dominant adjacent street level;<br>(d) is designed such that the majority of the plaza space, that is an area which is more than 50%, is visible from the dominant adjacent public street. | |
| **PO44**<br>Development for an arcade:<br>(a) provides public access and connection to facilitate direct, convenient, comfortable and safe access with centre or mixed use areas or developments to key destinations;<br>(b) has a strong street presence and clear entry;<br>(c) has an active frontage and use; | **AO44**<br>Development for an arcade identified in a neighbourhood plan, approved centre concept plan, structure plan or where proposed as a part of development:<br>(a) provides pedestrian access during hours of operation of the use;<br>(b) integrates with adjoining buildings; | **AO44 Not Applicable**<br>The development is not for an arcade. |

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| (d) has high-quality finishes and materials;<br>(e) addresses public safety.<br>Note—An arcade is a publicly accessible privately owned connection. | (c) links established pedestrian networks, parking and public transport facilities;<br>(d) has a minimum corridor width of 6m, including a minimum unobstructed pavement width of 3m;<br>(e) has an active use edge;<br>(f) is finished with high-quality materials considering public safety;<br>(g) is provided at-grade with an adjoining public area and connects safely without any lip or step;<br>(h) incorporates crime prevention through environmental design principles to maximise safety;<br>(i) has signage at each end identifying the connection provided;<br>(j) is straight and allows for visual connection to the other end.<br>Note—Crime prevention principles can be found in the Crime prevention through environmental design planning scheme policy.<br>Note—Development for cross block links is addressed in the Streetscape hierarchy overlay code. | |
| **PO45**<br>Development provides and maintains a continuous, accessible, attractive, direct, convenient and legible connection and pathway for pedestrians and cyclists. | **AO45**<br>Development for a pedestrian connection within the site which is publicly accessible (privately owned):<br>(a) is clearly delineated and separated from parking bays;<br>(b) provides direct convenient connection to entries;<br>(c) is suitable for all users;<br>(d) is properly illuminated at all times;<br>(e) is covered or shaded where open;<br>(f) is finished in different materials or colour to parking bays;<br>(g) has a width which complies with a neighbourhood plan, approved centre concept plan or structure plan or is otherwise a minimum of 3m wide;<br>(h) includes a separate bikeway if appropriate;<br>(i) is designed in compliance with the Infrastructure design planning scheme policy. | **AO45 Not Applicable**<br>The proposal does not involve a pedestrian connection which is publicly accessible. |
| **PO46**<br>Development for public toilets is located sensitively so that:<br>(a) the use is supported;<br>(b) public surveillance is provided;<br>(c) the development is not visually intrusive. | **AO46**<br>Development for a publicly accessible toilet:<br>(a) is located near spaces or pathways with high pedestrian activity and use; | **AO46 Not Applicable**<br>The development does not incorporate a publicly accessible toilet. |

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| | (b) has amenity that is visible from the spaces or pathways with high pedestrian activity and use;<br>(c) is not visually intrusive;<br>(d) is accessed via a direct legible pathway that is consistently lit in compliance with AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Category P3;<br>(e) has high mounted vandal-resistant luminaires for external lighting, and lighting in compliance with AS 4282-1997 Control of the obtrusive effects of outdoor lighting, Table 2.1, Illuminance in the vertical plane, Curfewed hours. | |
| **PO47**<br>Development for pedestrian access and movement is defined and controlled to ensure privacy and security. | **AO47**<br>Development for mixed use restricts access from the street or publicly accessible areas of the site to private residential dwellings or communal open space. | **AO47 Not Applicable**<br>The development does not provide public access to residential use or communal open spaces. |
| **PO48**<br>Development supports pedestrian movement and pedestrian access which is barrier free to a building entry and a publicly accessible space. | **AO48.1**<br>Development for fencing is not located between the front boundary and main building line.<br>Note—If residential development is located on the ground storey and includes fencing, it is provided in accordance with the Multiple dwelling code. | **AO48.1 Not Applicable**<br>The proposal includes extensions to the rear of the existing building and does not involve any new fencing along the front boundary of the property. |
| | **AO48.2**<br>Development for fencing on common side or rear boundaries to a public space is a maximum of:<br>(a) 1.2m, where fence construction is solid or less than 50% transparent;<br>(b) 1.5m, where fence construction is at least 50% transparent. | **AO48.2 Not Applicable**<br>The proposal does not adjoin a public space. |
| | **AO48.3**<br>Development for a retaining wall is:<br>(a) stepped to minimise impact on the streetscape and pedestrian environment;<br>(b) a maximum of 0.6m in height if directly abutting the verge and footpath. | **AO48.3 Not Applicable**<br>The proposal does not involve any retaining walls. |
| **PO49**<br>Development for an ATM or vending machine is located to avoid obstructing the footway with loitering queues, through their siting away from drinking fountains, seating or public telephones. | **AO49**<br>Development for an ATM or vending machine:<br>(a) is set back a minimum of 1.5m from street furniture, street trees and garden beds;<br>(b) includes a visually permeable barrier located in the development site to prevent queues forming across a footpath or pedestrian way. | **AO49 Not Applicable**<br>The proposal does not involve an ATM or vending machine. |
| **PO50**<br>Development for a stand-alone | **AO50.1**<br>Development involving a new | **AO50.1-AO50.3 Not Applicable**<br>The proposal does not include a |

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| shopping centre or a shop positively contributes to a neighbourhood structure with built form and active frontage to the street providing direct connection for pedestrians into the centre or shop without the need to navigate any surrounding car parking. | premises or an extension of a stand-alone shopping centre or shop:<br>(a) is in compliance with a neighbourhood plan; or<br>(b) if no neighbourhood plan applies, or a neighbourhood plan does not specify, provides an active frontage – primary for a minimum of 1 street frontage.<br>Refer to Figure g. | standalone Shopping centre or Shop. |
| | **AO50.2**<br>Development for a stand-alone shopping centre or shop with more than 1 street frontage ensures that:<br>(a) a primary frontage is treated as active frontage – primary;<br>(b) the extent of active frontage treatment on the other frontages is a minimum of 25%. | |
| | **AO50.3**<br>Development for a stand-alone shopping centre or shop located on an arterial road, provides for:<br>(a) a minimum of 25% active frontage connection to this street front;<br>(b) a strong internal pedestrian oriented 'street' with an active frontage. | |
| **PO51**<br>Development within an existing traditional strip centre or corridor:<br>(a) contributes to the existing character and structure;<br>(b) provides a continuous pedestrian environment at street level. | **AO51**<br>Development within an existing traditional strip centre or corridor provides a streetscape which:<br>(a) is in compliance with a neighbourhood plan; or<br>(b) if no neighbourhood plan applies or a neighbourhood plan does not specify requirements for a streetscape, ensures that the development:<br>(i) has a minimum of 1 active frontage – primary;<br>(ii) is set back in keeping with existing adjoining uses;<br>(iii) locates large-format retail or employment uses at ground floor behind smaller uses and tenancies to the street;<br>(iv) is consistent in height with existing development;<br>(v) maintains a consistent street edge with parapet height and awnings at the base of the building with upper levels set back from the front alignment.<br>Refer to Figure h. | **AO51 Not Applicable**<br>The proposal is not for an existing strip centre. |
| **PO52**<br>Development contributes to the role of the street or public space | **AO52.1**<br>Development which requires an active frontage – primary, identified in | **AO52.1-AO52.2 Not Applicable**<br>The site is not required to possess an active frontage nor |

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| as the focus for vibrant commercial activity and community life and provides active frontages through:<br>(a) intensive activation of the ground storey with highly active non-residential uses which encourage the greatest degree of pedestrian activity and interaction;<br>(b) strong physical and visual integration between the ground storey and the adjoining verge or public space to seamlessly integrate indoor and outdoor spaces;<br>(c) building design which provides a visually interesting, interactive and continuous built form and rhythm to the street;<br>(d) richly detailed, human-scaled and fine-grained building frontages;<br>(e) a safe, enjoyable and continuous pedestrian environment without obstruction or interruption from vehicular crossovers and manoeuvring;<br>(f) a subtropical urban design and built form which encourages outdoor lifestyles and engagement with the public realm.<br>Note—Highly active non-residential uses create the greatest degree of pedestrian activity and interaction and are mostly accommodated in small individual tenancies with narrow building frontages, such as shops, restaurants and cafes. | a neighbourhood plan, approved centre concept plan, structure plan, or as a part of the development provides:<br>(a) a continuous built form to the street at the nominated setback;<br>(b) a ground storey fully occupied by highly active non-residential uses;<br>(c) a 1st and 2nd storey featuring windows or balconies promoting interaction with and surveillance of the street;<br>(d) awnings for the full building frontage;<br>(e) lighting of publicly accessible areas including the underside of awnings;<br>(f) at least 1 pedestrian entry and exit for every 10m of building frontage;<br>(g) a minimum of 50% transparent external wall materials up to a height of 2.5m above pavement level;<br>(h) a minimum ground-storey height of 4.2m.<br>Note—Non-residential uses must be continuous along the active frontage – primary.<br>Note—If a neighbourhood plan identifies an active frontage, but not whether it is primary or secondary, active frontage – primary criteria apply. | is one proposed. |
| | **AO52.2**<br>Development which requires an active frontage – secondary, identified in a neighbourhood plan, approved centre concept plan, structure plan, or as part of the development provides:<br>(a) a continuous built form to the street at the nominated setback;<br>(b) a ground storey substantially occupied by active non-residential uses;<br>(c) a 1st and 2nd storey featuring windows and balconies promoting interaction with and surveillance of the street;<br>(d) provides at least 1 pedestrian entry/exit for every 20m of building frontage;<br>(e) a minimum 30% transparent external wall materials up to a height of 2.5m above pavement level;<br>(f) a minimum ground-storey height of 4.2m.<br>Note—Non-residential uses need not be continuous along an active frontage – secondary but should be located to activate critical locations such as intersections and pedestrian entries to buildings. | |

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| | Note—If a neighbourhood plan identifies an active frontage, but not whether it is primary or secondary, active frontage – primary criteria apply. | |
| **PO53**<br>Development of vehicle access and parking does not impact on an active frontage in a centres and mixed use area. | **AO53.1**<br>Development which requires an active frontage – primary, identified in a neighbourhood plan, approved centre concept plan, structure plan, or as part of the development, ensures that vehicle and service access is:<br>(a) not located on this active frontage – primary;<br>(b) from a secondary frontage or from an adjoining premises if a shared driveway and access arrangement is established. | **AO53.1-AO53.2 Not Applicable**<br>The site is not required to possess an active frontage nor is one proposed. |
| | **AO53.2**<br>Development which requires an active frontage – primary or active frontage – secondary identified in a neighbourhood plan, approved centre concept plan, structure plan or as part of the development, ensures that parking is not located adjacent to the frontage or is not visible from the street. | |
| **PO54**<br>Development provides building entries that support active frontage outcomes. | **AO54**<br>Development of foyer space on an active frontage:<br>(a) occupies a minimal proportion and subordinate part of the building frontage;<br>(b) is publicly accessible during normal business hours and visible from adjoining verges or public space;<br>(c) contains activities and spaces such as reception desks, seating areas, cafes, shopfront galleries and display spaces that attract people. | **AO54 Not Applicable**<br>The site is not on an active frontage. |
| **PO55**<br>Development provides landscaping on site to:<br>(a) contribute positively to the subtropical character, amenity and microclimate of the site and the centre or mixed use area;<br>(b) support the retention of existing significant vegetation and large subtropical shade trees;<br>(c) support the establishment of subtropical streets and planting;<br>(d) contribute to site amenity for building occupants, users, residents and adjoining residents; | **AO55**<br>Development provides landscaping that:<br>(a) integrates with site layout and building design at ground, podium, balcony and rooftop levels;<br>(b) is sited to retain and protect existing significant vegetation;<br>(c) buffers adjoining residential uses or areas, with advanced trees and a minimum of 2 tiers to achieve screening and visual softening;<br>(d) supports building height transitions, where required;<br>(e) is accessible for watering and maintenance; | **PO55 Performance Solution**<br>The proposal maintains a landscape outcome towards the northern end of the site.<br><br>The proposed landscape outcome for the site are consistent with the amenity of the commercial development adjacent to the site at 585 Old Cleveland Road. |

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| (e) balance the bulk and scale of the building and minimise impact to adjoining residents, uses and streetscape;<br>(f) reduce the area of impervious surfaces and support stormwater quality;<br>(g) reduce glare and manage heat;<br>(h) contribute to the mitigation of noise, air and visual impacts of major transport infrastructure;<br>(i) contribute to a safe and useable pedestrian environment. | (f) screens or buffers driveways, service and loading areas, plant rooms or other utilities;<br>(g) allows for the overlooking of the street and pedestrian entry areas from the building;<br>(h) emphasises clear pedestrian entry points.<br>Note—No overall percentage of open space and landscaping is prescribed for non-residential development.<br>Note—This is demonstrated in a landscape concept plan.<br>Note—Landscape design incorporates planting in accordance with the Planting species planning scheme policy.<br>Note—The location, design and provision of communal and private open space for residential uses must be in compliance with the Multiple dwelling code. | |
| **PO56**<br>Development incorporates deep planting which:<br>(a) supports the retention and protection of existing significant vegetation and large subtropical shade trees;<br>(b) provides for the establishment of vegetation to contribute to the landscape character of the centre or mixed use area;<br>(c) is grouped with deep-planting areas on adjacent sites to maximise contiguous areas of deep planting;<br>(d) is open to the sky with access to light and rainfall and into the natural ground with no underground development;<br>(e) is planted with large subtropical tree species that at maturity are complementary in scale and height to the building form;<br>(f) is capable and supported to grow and at maturity provide effective shade or screening to buildings, outdoor spaces or adjoining uses;<br>(g) balances hard-stand areas and provides shade and informal recreation spaces that are directly accessible from residences, building tenancies or the street frontage. | **AO56.1**<br>Development locates deep-planting areas:<br>(a) to retain and protect existing significant vegetation and large subtropical shade trees;<br>(b) to buffer adjacent residential areas;<br>(c) to support building height transitions, where required;<br>(d) to provide an entry statement;<br>(e) to shade publicly accessible areas, private outdoor and communal open space. | **AO56.1 Complies**<br>The proposal seeks to maintain the existing landscaping for the property, primarily towards the north of the site.<br><br>The site does not contain any significant vegetation.<br><br>The existing built form is proposed to be retained and therefore, the provision of additional landscaping is not achievable between the proposal and adjoining residential uses to the south. |
| | **AO56.2**<br>Development:<br>(a) provides for a minimum 10% of the site area for deep planting;<br>(b) ensures that each deep-planting area has a minimum area of 25m$^2$ and a minimum dimension of 4m in any direction. | **PO56 Performance Solution**<br>The development will incorporate a total of 10% deep planting towards the northern end of the site and towards the north eastern corner. |
| | **AO56.3**<br>Development provides deep-planting areas that are:<br>(a) exclusively for landscaping;<br>(b) not containing vehicle manoeuvring areas, pedestrian paths, surface structures or infrastructure, sub-surface structures or infrastructure;<br>(c) able to accommodate trees planted in natural ground with no development underneath;<br>(d) 100% open to the sky;<br>(e) able to be accessed for maintenance purposes. | **AO56.2 Complies**<br>The proposed location of deep planting is distinct from the proposed carparking, pedestrian and other constructed areas, which is capable of accommodating a broad size range of vegetative species, is open to the sky and is accessible. |
| | **AO56.4**<br>Development provides trees in deep-planting areas which: | **AO56.4 Complies**<br>The proposal will accommodate new shade trees where possible. |

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| | (a) are capable of growing to a minimum canopy diameter of 5m and/or a minimum height of 5m within 5 years of planting;<br>(b) are subtropical tree species consistent with the Planting species planning scheme policy.<br>Note—Tree species should be chosen to respond to particular site location or design needs. Where site circumstances permit, tree species that are complementary in scale and height to the building form should be selected.<br>Note—Tree height and canopy spread will be dependent on species. | |
| | **AO56.5**<br>Development provides a minimum of 25% of all trees as advanced stock. | **AO56.5 Complies**<br>The proposal will provide for suitable vegetation within the dedicated landscaping areas. |
| **PO57**<br>Development for an open air car park is landscaped to:<br>(a) contribute positively to the landscape character of the centre or mixed use area;<br>(b) reinforce and support pedestrian movement;<br>(c) provide a comfortable environment for pedestrians;<br>(d) reduce glare and heat;<br>(e) reduce impervious areas;<br>(f) establish shade cover within a period of 5 years. | **AO57.1**<br>Development for an open air car park at or above ground level provides that setbacks are densely planted with a minimum of 1.5m wide landscaping.<br>Note—Front setback is to be treated to address streetscape interface issues and requirements. | **PO57 Performance Solution**<br>The proposed carparking area maintains an amenity consistent with commercial development adjacent to the site along the Brinawa streetscape. |
| | **AO57.2**<br>Development for a ground level open-air car park is designed with trees planted:<br>(a) in a minimum 5.2m x 2.4m landscaped area between every 6 car parking spaces with a permeable surface treatment either side of the landscape area; or<br>(b) at 6m intervals in a minimum 2.5m-wide landscaped bed, swale or other water sensitive urban design device adjacent to parallel car parking spaces;<br>(c) at a minimum rate of 1 shade tree for every 6 car parking spaces. | **AO57.2 Not Applicable**<br>The proposed carparking area is not large enough to require landscaping of this nature. |
| | **AO57.3**<br>Development ensures that trees planted in an open air car park area achieve a minimum 50% shade cover along internal pedestrian paths within 5 years of certification.<br>Note—Further requirements are contained in the Landscape works code and the Planting species planning scheme policy. | **AO57.3 Not Applicable**<br>The proposed carparking area is not large enough to require landscaping of this nature. |
| | **AO57.4**<br>Development uses landscaping to delineate safe pedestrian movement through open-air car parks. | **AO57.4 Not Applicable**<br>The proposed carparking area is not large enough to require landscaping of this nature |
| **PO58**<br>Development which is not located on an active frontage provides landscaping on the street frontage | **AO58**<br>Development setback from the road, where not including an active frontage treatment or the part of the | **AO58 Complies**<br>The proposal maintains landscaping across the site where possible and retains the |

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| to:<br>(a) contribute to the centre or mixed use area or development's landscape character and the development of Brisbane's subtropical streetscapes and public spaces;<br>(b) provide shade and pedestrian comfort and visual amenity;<br>(c) contribute to the subtropical character of the streetscape and public realm;<br>(d) not impede the establishment of active frontages where required;<br>(e) maintain views from the street to the building and frontage and consider personal safety. | frontage not treated as an active frontage, is provided with:<br>(a) a minimum of 2m wide landscaping with advanced trees and low-level planting along the full street or public space frontage or balance part, excluding any driveway crossover and pedestrian access; or<br>(b) a minimum of 3m wide landscaping with advanced trees and low-level planting, to establish a positive landscaped street edge where a service station or outdoor sales use.<br>Note—It is envisaged that landscaping will be primarily located on frontages to arterial roads that are not suitable for active frontages. | existing dwelling house façade in order to uphold the residential amenity of the streetscape. |
| **PO59**<br>Development for a building must not incorporate any type of glass or other surface likely to reflect specular rays that could create undue nuisance, discomfort or hazard to the surrounding locality. | **AO59**<br>Development ensures that any reflective glass material has:<br>(a) a level of light reflectivity not greater than 20%;<br>(b) a level of heat transmission not less than 20%. | **AO59 Complies**<br>Any implementation of reflective glass will be used in compliance with the provision |
| **PO60**<br>Development minimises direct overlooking between buildings and to adjoining residential uses not located within the centre or mixed use area through site planning, building design, screening and landscaping. | **AO60**<br>No acceptable outcome is prescribed.<br>Note—Screening and fencing for a residential use is designed in accordance with the Multiple dwelling code. | **AO60 Complies**<br>The proposed setbacks maintain amenity and privacy for adjoining properties, noting that the eastern and northern adjoining properties only include carparking and commercial uses which will not be impacted by any encroachments. |
| **PO61**<br>Development for residential uses in a zone in the centre zones category or the Mixed use zone maximises privacy and amenity for residents, taking into consideration the mix of uses within the area.<br>Note—Residential development in a zone in the centre zones category or the Mixed use zone is not afforded the same level of visual privacy or amenity as within a residential area. | **AO61**<br>No acceptable outcome is prescribed.<br>Note—Screening and fencing for a residential use is designed in accordance with the Multiple dwelling code. | **AO61 Not Applicable**<br>The proposal is not for a residential use. |
| **PO62**<br>Development of garages, driveways and parking structures minimise impacts on the amenity of neighbouring dwellings. | **AO62.1**<br>Development for a car park:<br>(a) provides a 2m-high acoustic fence and a landscaped area 1.5m wide where located adjacent to a neighbouring dwelling;<br>(b) is acoustically screened where the car park is used at night and where located adjacent to a neighbouring dwelling. | **AO62 Not Applicable**<br>The proposed carparking does not adjoin any sensitive land uses. |
| | **AO62.2**<br>Development for a driveway or | **AO62.2 Complies**<br>All driveway and vehicle |

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| | vehicle movement area is screened by a 2m-high acoustic fence along the side or rear boundary if located adjacent to a residential dwelling. | movement areas are screened from neighbouring residential dwellings appropriately. |
| **PO63**<br>Development provides refuse and recycling collection and storage facilities that:<br>(a) are located conveniently in an unobtrusive dedicated storage room or separate screened structure;<br>(b) are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised;<br>(c) provide for refuse and recycling including source separation;<br>(d) are of a design which allows low-frequency service collection;<br>(e) minimise ongoing building management cost for occupants. | **AO63.1**<br>Development is designed and constructed to ensure refuse and recycling collection and storage facilities comply with the Refuse planning scheme policy. | **AO63.1 Complies**<br>Refuse will be accommodated on-site to accommodate the Office use, with kerbside collection to service the site. |
| | **AO63.2**<br>Development is designed and constructed to ensure refuse and recycling collection and storage facilities do not have any odour, noise or visual impacts which are detectable and disturbing at the site or adjoining sites.<br>Note—Refer to the Refuse planning scheme policy for further guidance. | **AO63.2 Complies**<br>A designated refuse room has been proposed on the ground floor to ensure there are no impacts in terms of odour, noise or amenity from the street or neighbouring sites. |
| **PO64**<br>Development creates a safe environment by incorporating the key elements of crime prevention through environmental design that are tailored to the land use and specific vulnerable elements and settings. | **AO64**<br>Development incorporates the key elements of crime prevention through environmental design in its layout, building or structure design and landscaping by:<br>(a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas;<br>(b) defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings;<br>(c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages;<br>(d) ensuring publicly accessible areas such as car parks, pathways, public toilets, communal areas are well lit;<br>(e) including way-finding cues;<br>(f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs, communal areas.<br>Note—For guidance in achieving the key | **AO64 Complies**<br>The proposal will ensure that all elements of CPTED including facilitating casual surveillance opportunities and defining different uses through design, will be implemented where appropriate. |

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| | elements of crime prevention through environmental design refer to the Crime prevention through environmental design planning scheme policy. | |
| **PO65**<br>Development minimises the potential for graffiti and vandalism through appropriate design and landscaping which controls access, reduces canvas and allows for easy maintenance selection. | **AO65**<br>Development design and landscaping incorporates graffiti and vandalism prevention techniques which:<br>(a) deny access to potential canvas using access control techniques;<br>(b) reduce potential canvases using canvas-reduction techniques;<br>(c) ensure graffiti can be readily and quickly removed through easy maintenance selection techniques.<br>Note—For guidance on graffiti and vandalism prevention techniques refer to the Graffiti prevention planning scheme policy. | **AO65 Complies**<br>The proposal will implement elements of graffiti and vandalism prevention techniques in terms of limiting access and minimising canvases. |
| **PO66**<br>Development does not adversely impact the structural integrity or ongoing operation and maintenance of sub-surface transport infrastructure which is an existing or endorsed proposed tunnel. | **AO66**<br>Development demonstrates that it will not result in any impact on existing or planned sub-surface transport infrastructure through the submission of an engineering and geological report and certification or consent provided by the relevant infrastructure owner. | **PO66 Complies**<br>The site is not located above any existing or planned sub-surface transport infrastructure.<br><br>Further, the proposal will provide no detriment to potential future sub-surface transport infrastructure. |
| **If identified in a neighbourhood plan** | | |
| **PO67**<br>Development minimises visual impacts to view corridors of local significance and enhances opportunities for observation of key vistas and views from identified view points. | **AO67.1**<br>Development ensures building placement and design does not impact on a view corridor identified in a neighbourhood plan.<br>Note—A neighbourhood plan may identify view corridors and may or may not identify any specific view points from which they are observed. | **AO67.2 Not Applicable**<br>The development is not identified in a view point identified by the Coorparoo and Districts Neighbourhood Plan. |
| | **AO67.2**<br>Development creates opportunities for views and vistas from a view point identified in a neighbourhood plan.<br>Note—A neighbourhood plan may identify view points and may or may not identify any specific view corridor that they observe. | **AO68.1 Not Applicable**<br>The development is not identified as a view point under the Coorparoo and Districts Neighbourhood Plan. |
| **PO68**<br>Development on a significant corner site provides a prominent visual reference and contribution to the neighbourhood's public realm by:<br>(a) accommodating high levels of pedestrian movement at the corner and enhancing the pedestrian experience;<br>(b) emphasising the corner setting through building form, expression, silhouette, scale, materials and landscaping; | **AO68.1**<br>Development is designed to emphasise the corner setting of a significant corner site identified in a neighbourhood plan and provides:<br>(a) building entries on both street frontages;<br>(b) a single main entry at the corner. | **AO68.2-68.3 Not Applicable**<br>The development is not identified as a significant corner site under the Coorparoo and Districts Neighbourhood Plan. |
| | **AO68.2**<br>Development provides a corner land dedication on a significant comer site identified in a neighbourhood plan, adjacent to the existing verge area which: | |

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| (c) reinforcing a sense of arrival to the neighbourhood plan area, precinct or sub-precinct through marking a node, an intersection or connection point in the neighbourhood;<br>(d) respecting the prominence of any adjoining or nearby heritage places, traditional character buildings or local landmarks;<br>(e) if a corner land dedication is required:<br>(i) accommodating a deep-planted feature tree within the dedication area;<br>(ii) providing a building envelope which acknowledges and respects the presence of the large feature tree canopy.<br>Note—A neighbourhood plan will indicate whether or not a land dedication is required. | (a) complies with any dimensions identified in the neighbourhood plan;<br>(b) accommodates a deep-planted large feature tree in compliance with the road corridor design section of the Infrastructure design planning scheme policy;<br>(c) is embellished in compliance with the road corridor design section of the Infrastructure design planning scheme policy.<br>Note—A neighbourhood plan may indicate if a corner land dedication is to be truncated or inverted. If the configuration is not specified, a truncated land dedication is to be provided where the building or podium is 2 storeys or fewer. Where an inverted corner land dedication is provided, the building design accommodates the feature tree canopy at maturity. | |
| | **AO68.3**<br>Development ensures that any part of the building including the basement but excluding awnings is outside the corner land dedication area.<br>Note—A neighbourhood plan may indicate if a building is able to volumetrically extend into the corner land dedication area. | |
| **PO69**<br>Development on a landmark site provides a prominent visual reference and contribution to the city's public realm by:<br>(a) exhibiting subtropical architectural excellence through design, treatment and articulation;<br>(b) defining the site and its setting through building form, expression, silhouette, scale, materials and landscaping;<br>(c) reinforcing a sense of arrival to the neighbourhood plan area, precinct or sub-precinct through marking a node, an intersection or major connection point in the city;<br>(d) respecting the prominence of any adjoining or nearby heritage place or local landmark;<br>(e) if a corner land dedication is required:<br>(i) accommodating a deep-planted large feature tree within the dedication area;<br>(ii) providing a building envelope that acknowledges and respects the presence of | **AO69.1**<br>Development:<br>(a) emphasises a landmark site identified in a neighbourhood plan and its setting;<br>(b) addresses all elevations, with front, side and rear facades all displaying a high level of modulation and articulation;<br>(c) both vertically and horizontally articulates building form and mass with proportions compatible with the height, scale and setting of the building;<br>(d) provides an interesting and varied skyline and silhouette;<br>(e) uses high-quality and durable materials and finishes;<br>(f) integrates landscaping, building entries and the public realm at the ground plane.<br>Note—The Council's Independent design advisory panel may be invited to provide advice on developments in accordance with the provisions of the Independent design advisory panel planning scheme policy. | **AO69.1 Not Applicable**<br>The development is not identified as a landmark site under the Coorparoo and Districts Neighbourhood Plan. |
| | **AO69.2**<br>Development provides a corner land dedication adjacent to the existing verge area which:<br>(a) complies with any dimensions identified in a neighbourhood plan; | **AO69.2 Not Applicable**<br>The site is not on a corner lot. |

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| the large feature tree canopy;<br>(iii) accommodating high levels of pedestrian movement and enhancing the pedestrian experience.<br>Note—A neighbourhood plan may indicate whether or not a land dedication is required. | (b) accommodates a deep-planted feature tree in compliance with the Infrastructure design planning scheme policy;<br>(c) is embellished in compliance with the Infrastructure design planning scheme policy.<br>Note—A neighbourhood plan may indicate if a corner land dedication is to be truncated or inverted. If the configuration is not specified, a truncated land dedication is to be provided where the building or podium is 2 storeys or fewer. Where an inverted corner land dedication is provided, the building design accommodates the feature tree canopy at maturity. | |
| **PO70**<br>Development of a landscape buffer is provided in particular locations to facilitate:<br>(a) visual privacy to and between sites;<br>(b) visual amenity;<br>(c) shading and occupant amenity;<br>(d) local habitat. | **AO70**<br>Development provides a landscape buffer along the boundaries of the site identified in a neighbourhood plan, which consists of:<br>(a) 3 tiers of planting;<br>(b) a combination of rounded canopy and columnar trees;<br>(c) a maximum spacing of 1 tree for every 6m;<br>(d) trees capable of growing to a minimum height of 8m;<br>(e) shrubs and ground covers.<br>Note—A neighbourhood plan will indicate the boundaries where the landscape buffer is to be provided and the dimensions of the area. | **AO70 Not Applicable**<br>The site is not identified within the neighbourhood plan as requiring a landscape buffer. |

### 4.3.3 Dwelling House Code

The provisions of the Dwelling House Code have been reviewed against the proposal and the site and it is determined that none of the provisions are applicable to the application and therefore no further assessment is required.

### 4.3.4 Filling and Excavation Code

The provisions of the Filling and Excavation Code are not applicable to the assessable as the proposal does not involve any filling or excavation on site.

### 4.3.5 Infrastructure Design Code

| Performance outcomes | Acceptable outcomes | Proposed Solutions |
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| **PO1**<br>Development provides roads, pavement, edging and landscaping which:<br>(a) are designed and constructed in accordance with the road hierarchy;<br>(b) provide for safe travel for pedestrians, cyclists and vehicles;<br>(c) provide access to properties for all modes;<br>(d) provide utilities;<br>(e) provide high levels of aesthetics and amenity, improved liveability and future growth; | **AO1**<br>Development provides roads and associated pavement, edging and landscaping which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy. | **AO1 Complies**<br>The proposal will maintain roads and associated pavement, edging and landscaping as existing. |

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| (f) provide for the amelioration of noise and other pollution;<br>(g) provide a high-quality streetscape;<br>(h) provide a low-maintenance asset with a minimal whole-of-life cost.<br>Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy. | | |
| **PO2**<br>Development provides road pavement surfaces which:<br>(a) are well designed and constructed;<br>(b) durable enough to carry the wheel loads of the intended types and numbers of travelling and parked vehicles;<br>(c) ensures the safe passage of vehicles, pedestrians and cyclists, the discharge of stormwater run-off and the preservation of all-weather access;<br>(d) allows for reasonable travel comfort. | **AO2**<br>Development provides road pavement surfaces which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy. | **AO2 Not Applicable**<br>The proposal does not include road pavement surfaces. |
| **PO3**<br>Development provides a pavement edge which is designed and constructed to:<br>(a) control vehicle movements by delineating the carriageway for all users;<br>(b) provide for people with disabilities by allowing safe passage of wheelchairs and other mobility aids. | **AO3**<br>Development provides pavement edges which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy. | **AO3 Not Applicable**<br>The proposal does not include pavement edges. |
| **PO4**<br>Development provides verges which are designed and constructed to:<br>(a) provide safe access for pedestrians clear of obstructions and access areas for vehicles onto properties;<br>(b) provide a sufficient area for public utility services;<br>(c) be maintainable by the Council. | **AO4**<br>Development provides verges which are designed and constructed in compliance with the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy. | **AO4 Complies**<br>The proposal will retain verges as existing. |
| **PO5**<br>Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which:<br>(a) allows equitable access for all modes;<br>(b) is safe and secure;<br>(c) has 24-hour access; | **AO5**<br>Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which is embellished in compliance with the streetscape locality advice standards in the Infrastructure design planning scheme policy. | **AO5 Not Applicable**<br>The proposal is not for a lane or laneway identified on the Streetscape Hierarchy Overlay map. |

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| (d) is a low-speed shared zone environment;<br>(e) has a high-quality streetscape. | | |
| **PO6**<br>Development of an existing premises provides at the frontage to the site, if not already provided, the following infrastructure to an appropriate urban standard:<br>(a) an effective, high-quality paved roadway;<br>(b) an effective, high-quality roadway kerb and channel;<br>(c) safe, high-quality vehicle crossings over channels and verges;<br>(d) safe, accessible, high-quality verges compatible and integrated with the surrounding environment;<br>(e) safe vehicle access to the site that enables ingress and egress in a forward gear;<br>(f) provision of and required alterations to public utilities;<br>(g) effective drainage;<br>(h) appropriate conduits to facilitate the provision of required street-lighting systems and traffic signals. | **AO6**<br>Development of an existing premises provides at the frontage of the site, if not already existing, the following infrastructure to the standard that would have applied if the development involved new premises as stated in the road corridor design standards in the Infrastructure design planning scheme policy:<br>(a) concrete kerb and channel;<br>(b) forming and grading to verges;<br>(c) crossings over channels and verges;<br>(d) a constructed bikeway;<br>(e) a constructed verge or reconstruction of any damaged verge;<br>(f) construction of the carriageway;<br>(g) payment of costs for required alterations to public utility mains, services or installations;<br>(h) construction of and required alterations to public utility mains, services or installations;<br>(i) drainage works;<br>(j) installation of electrical conduits. | **AO6 Complies**<br>The existing frontage and verge contain all necessary infrastructure to an appropriate urban standard. |
| **PO7**<br>Development provides both cycle and walking routes which:<br>(a) are located, designed and constructed to their network classification (where applicable);<br>(b) provide safe and attractive travel routes for pedestrians and cyclists for commuter and recreational purposes;<br>(c) provide safe and comfortable access to properties for pedestrians and cyclists;<br>(d) incorporate water sensitive urban design into stormwater drainage;<br>(e) provide for utilities;<br>(f) provide for a high level of aesthetics and amenity, improved liveability and future growth;<br>(g) are a low-maintenance asset with a minimal whole-of-life cost; | **AO7**<br>Development provides cycle and walking routes which are located, designed and constructed in compliance with the road corridor design and off-road pathway design standards in the Infrastructure design planning scheme policy. | **AO7 Complies**<br>The proposal does not include any new cycle and walking routes, however appropriate access will be maintained to the existing pathway. |

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| (h) minimise the clearing of significant native vegetation.<br>Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy. | | |
| **PO8**<br>Development provides refuse and recycling collection, separation and storage facilities that are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised. | **AO8.1**<br>Development provides refuse and recycling collection and storage facilities in accordance with the Refuse planning scheme policy. | **AO8.1 Complies**<br>The proposal will include suitable storage on site. |
| | **AO8.2**<br>Development ensures that refuse and recycling collection and storage location and design do not have any adverse impact including odour, noise or visual impacts on the amenity of land uses within or adjoining the development.<br>Note—Refer to the Refuse planning scheme policy for further guidance. | **AO8.2 Complies**<br>The proposal will include refuse storage facilitated on the ground floor, and kerbside collection which do not provide any impact on noise or visual amenity. |
| **PO9**<br>Development ensures that:<br>(a) land used for an urban purpose is serviced adequately with regard to water supply and waste disposal;<br>(b) the water supply meets the stated standard of service for the intended use and fire-fighting purposes. | **AO9.1**<br>Development ensures that the reticulated water and sewerage distribution system for all services is in place before the first use is commenced. | **AO9.1 Complies**<br>The development includes a reticulated water and sewerage distribution system. |
| | **AO9.2**<br>Development provides the lot with reticulated water supply and sewerage to a standard acceptable to the distributor–retailer. | **AO9.2 Complies**<br>The proposal will provide reticulated water supply and sewerage to an acceptable standard. |
| **PO10**<br>Development provides public utilities and street lighting which are the best current or alternative technology and facilitate accessibility, easy maintenance, minimal whole-of-life costs, and minimal adverse environmental impacts. | **AO10.1**<br>Development provides public utilities and street lighting which are located and aligned to:<br>(a) avoid significant native vegetation and areas identified within the Biodiversity areas overlay map;<br>(b) minimise earthworks;<br>(c) avoid crossing waterways, waterway corridors and wetlands or if a crossing is unavoidable, tunnel-boring techniques are used to minimise disturbance, and a disturbed area is reinstated and restored on completion of the work.<br>Note—Guidance on the restoration of habitat is included in the Biodiversity areas planning scheme policy. | **AO10.1 Complies**<br>The proposal will maintain connection to services as existing. |
| | **AO10.2**<br>Development provides compatible public utility services and street-lighting services which are co-located in common trenching for underground services. | **AO10.2 Complies**<br>The proposal will maintain connection to services as existing. |
| | **AO10.3** | **AO10.3 Complies** |

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| | Development provides public utilities and street lighting which are designed and constructed in compliance with the public utilities standards in the Infrastructure design planning scheme policy. | The proposal will maintain connection to services as existing. |
| **PO11**<br>Development ensures that land used for urban purposes is serviced adequately with telecommunications and energy supply. | **AO11**<br>Development provides land with the following services to the standards of the approved supplier:<br>(a) electricity;<br>(b) telecommunications services;<br>(c) gas service where practicable. | **AO11 Complies**<br>The proposal will maintain connection to services as existing. |
| **PO12**<br>Development ensures that major public projects promote the provision of affordable, high-bandwidth telecommunications services throughout the city. | **AO12**<br>Development provides conduits which are provided in all major Council and government works projects to enable the future provision of fibre optic cabling, if:<br>(a) the additional expense is unlikely to be prohibitive; or<br>(b) further major work is unlikely or disruption would be a major concern, such as where there is a limited capacity road; or<br>(c) there is a clear gap in the telecommunications network; or<br>(d) there is a clear gap in the bandwidth available to the area.<br>Editor's note—An accurate, digital 'as built' three-dimensional location plan is to be supplied for all infrastructure provided in a road. | **AO12 Not Applicable**<br>The proposal is not for a major Council or government works project. |
| **PO13**<br>Development provides public art identified in a neighbourhood plan or park concept plan which:<br>(a) is provided commensurate with the status and scale of the proposed development;<br>(b) is sited and designed:<br>(i) as an integrated part of the project design;<br>(ii) as conceptually relevant to the context of the location;<br>(iii) to reflect and respond to the cultural values of the community;<br>(iv) to promote local character in a planned and informed manner. | **AO13**<br>Development provides public art identified in a neighbourhood plan or park concept plan which is sited and designed in compliance with the public art standards in the Infrastructure design planning scheme policy. | **AO13 Not Applicable**<br>The subject site is not identified within a neighbourhood plan or park concept plan that requires the provision of public art. |
| **PO14**<br>Development provides signage of buildings and spaces which promote legibility to help users find their way. | **AO14**<br>Development provides public signage:<br>(a) at public transport interchanges and stops, key destinations, public spaces, | **AO14 Complies**<br>The proposal does not include the provision of public signage. |

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| | pedestrian linkages and at entries to centre developments;<br>(b) which details the location of the key destinations, public spaces and pedestrian linkages in the vicinity, the services available within the development and where they are located.<br>Editor's note—Signage is to be in accordance with Local Law Number 1 (Control of Advertisements Local Law). | |
| **PO15**<br>Development that provides community facilities which form part of the development is functional, safe, low maintenance, and fit for purpose. | **AO15**<br>Development that provides community facilities which form part of the development is designed in compliance with the community facilities standards in the Infrastructure design planning scheme policy. | **AO15 Not Applicable**<br>The proposal does not provide community facilities. |
| **PO16**<br>Development provides public toilets which:<br>(a) are required as part of a community facility or park;<br>(b) are located, designed and constructed to be:<br>(i) safe;<br>(ii) durable;<br>(iii) resistant to vandalism;<br>(iv) able to service expected demand;<br>(v) fit for purpose. | **AO16**<br>Development that provides public toilets is designed and constructed in compliance with the public toilets standards in the Infrastructure design planning scheme policy. | **AO16 Not Applicable**<br>The proposal does not include public toilets. |
| **PO17**<br>Development provides bridges, tunnels, elevated structures and water access structures that are designed and constructed using proven methods, materials and technology to provide for:<br>(a) safe movement of intended users;<br>(b) an attractive appearance appropriate to the general surroundings and any adjacent structures;<br>(c) functionality and easy maintenance;<br>(d) minimal whole-of-life cost;<br>(e) longevity;<br>(f) current and future services.<br>Note—All bridges and elevated and associated elements must be designed and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy. | **AO17**<br>Development that provides bridges, tunnels, elevated structures and water access structures is designed and constructed in compliance with the standards in the Infrastructure design planning scheme policy. | **AO17 Not Applicable**<br>The proposal does not provide any bridges, tunnels, elevated structures or water access structures. |
| **PO18**<br>Development provides culverts which are designed and constructed using proven | **AO18**<br>Development that provides culverts is designed and constructed in compliance with the structures standards in the | **AO18 Not Applicable**<br>The proposal does not provide for culverts. |

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| methods, materials and technology to provide for:<br>(a) safety;<br>(b) an attractive appearance appropriate to the general surroundings;<br>(c) functionality and easy maintenance;<br>(d) minimal whole-of-life cost;<br>(e) longevity;<br>(f) future widening;<br>(g) current and future services;<br>(h) minimal adverse impacts, such as increase in water levels or flow velocities, and significant change of flood patterns.<br>Note—All culverts and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards. | Infrastructure design planning scheme policy. | |
| **PO19**<br>Development provides batters, retaining walls, and seawalls and river walls which are designed and constructed using proven methods, materials and technology to provide for:<br>(a) safety;<br>(b) an attractive appearance appropriate to the surrounding area;<br>(c) easy maintenance;<br>(d) minimal whole-of-life cost;<br>(e) longevity;<br>(f) minimal water seepage.<br>Note—All retaining walls and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards. | **AO19**<br>Development that provides batters, retaining walls, seawalls and river walls is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy. | **AO19 Not Applicable**<br>The proposal does not provide batters, retaining walls, seawalls or river walls. |
| **If for development with a gross floor area greater than 1,000m$^2$** | | |
| **PO20-PO22 Not Applicable**<br>The proposal amounts a gross floor area less than 1,000m$^2$. | | |
| **If for a material change of use or reconfiguring a lot in an urban area (as defined in the Regulation) involving premises that is, or will be, accessed by common private title, where involving buildings, either attached or detached, that are not covered by other legislation mandating fire hydrants** | | |
| **PO23-PO24 Not Applicable**<br>The proposal is not for premises that will be accessed by common private title. | | |
| **Development for major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System where not in the Utility services zone precinct of the Special purpose zone** | | |
| **PO25**<br>Development avoids or otherwise minimises adverse impacts on surrounding land uses through the use of buffers and setbacks and the appropriate design and location of plant and operational areas within the site. | **AO25**<br>No acceptable outcome is prescribed. | **AO25 Not Applicable**<br>The proposal is not for major electricity infrastructure and bulk water supply infrastructure. |

| Development potentially impacting on major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System where the infrastructure is not in the Utility services zone precinct of the Special purpose zone | | |
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| **PO26**<br>Development is sited and designed to:<br>(a) avoid safety risks to people or property;<br>(b) minimise noise and visual impacts to people and property;<br>(c) ensure the physical integrity and operation, maintenance and expansion of the infrastructure is not compromised. | **AO26**<br>No acceptable outcome is prescribed. | **AO26 Not Applicable**<br>The proposal will not impact on major electricity infrastructure and bulk water supply infrastructure. |

#### 4.3.6 Landscape Work Code

The proposal does not involve landscaping works. Assessment against the provisions of the Landscape Work Code is not applicable.

#### 4.3.7 Multiple Dwelling Code

The provisions of the Multiple Dwelling Code are not applicable to the assessment. The proposed Material Change of Use is for Centre Activities (Office) use and does not involve a Multiple Dwelling.

#### 4.3.8 Outdoor Lighting Code

The proposal will not involve the implementation of Outdoor Lighting. Any future implementation of Outdoor Lighting will be completed in accordance with the requirements of the Outdoor Lighting Code.

#### 4.3.9 Park Planning and Design Code

The provisions of the Park Planning and Design Code are not applicable to the assessment. The proposed Material Change of Use is for Centre Activities (Office) and does not involve a park.

#### 4.3.10 Retirement and Residential Care Facility Code

The provisions of the Retirement and Residential Care Facility Code are not applicable to the assessment. The proposed Material Change of Use is for a Centre Activities (Office) and does not involve a Retirement and Residential Care Facility.

#### 4.3.11 Stormwater Code

Stormwater discharge will be managed through the existing infrastructure, as such assessment against the provisions of the Stormwater Code are not applicable.

#### 4.3.12 Transport, Access, Parking and Servicing Code

| Performance outcomes | Acceptable outcomes | Proposed Solutions |
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| **PO1**<br>Development is designed:<br>(d) to include a technically competent and accurate response to the transport and traffic elements of the development;<br>(e) in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; | **AO1**<br>Development complies with the standards in the Transport, access, parking and servicing planning scheme policy. | **AO1 Complies**<br>The proposal seeks 250m$^2$ of Office use area and as such, 8 car spaces are proposed, consistent with the Transport planning scheme policy.<br><br>The car spaces are designed and located to enable suitable swept paths for vehicles entering and leaving the site. |

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| (f) to ensure the efficient operation and safety of the development and its surrounds.<br>Note—The acceptable outcome and performance outcome can be demonstrated through a development application that:<br>• is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy;<br>• is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy;<br>• ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices. | | The site does not involve any service vehicles, with refuse to be adequately stored and presented to the streetscape for kerbside collection.<br><br>Furthermore, the proposal does not exceed 1,000m$^2$ and as such, provisions for bicycle parking and end of trip facilities are not required. |
| **PO2**<br>Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the transport network consistent with the planning by the Queensland Government and Council. | **AO2**<br>No acceptable outcome is prescribed. | **AO2 Not Applicable**<br>The proposal is not for a development of a major size. |
| **PO3**<br>Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network. | **AO3.1**<br>Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. | **AO3.1 Complies**<br>Existing driveway crossover to be utilised |
| | **AO3.2**<br>Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises. | **AO3.2 Not Applicable**<br>The site does not contain any easements nor are any proposed. |
| **PO4**<br>Development provides walking and cycle routes through the site which:<br>(a) link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open | **AO4.1**<br>Development provides walking and cycle routes which are constructed on the carriageway or through the site to:<br>(a) create a walking or cycle route along the full frontage of the site; | **AO4.1 Complies**<br>The proposal maintains the walking route along the frontage of the site as existing. The proposal is located on a smaller lot in a residential area and does not connect to any cycling or walking routes at the boundary of the site. |

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| space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes;<br>(b) encourage walking and cycling;<br>(c) ensure pedestrian and cyclist safety;<br>(d) provide a direct and legible network.<br>Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome. | (b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site. | |
| | **AO4.2**<br>Development provides walking and cycle routes that are constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy. | **AO4.2 Complies**<br>The proposal maintains walking routes as existing and does not include the construction of any new routes. |
| | **AO4.3**<br>Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines. | **AO4.3 Complies**<br>The proposal maintains walking routes as existing. |
| **PO5**<br>Development provides secure and convenient bicycle parking which:<br>(a) for visitors is obvious and located close to the building's main entrance;<br>(b) for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building;<br>(c) is easily and safely accessible from outside the site;<br>(d) does not impact adversely on visual amenity;<br>(e) does not impede the movement of pedestrians or other vehicles;<br>(f) is designed to comply with a recognised standard for the construction of bicycle facilities.<br>Note—For a performance outcome relating to the number of bicycle parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy. | **AO5.1**<br>Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. | **AO5.1 Not Applicable**<br>The proposal is not required to accommodate bicycle parking. |
| | **AO5.2**<br>Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities. | **AO5.2 Not Applicable**<br>The proposal is not required to accommodate bicycle parking. |
| | **AO5.3**<br>Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street. | **AO5.3 Not Applicable**<br>The proposal is not required to accommodate bicycle parking. |
| | **AO5.4**<br>Development provides visitor bicycle parking which does not impede pedestrian movement. | **AO5.4 Not Applicable**<br>The proposal is not required to accommodate bicycle parking. |
| | **AO5.5**<br>Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. | **AO5.5 Not Applicable**<br>The proposal is not required to accommodate bicycle parking. |
| **PO6**<br>Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users.<br>Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy. | **AO6**<br>Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. | **AO6 Not Applicable**<br>The proposal is not required to accommodate end of trip facilities. |
| **PO7** | **AO7** | **AO7 Not Applicable** |

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| Development provides pedestrian and cyclist access to the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles. | Development provides pedestrian and cycle access that is designed and constructed in compliance with the site access design guidelines, pedestrian facilities standards and cyclist facilities standards in the Transport, access, parking and servicing planning scheme policy. | The proposal will maintain pedestrian pathways as existing. |
| **PO8**<br>Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities. | **AO8**<br>No acceptable outcome is prescribed. | **AO8 Not Applicable**<br>The proposal will maintain pedestrian pathways as existing. |
| **PO9**<br>Development provides access driveways in the road area that are located, designed and controlled to:<br>(a) minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists;<br>(b) ensure the amenity of adjacent premises, from impacts such as noise and light. | **AO9.1**<br>No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy). | **AO9.1 Not Applicable**<br>Existing driveway crossover o be retained in order to accommodate access for anticipated vehicles. |
| | **AO9.2**<br>Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage. | **AO9.2 Complies**<br>Existing single driveway access to be retained. |
| | **AO9.3**<br>Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. | **AO9.3 Complies**<br>The proposal maintains suitable sightlines. |
| | **AO9.4**<br>Development provides access driveways in the road area which:<br>(a) are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy;<br>(b) are not provided through a bus stop, taxi rank or pedestrian crossing or refuge. | **AO9.4 Complies**<br>Existing driveway crossover to be retained |
| | **AO9.5**<br>Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road. | **AO9.5 Not Applicable**<br>The proposal does not involve shared access. |
| **PO10**<br>Redevelopment provides for:<br>(a) the closure of all access driveways in the road area that no longer comply with the standards in the Transport, | **AO10**<br>No acceptable outcome is prescribed. | **PO10 Not Applicable**<br>The proposal seeks to utilise the existing built form and so no redevelopment of the site is proposed. |

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| access, parking and servicing planning scheme policy;<br>(b) the reinstatement of adjacent footpaths. | | |
| **PO11**<br>Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists. | **AO11.1**<br>Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. | **AO11.1 Complies**<br>The proposal maintains compliant sight distances. |
| | **AO11.2**<br>Development ensures that convex mirrors are only used in a site:<br>(a) as a secondary support at access driveways;<br>(b) in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy. | **AO11.2 Not Applicable**<br>The proposal does not involve any convex mirrors. |
| **PO12**<br>Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport. | **AO12**<br>Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.<br>Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy. | **AO12 Not Applicable**<br>The site is outside of the City Core and City Frame. |
| **PO13**<br>Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street. | **AO13**<br>Development outside of the City core and City frame as identified in Figure a:<br>(a) provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or<br>(b) for accepted development subject to compliance with identified requirements, does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy.<br>Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy. | **AO13 Complies**<br>The proposal provide for a total of 8 car parking spaces for a total GFA of 250m$^2$. |
| **PO14** | **AO14.1** | **AO14.1 Complies** |

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| Development ensures that the number of car parking spaces and design of the car parking area:<br>(a) meet the combined design peak parking demand for residential, visitor and business parking;<br>(b) allow for the temporal sharing of car-parking spaces for uses with different peak parking demands.<br>Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the Transport, access, parking and servicing planning scheme policy is to identify the appropriate number of car parking spaces to be provided. | Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time. | The proposal maintains compliant carparking on site. |
| | **AO14.2**<br>Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development. | **AO14.2 Not Applicable**<br>The proposal does not involve any mixed use development. |
| **PO15**<br>Development provides a car park layout which allows for on-site vehicle parking that:<br>(a) is clearly defined, safe and easily accessible;<br>(b) is designed to contain potential adverse impacts within the site;<br>(c) does not detract from the aesthetics or amenity of an area;<br>(d) discourages on-street parking if parking has an adverse traffic management safety or amenity impact;<br>(e) is consistent with safe and convenient pedestrian and cyclist movement. | **AO15**<br>Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy. | **AO15 Complies**<br>The proposal maintains sufficient manoeuvring areas to accommodate the proposed carparking on-site. |
| **PO16**<br>Development creates a safe environment by incorporating the key elements of crime prevention through environmental design. | **AO16**<br>Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by:<br>(a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas;<br>(b) defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings;<br>(c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages;<br>(d) ensuring publicly accessible areas such as car parks, | **AO16 Complies**<br>The proposal will incorporate suitable CPTED elements where applicable |

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| | pathways, public toilets and communal areas are well lit;<br>(e) including way-finding cues;<br>(f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas.<br>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy. | |
| **PO17**<br>Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection. | **AO17**<br>Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by:<br>(a) denying access to potential canvases through access control techniques;<br>(b) reducing potential canvases through canvas reduction techniques;<br>(c) ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques.<br>Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy. | **AO17 Complies**<br>The proposal incorporates graffiti and vandalism prevention techniques, where applicable. |
| **PO18**<br>Development is serviced by an adequate number and size of service vehicles. | **AO18**<br>Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. | **AO18 Not Applicable**<br>The proposal does not involve any service vehicles on-site.<br><br>Any refuse collection will be achieved via kerbside collection. |
| **PO19**<br>Development layout provides for services which:<br>(a) are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a minor road where use of the footpath is not adversely affected;<br>(b) are clearly defined, safe and easily accessible;<br>(c) are designed to contain potential adverse impacts of servicing within the site;<br>(d) do not detract from the aesthetics or amenity of the surrounding area. | **AO19.1**<br>Development ensures that a service bay provided on site:<br>(a) is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy;<br>(b) is located away from street frontages and screened from adjoining premises. | **AO19.1 Not Applicable**<br>The proposal does not involve any service vehicles on-site.<br><br>Any refuse collection will be achieved via kerbside collection |
| | **AO19.2**<br>Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy. | **AO19.2 Not Applicable**<br>The proposal does not involve any service vehicles on-site.<br><br>Any refuse collection will be achieved via kerbside collection |
| | **AO19.3** | **AO19.1 Complies** |

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| | Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy. | Any refuse collection will be achieved via kerbside collection |
| **PO20**<br>Development provides service vehicle access routes to and from the site which minimise the impact on:<br>(a) amenity and safety in residential areas;<br>(b) streets not constructed to a standard that accommodate increased heavy vehicle movements. | **AO20**<br>Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy. | **AO20 Not Applicable**<br>The proposal does not involve any service vehicles on-site.<br><br>Any refuse collection will be achieved via kerbside collection |
| **If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensioned vehicle or any other vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)** | | |
| **PO21**<br>Development which is freight-dependent development ensures that the traffic generated by the development does not impact on:<br>(a) the operation of the transport network;<br>(b) the safety and amenity of a residential area;<br>(c) a road not constructed to accommodate a non-standard vehicle such as a road only constructed to accommodate a vehicle that has a legal right of access to all roads including Austroads vehicles classes 1–9. | **AO21.1**<br>Development which is freight-dependent development is located on a site which:<br>(a) has frontage to or direct access to the freight network in the Road hierarchy overlay via roads in a zone in the Industry zones category; or<br>(b) can be serviced by a route that can act as a primary freight access route and connect to an existing primary freight route without impacting on the safe operation of the road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy. | **AO21.1-AO21.2 Not Applicable**<br>The proposal is not required to be serviced by a vehicle identified as requiring a permit to operate on the road. |
| | **AO21.2**<br>Development which is freight-dependent development provides any necessary upgrade to a road used as an access route in compliance with the Infrastructure design planning scheme policy. | |

### 4.3.13 Wastewater Code

The proposal does not involve onsite wastewater treatment. As such, the proposal will not require assessment against the provisions of the Wastewater Code.

### 4.3.14 Coorparoo and Districts Neighbourhood Plan Code

| Performance outcomes | Acceptable outcomes | Proposed Solutions |
|---|---|---|
| **PO1**<br>Development is of a height, scale and form that achieves the | **AO1** | **AO1 Complies** |

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| intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is:<br>(a) consistent with the anticipated density and assumed infrastructure demand;<br>(b) aligned to community expectations about the number of storeys to be built;<br>(c) proportionate to and commensurate with the utility of the site area and frontage width;<br>(d) designed so as not to cause a significant and undue adverse amenity impact to adjoining development. | Development complies with the number of storeys in Table 7.2.3.10.3.B.<br>Note—Neighbourhood plans will mostly specify a maximum number of storeys where zone outcomes have been varied in relation to building height. Some neighbourhood plans may also specify height in metres. Development must comply with both parameters where maximum number of storeys and height in metres are specified.<br>Note—Council's Independent Design Advisory Panel may be invited to provide advice on development, to facilitate high quality development, in accordance with the provisions of the Independent design advisory panel planning scheme policy. | The subject site is not located in any of the precincts outlined in Table 7.2.3.10.3.B.<br><br>[The proposed extensions do not seek to alter the number of storeys the existing Dwelling House contains (which is 2 storeys)]. |
| **PO2**<br>Development minimises impacts on existing significant vegetation and provides replacement vegetation on the site of an advanced size and maturity where significant vegetation is removed. | **AO2.1**<br>Development of buildings, structures, driveways, vehicle cross-overs and hard stand areas are designed and sited to maximise the retention of vegetation on the site and adjacent street trees. | **PO2 Performance Solution**<br>The proposal includes new hardstand area to provide for 8 additional carparking spaces on site. Existing façade treatment and landscaping outcomes are to be retained where possible. No street trees will be removed in the process. |
| | **AO2.2**<br>Significant vegetation removed as a result of the development is replaced with vegetation of advanced size and maturity. | **AO2.2**<br>There is no significant vegetation identified on site. |
| **PO3**<br>Development provides a high level of amenity for adjoining residential buildings and incorporates subtropical design principles to support healthy, energy efficient living. | **AO3.1**<br>Development incorporates the following subtropical design principles:<br>(a) cross-ventilation in and around buildings by use of building forms, breezeways, open courtyards and landscaped areas;<br>(b) sun shading of openings;<br>(c) suitable building orientation;<br>(d) building form that maximises amenity, street activity and pedestrian connectivity;<br>(e) deep planting within setbacks along common boundaries and frontages. | **PO3 Performance Solution**<br>The proposed extensions will be located at the rear of the site and as such do not have any impact on visual amenity within the streetscape. The existing façade treatment and landscaping outcomes are to be retained where possible with hardstand area to be included for the purposes of parking. The existing building provides sun shading in the form of protruding eaves. The orientation of the building will not be impacted. |
| | **AO3.2**<br>Development is designed to ensure that adjoining residential buildings:<br>(a) retain access to natural light, sunlight and breeze;<br>(b) maintain privacy through the positioning of balconies or habitable rooms. | **AO3.2 Complies**<br>The proposal will not impact access to natural light, sunlight and breeze. Positioning of existing habitable rooms will be maintained, and new habitable rooms at the rear of the site maintain privacy to adjoining properties. |

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| | | It is noted that adjoining sites to the north and east boundaries do not involve residential uses. Windows do not overlook the adjoining residence to the south and no balconies are included. Fencing along the boundary further supports privacy. |
| **If in the Logan Road precinct (Coorparoo and districts neighbourhood plan/NPP-001)** | | |
| **PO4-PO5 Not Applicable**<br>The site is not located in the Logan Road Precinct Area. | | |
| **If in the Greenslopes Private Hospital precinct (Coorparoo and districts neighbourhood plan/NPP-002)** | | |
| **PO6-PO9 Not Applicable**<br>The site is not located in the Greenslopes Private Hospital Precinct Area. | | |
| **If in the Stephens Mountain precinct (Coorparoo and districts neighbourhood plan/NPP-003)** | | |
| **PO10 Not Applicable**<br>The site is not located in the Stephens Mountain Precinct Area. | | |
| **If in the Stephens Mountain reserve sub-precinct (Coorparoo and districts neighbourhood plan/NPP-003a)** | | |
| **PO11 Not Applicable**<br>The site is not located in the Stephens Mountain Reserve Sub-precinct Area. | | |
| **If in the Stephens Mountain west sub-precinct (Coorparoo and districts neighbourhood plan/NPP-003b)** | | |
| **PO12-PO15 Not Applicable**<br>The site is not located in the Stephens Mountain West Sub-precinct Area. | | |
| **If in the Earl Street precinct (Coorparoo and districts neighbourhood plan/NPP-004)** | | |
| **PO12-PO15 Not Applicable**<br>The site is not located in the Earl Street Precinct Area. | | |

#### 4.3.15 Airport Environs Overlay Code

The provisions of the Airport Environs Overlay Code do not trigger assessment for the purpose of Material Change of Use involving an Office.

#### 4.3.16 Community Purposes Network Overlay Code

The provisions of the Community Purposes Network Overlay Code have been reviewed against the proposal and the site and it is determined that none of the provisions are applicable to the application and therefore no further assessment is required.

#### 4.3.17 Critical Infrastructure and Movement Network Overlay Code

The provisions of the Critical Infrastructure and Movement Network Overlay Code do not trigger assessment for the purpose of Material Change of Use involving an Office.

#### 4.3.18 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**<br>Development ensures that:<br>(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**<br>Development ensures that an access driveway is provided from:<br>(a) a minor road;<br>(b) a district road or suburban road if the development has high traffic-generating potential. | **AO1.1 Complies**<br>Access is to be maintained as existing, provided via Brinawa Street which is a minor road according to the Road Hierarchy Overlay Map. |

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| (vi) the road hierarchy shown on the Road hierarchy overlay map;<br>(vii) public transport operations;<br>(viii) pedestrian and cyclist movement;<br>(b) the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas;<br>(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**<br>Development ensures that an access driveway is not provided to or from a primary freight route identified on the Road hierarchy overlay map. | **AO1.2 Complies**<br>The site will not be accessed via a primary freight route. |
| | **AO1.3**<br>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. | **AO1.3 Complies**<br>The site only has frontage to Brinawa Street which is a Neighbourhood Road. All vehicular access to the site will be provided via Brinawa Street. |
| | **AO1.4**<br>Development ensures that a turn to and from a major road is restricted to a left turn only. | **AO1.4 Not Applicable**<br>The site does not adjoin a major road. |
| | **AO1.5**<br>Development ensures that vehicle access is provided to an abutting site that only has frontage to an arterial road, to facilitate access to the abutting site via an alternative street. | **AO1.5 Not Applicable**<br>The proposal does not provide access to an abutting site. |
| **Section B—If for assessable development for a material change of use** | | |
| **PO2**<br>Development does not compromise the safety, efficiency and function of the road hierarchy and addresses all the impacts to the road network. | **AO2.1**<br>Development ensures that the traffic generated by the development is consistent with the road hierarchy classification, function and expected traffic flows for the area. | **AO2.1 Complies**<br>The proposal is for a small-scale Office premises which will not generate traffic that significantly impacts the area. |
| | **AO2.2**<br>Development mitigates an impact on the road hierarchy if the development:<br>(a) is for a major development; or<br>(b) involves an access driveway to a major road; or<br>(c) involves an access driveway within 100m of a signalised intersection.<br><br>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. | **AO2.2 Complies**<br>The subject site is not for a major development and does not involve an accessway to a major road. The site is accessed via Brinawa Street which does not include a signalised intersection and is classified as a Neighbourhood Road under the Road Hierarchy Overlay Mapping. |
| **Section C—If for assessable development for a material change of use or reconfiguring of a lot** | | |
| **PO3**<br>Development makes provision for the extension, expansion and widening of the existing and future road network where required. | **AO3**<br>No acceptable outcome is prescribed. | **AO3 Complies**<br>The proposal does not require extension or widening of the existing road network, however the development allows for the future provision of road expansion if necessary. |
| **PO3A** | **AO3A** | **AO3A Complies** |

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| Development provides for the payment of extra trunk infrastructure costs for the following:<br>(a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan;<br>(b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving:<br>(ix) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan;<br>(x) long term infrastructure for the road network which is made necessary by development that is not assumed future urban development;<br>(xi) other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development.<br><br>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.<br><br>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the *Planning Act 2016*. | No acceptable outcome is prescribed. | The site is included in the Priority Infrastructure Area. Any extra costs involved with planned Trunk Infrastructure will be provided. |
| **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 Not Applicable**<br>The site is not located in or adjacent to the District road sub-category, Suburban road sub-category, or the Arterial road sub-category. | | |
| **Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy** | | |
| **PO5-PO8 Not Applicable**<br>The proposal is for a Material Change of Use and does not involve an extension or change to the road hierarchy. | | |

### 4.3.19 Streetscape Hierarchy Overlay Code

The proposal is a Material Change of Use for the purpose of an Office within an existing premises. As such, no alterations are proposed to the existing street and therefore the provisions of the Streetscape Hierarchy Overlay Code are not applicable in this instance.

### 4.3.20 Traditional Building Character (Design) Overlay Code

| Performance outcomes | Acceptable outcomes | Proposed Solution |
|---|---|---|
| **If in the Low-medium density residential zone or the Character residential zone, where for a dwelling house, dual occupancy, multiple dwelling, retirement facility, rooming accommodation, or short term accommodation, where not in the Local character significance sub-category** | | |
| **PO1**<br>Development retains buildings constructed in 1946 or earlier in its original setting and complements nearby buildings in the street built in 1946 or earlier. | **AO1.1**<br>Development ensures that any building constructed in 1946 or earlier which is retained is sited at the front of the site at the street frontage. | **AO1.1 Not Applicable**<br>The existing building is of post-1947 construction. |
| | **AO1.2**<br>Development for a building which is not on a rear access lot is set back from any road alignment, excluding eaves, awnings, stairs and garage, within 20% of the average front setback of the nearest residential buildings constructed in 1946 or earlier fronting the same street.<br>Note—Additional buildings by way of infill development may be set further back on this site, subject to meeting other code requirements. Where the site contains a building constructed in 1946 or earlier, it should be retained at the front of the site and any new infill placed behind/beside. Sliding a building constructed in 1946 or earlier back with infill at the front of the site is not consistent with desired traditional setting outcomes. | **PO1 Complies**<br>The proposal retains the building on site and the front setback will remain as existing. |
| **PO2**<br>Development for a garage does not dominate the street frontage or gardens and complements the traditional setting of residential buildings constructed in 1946 or earlier nearby in the street. | **AO2.1**<br>Development for a garage is set back from any road alignment in a position similar to garages located on sites of dwelling houses constructed in 1946 or earlier located nearby in the street. | **AO2.1-AO2.2 Not Applicable**<br>The proposal does not involve a garage. |
| | **AO2.2**<br>Development for a garage is integrated into any dwelling house such that it does not dominate the composition of the house or dominate the streetscape. Refer to Figure a.<br>Note—Not applicable to a dwelling house on a rear access lot. | |
| **PO3**<br>Development has a building form and bulk which complements the predominant traditional scale of a dwelling house constructed in 1946 or earlier nearby in the street. | **AO3**<br>Development for a new building or an extension to an existing building uses breaks in form to present as small components similar in scale to that of existing dwelling houses constructed in 1946 or earlier nearby in the street. Refer to Figure b. | **AO3 Complies**<br>The proposed extensions are located at the rear of the site and as such do not impact visual amenity within the street. Nonetheless, extensions are in accordance with the character of the existing post-1947 building on site and include breaks in built form that complement pre-1947 dwellings in the streetscape. |
| **PO4**<br>Development has a building form which complements the traditional building form and traditional elements, detailing and materials of a residential building | **AO4.1**<br>Development includes a solid core with attached or integrated lightweight verandah or balcony structure addressing the street. | **AO4.1 Not Applicable**<br>The existing building does not include a balcony fronting the street. |
| | **AO4.2** | **AO4.2 Complies** |

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| constructed in 1946 or earlier nearby in the street. | Development ensures that different floor levels are distinguished in the streetscape through the expression of external elements on the upper and lower levels. | The proposal will retain the front façade as existing and no changes are proposed. The building maintains floor levels that are distinguishable from the streetscape. |
| | **AO4.3**<br>Development for a building which is located at the front of the site, provides habitable space, verandahs and windows that are orientated towards the street. Refer to Figure c. | **AO4.3 Not Applicable**<br>The proposal is for additional gross floor area at the rear of the site and no alterations are proposed to the existing building located at the front of the site. |
| | **AO4.4**<br>Development for a dwelling house does not provide for the ground storey to project forward of the upper floor verandah or balcony structure. | **AO4.4 Not Applicable**<br>The proposal is not for a Dwelling House. |
| **PO5**<br>Development provides external elements and detailing which:<br>(a) reflect traditional elements and detailing and materials;<br>(b) reduce building bulk;<br>(c) form a transition with the external landscape. | **AO5**<br>Development provides external elements such as lightweight verandahs and stairs, eaves, overhangs, sunhoods, lattice screens, balustrades and batten panels which:<br>(a) reflect those of dwelling houses constructed in 1946 or earlier nearby in the street;<br>(b) are sufficient to cast shadows;<br>(c) provide three-dimensional effects.<br>Refer to Figure d. | **AO5 Complies**<br>The proposal includes additional gross floor area at the rear of the site only. The existing post-1947 Dwelling House on site will be retained and the proposal therefore maintains the existing external features visible to the street front which are commensurate with nearby character housing. The proposed extensions are designed to produce sufficient shadowing and three-dimensional effects. |
| **PO6**<br>Development uses:<br>(a) materials which reflect the traditional materials used predominantly in residential buildings constructed in 1946 or earlier nearby in the street;<br>(b) external materials which reflect the architectural themes of residential buildings constructed in 1946 or earlier, reduce building bulk and form a transition with the external landscape. | **AO6.1**<br>Development uses traditional materials consistent with the predominant traditional materials of the dwelling houses constructed in 1946 or earlier fronting the same street. | **AO6.1 Complies**<br>The proposed extensions incorporate a combination of materials which integrate with the existing dwelling whilst maintaining consistency with development in the street including pre-1947 dwellings. |
| | **AO6.2**<br>Development uses roof materials similar to the roof materials on dwelling houses constructed in 1946 or earlier nearby in the street. | **AO6.2 Complies**<br>The proposed extensions include a roof style similar to the existing dwelling on site, which is complementary to nearby character dwellings in the streetscape. |
| | **AO6.3**<br>Development ensures that:<br>(a) for dwelling houses lightweight materials predominate;<br>(b) if masonry is used, it is rendered or painted and used in conjunction with other more lightweight materials, in order to define the upper and lower levels. | **AO6.3 Complies**<br>The proposed extensions will be located at the rear of the site and as such do not have any impact on visual amenity within the streetscape.<br><br>The building on site will remain as existing, and definition of upper and lower levels will be maintained. Extensions at the area have been sited and designed to match the existing |

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| | | house on site. |
| **PO7**<br>Development provides roof forms which complement traditional roof styles of residential buildings constructed in 1946 or earlier that are located nearby in the street in terms of roof pitch and proportion. | **AO7.1**<br>Development provides roof forms which are one or more of a combination of pyramids, hips or gables of similar pitch and proportions to those of dwelling houses constructed in 1946 or earlier nearby in the street. | **AO7.1 Complies**<br>The proposed extensions at the rear will be constructed with steel roofing which matches the existing building on site and is complementary to that of character houses within the streetscape. |
| | **AO7.2**<br>Development includes eaves that are of similar proportions to eaves on dwelling houses constructed in 1946 or earlier nearby in the street. | **AO7.2**<br>The proposal does not involve any changes to the existing eaves of the dwelling. |
| **Additional performance outcomes and acceptable outcomes if in the Character residential zone where for a dwelling house, dual occupancy, multiple dwelling, retirement facility, rooming accommodation, or short term accommodation, where not in the Local character significance sub-category** | | |
| **PO8**<br>Development has a building height and bulk which reinforces the natural topography and complements the predominant 'traditional scale' of residential buildings constructed in 1946 or earlier nearby in the street. | **AO8**<br>Development, if in a sloping street where the rhythm of the stepping levels and eaves is characteristic of the streetscape created by dwelling houses constructed in 1946 or earlier, has a building height and roof and eave levels that continue the rhythm and maintain that stepping. Refer to Figure e. | **AO8 Not Applicable**<br>The subject site is not located in a sloping street. |
| **Additional performance outcomes and acceptable outcomes in the Latrobe and Given Terraces neighbourhood plan area** | | |
| The subject site is not located in the Latrobe and Given Terraces neighbourhood plan area. | | |
| **Additional performance outcomes and acceptable outcomes if in the Sherwood—Graceville district neighbourhood plan area where not in the Westside character precinct** | | |
| The subject site is not located in the Sherwood—Graceville district neighbourhood plan area. | | |
| **Additional performance outcomes and acceptable outcomes if in the Local character significance sub-category** | | |
| The subject site is not located in the Local character significance sub-category. | | |
| **Additional performance outcomes and acceptable outcomes if in the Local character significance sub-category where on a site containing a residential building constructed in 1946 or earlier** | | |
| The Dwelling House located on the subject property was not built in 1946 or earlier. | | |

### 4.3.21 Transport Air Quality Corridor Overlay Code

The provisions of the Transport Air Quality Corridor Overlay Code do not trigger assessment for the purpose of Material Change of Use involving an Office.

**CONCLUSION**

The proposal relates to a Material Change of Use for the purposes of Establishment of a new Office Land Use at 8 Brinawa Street, Camp Hill.

Council's mapping indicates that the site is located in the Character ((CR2) Infill Housing) Residential Zone of City Plan 2014.

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.

## 5.0 APPENDICES

**DA Form 1**

**Owner's Consent**

**Proposal Plans**

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