

including deep planting, that soften the dominance of buildings, provide breathing space and encourage outdoor living.

- (h) *Development provides for a building to:*
 - (i) *take advantage of attractive views and aspects;*
 - (ii) *address and interface with the street and other adjoining public space, including via habitable uses at ground level (with parking located below buildings) in order to provide surveillance and encourage activation of parks and streets.*
 - (i) *Development provides for a residential dwelling that fronts a heavily trafficked road or other noise source to be:*
 - (i) *suitably located and orientated on the site;*
 - (ii) *designed and finished to minimise noise intrusion while maintaining some opportunities for interface with and surveillance of the street.*
 - (j) *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) *Up to 8 storeys zone precinct overall outcomes are:*
- (a) *Development of a residential building is predominantly 5 to 8 storeys in height, in a very well-located part of the city, including the inner city, clustered around significant centres and high-frequency public transport nodes.*
 - (b) *Development responds to local characteristics, such as protection of view corridors, reinforces a green landscape character and responds to the surrounding character and architecture by having a lower building height and/or a smaller bulk than in the Up to 15 storeys zone precinct.*
- (7) *Up to 15 storeys zone precinct overall outcomes are:*
- (a) *Development that provides a residential building has the greatest height and density in the city outside of the Principal centre zone.*
 - (b) *Development that provides a residential building is predominantly 9 to 15 storeys in height, in a very well-located part of the city, including close to the City Centre, clustered around significant centres and high-frequency public transport nodes, often in hilltop locations or with river views.*

The proposal at hand will comply with the outcomes sought by the High Density Residential Zone Code. The proposed development maintains a building form that contributes to a variety of use types which are consistent with the zoning. The proposal at hand comprises a bulk and scale consistent with the prevailing character of the surrounding locality and is complementary to the adjoining sites.

4.3.2 Chermside Centre Neighbourhood Plan Code

Performance outcomes	Acceptable outcomes	Performance Solution
General		
PO1 Development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is: (a) consistent with the anticipated density and assumed infrastructure demand; (b) aligned to community expectations about the number of storeys to be built;	AO1 Development complies with the number of storeys, building height and gross floor area in Table 7.2.3.6.3.B. Note—Neighbourhood plans will mostly specify the maximum number of storeys where zone outcomes have been varied in relation to building height. Some neighbourhood plans may also specify the height in metres. Development must comply with both parameters where maximum number of storeys and height in metres are specified.	PO1 Performance Solution The subject site is identified within the High Density Residential Sub-Precinct (NPP-002a) of the Residential North Precinct (NPP-002) and is afforded a maximum building height of eight (8) storeys. The proposed Multiple Dwelling seeks a maximum building height of nine (9) storeys and 29.6m above natural ground level. As such, the proposal seeks a Performance Solution Against PO1 of the Chermside Centre Neighbourhood Plan Code.

(c) proportionate to and commensurate with the utility of the site area and frontage width; (d) designed to avoid a significant and undue adverse amenity impact to adjoining development; (e) sited to enable existing and future buildings to be well separated from each other and to avoid affecting the potential development of adjoining sites. Note—Development that exceeds the intended number of storeys or building height can place disproportionate pressure on the transport network, public space or community facilities in particular. Note—Development that is over-scaled for its site can result in an undesirable dominance of vehicle access, parking and manoeuvring areas that significantly reduce streetscape character and amenity.		The proposal merely seeks a relaxation of one (1) storey and this is justified on the following basis. It is noted that as part of initial Prelodgement advice Council identified there is merit in a nine (9) storey built form (Council Ref: A006913150). The proposed development utilises a mixture of high quality architectural elements and articulation that will create an attractive built form outcome to the streetscape. This includes recession and projections so there are no unarticulated flat walls and a colour scheme that represents the 'green city lifestyle' of Brisbane. The proposal includes a communal outdoor open space allowing for casual surveillance of the streetscape. In addition, the development provides planter boxes on ground level and level 1 that are capable of providing shade trees. The trees will be endemic to South East Queensland and will create a building that breathes. These elements will contribute a high level of amenity and activated streetscape. Further, the subject site is in a highly convenient and accessible location, with proximity to transport, recreation and services able to support an increase in residential density on site. The subject site is located within 700m to Westfield Chermshire, 260m from the Prince Charles Hospital and 900m to Craigslea Primary / State High School. In addition to this, there is ample green / open space within the along Downfall Creek, Marchant Park and 7th Brigade Park. Given the above, the proposed development is considered an appropriate development for the site in line with community expectations. The proposal therefore complies with PO1 of the Chermshire Centre Neighbourhood Plan Code.
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PO2 Development provides building setbacks that: (a) create a consistent and cohesive streetscape; (b) enable existing and future buildings to be well separated from each other to allow light penetration, air circulation and privacy, and ensure windows are not built out by adjoining buildings; (c) do not prejudice the development of adjoining sites.	AO2 Development has building setbacks that comply with Table 7.2.3.6.3.D.	AO2 Not Applicable The subject site is identified within the High Density Residential Sub-Precinct (NPP-002a) of the Residential North Precinct (NPP-002) which is not included in Table 7.2.3.6.3.D.
PO3 Development provides for a mix of residential and non-residential uses that provide the level of activity needed to support the role and function of each sub-precinct.	AO3 Development provides a land use mix that complies with Table 7.2.3.6.3.C.	AO3 Not Applicable The subject site is identified within the High Density Residential Sub-Precinct (NPP-002a) of the Residential North Precinct (NPP-002) and is not required to provide a land use mix.
PO4 Development provides a building height transition to the Wheller Gardens Settlement heritage area as shown in Figure b and reinforces the heritage values of this precinct.	AO4 Development that adjoins the Wheller Gardens Settlement heritage area as shown in Figure b: (a) complies with the number of storeys and building height in Table 7.2.3.6.3.B; (b) has a minimum setback of 3m from the side and/or rear of the heritage precinct boundary.	AO4 Not Applicable The subject site does not adjoin the Wheller Gardens Settlement heritage area.
PO5 Development contributes to the role of the street as the focus for commercial and community life and promotes activation and casual surveillance through active frontages.	AO5 Development provides active frontages where identified in Figure a.	AO5 Not Applicable The subject site is not identified as being required to provide an active frontage in Figure a.
PO6 Development abutting Kittyhawk Drive and Seventh Brigade Park situates buildings to address both the street frontage and the park to: (a) improve pedestrian activity at the development interface; (b) create a sense of safety in the public realm.	AO6 Development provides: (a) active frontages that focus on and overlook Seventh Brigade Park; (b) at least 50% of the ground storey of a building with active frontages where adjoining Kittyhawk Drive or the park; (c) direct access from the street to ground storey residential multiple dwellings; (d) fences that have a maximum height of 1.5m and are 50% transparent where adjoining Kittyhawk Drive or the park.	AO6 Not Applicable The subject site does not abut Kittyhawk Drive or Seventh Brigade Park.

PO7 Development that adjoins a busway corridor, transit way, bus stops and future stations: (a) activates the edges of busway stations and the immediate environment, creating vibrant and attractive street environments; (b) enables casual surveillance of busway station platforms, entry points and public spaces; (c) facilitates safe, logical and direct pedestrian and cyclist access to busway station entry points; (d) screens views of uninhabited transport infrastructure elements; (e) screens servicing and utility areas from view of the passenger areas of busway stations; (f) designs and sites buildings to address busway interface issues; (g) preserves the structural integrity and ongoing operation and maintenance of transport infrastructure; (h) provides sufficient on-site servicing and utilities to contain adverse impacts.	A07 No acceptable outcome is prescribed.	PO7 Not Applicable The subject site does not adjoin a busway corridor, transit way, bust stop or future station.
PO8 Development supports the creation of a road network that efficiently provides for the movement of traffic and frequent public transport.	A08.1 Development provides for road widening in accordance with Figure c. A08.2 Development is sited and designed so as not to compromise the proposed intersection upgrades indicated in Figure c.	A08.1-A08.2 Not Applicable The subject site is not identified as required to provide road widening or an intersection upgrade in Figure c.
PO9 Development: (a) creates an integrated pedestrian and cycle network that provides direct access to public transport routes, activity centres and public open space through the provision of arcades; (b) provides arcades to improve permeability through building design and site layout. Scale, width and design of arcades reflect their function and location.	A09 Development provides arcades as indicated in Figure a and Figure b.	A09 Not Applicable The subject site is not identified as required to provide an arcade in Figure b.
PO10	A010	A010 Not Applicable

Development provides long term infrastructure for the parks network to meet the recreational needs of residents and workers.	Development protects land for the provision of a park in the general location specified in Figure a and in accordance with the Long term infrastructure plans.	The subject site is not identified as required to provide a park in Figure a.
If in the Community Use and Sports Precinct (Chermside Centre Neighbourhood Plan/NPP-004) where north of Hamilton Road.		
PO11 Not Applicable The subject site is not identified in the Community Use and Sports Precinct (NPP-004).		

4.3.3 Multiple Dwelling Code

Performance Outcomes	Acceptable Outcomes	Proposed Solutions
Site area and frontage		
PO1 Development has a site area and frontage width that is sufficient to: (a) accommodate the scale and form of multiple dwelling buildings considering site features such as heritage or character buildings and slope; (b) deliver useable communal open space areas and private open spaces; (c) achieve viable areas of deep planting and landscaping to retain significant vegetation and protect or establish large subtropical shade trees; (d) achieve safe and convenient vehicle access to the site; (e) accommodate on-site parking and vehicle manoeuvring for residents, visitors and service providers; (f) accommodate the location and size requirements of service authorities and site services to minimise adverse visual and amenity impacts on neighbours and the streetscape; (g) minimise the impact of new driveways on the streetscape.	AO1 Development has a site area and frontage width that meets the minimum requirements set out in: (a) a neighbourhood plan; or (b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.14.3.B. Note—The site frontage is measured at the property line on the primary road boundary.	AO1 Complies The subject site is 1,214m ² and has a street frontage of 20m to Western Avenue.
PO2 Development in the High density residential zone or Medium density residential zone does not isolate or negatively impact on the potential for adjoining sites to develop to a scale and intensity envisaged for the zone or neighbourhood plan area. Note—An indicative concept plan that demonstrates compliant development can be achieved on the adjoining site may be	AO2 Development in the High density residential zone or the Medium density residential zone ensures that the site area and frontage width of an adjoining site in the High density residential zone or the Medium density residential zone meets the minimum requirements set out in: (a) a neighbourhood plan; or	PO2 Performance Solution The adjoining site is able to develop in isolation of the subject proposal. A building with one unit per level could then be built above and this would be dependent on the amount of car parking provided.

required to demonstrate achievement of this outcome.	(b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.14.3.B.	
Building Design and Appearance		
PO3 Development height, bulk and scale, siting and layout ensures that: (a) building height is consistent with the intended form and character of the local area including the predominant height of existing or approved buildings in the street; (b) where building height is greater than the acceptable outcome for building height on sites adjoining or opposite the subject site, the development sensitively reduces height towards site boundaries to a compatible scale; (c) impacts on residential amenity and privacy from overlooking, visual dominance and overshadowing are minimised and adequate levels of natural light and breezes are maintained to habitable rooms, private and communal open space for both the development and residences on adjoining and nearby sites; (d) sufficient visual and acoustic privacy is achieved between dwellings without reliance on screening; (e) the development is consistent with the setback pattern and contributes to the character of the streetscape; (f) adequate landscape buffering is achieved, including the retention and provision of large subtropical shade trees in deep planting areas.	AO3 Development is contained within the building envelope for the site created by applying: (a) the maximum building height in Table 9.3.14.3.B; (b) front, rear and side boundary setback requirements in Table 9.3.14.3.C; (c) car parking boundary setback requirements in Table 9.3.14.3.E; (d) building separation requirements in Table 9.3.14.3.F; (e) building height transitions specified in Table 9.3.14.3.I where applicable; (f) the acceptable outcomes for deep planting and landscaping areas. Refer to Figure b and Figure c. Note—This acceptable outcome can be demonstrated by the preparation of a building envelope plan, elevations and sections.	PO3 Performance Solution The proposal provides a building envelope which is consistent with the locality and sensitive to surrounding development. The proposal presents a nine (9) storey Multiple Dwelling to the street as reflected on the Architectural Plans prepared by Reddog Architects. The proposed development utilises a mixture of high quality architectural elements and articulation that will create an attractive built form outcome to the streetscape. This includes recession and projections so there are no unarticulated flat walls and a colour scheme that represents the 'green city lifestyle' of Brisbane. The subject site is located in Chermside which is a convenient and highly accessible location, with proximity to transport, recreation and services able to support an increase in residential density on site. The subject site is located within 700m to Westfield Chermside, 260m from the Prince Charles Hospital and 900m to Craigslea Primary / State High School. In addition to this, there is ample green / open space within the along Downfall Creek, Marchant Park and 7th Brigade Park. The development also provides adequate private open space and communal open space as well as indoor communal areas. The proposed development will provide residents with an enhanced lifestyle providing a high level of amenity. The communal open space area is located on the podium and provides opportunities for casual surveillance. The proposal

		creates an activated streetscape and is consistent with other development in the area. The proposal includes 107.7m² of deep planting within the rear boundary setback to soften the visual built form and provide a vegetative screen. The landscaping provides separation and privacy. In addition to this, additional volumetric planting is also provided within the front boundary setback and side boundaries. Please refer to the Landscape Concept Plan prepared by Laud Ink.
PO4 Development has a building height, scale and form that improves the amenity and achieves the intended outcomes of the zone or neighbourhood plan area, contributes to a cohesive streetscape and built form character and is: (a) consistent with the anticipated density and assumed infrastructure demand; (b) aligned to community expectations about the number of storeys to be built, having regard to the intent for the zone precinct and the predominant height of approved buildings in the street; (c) proportionate to and commensurate with the site area and frontage width so as not to be overbearing on the street or adjoining development; (d) designed to avoid a significant and undue adverse amenity impact to adjoining development; (e) sited to enable existing and future buildings to be well separated from each other and to avoid affecting the potential development of adjoining sites; (f) considerate of street conditions, the topography of the area and site slope; (g) designed to maintain significant view points and corridors;	AO4.1 Development has a maximum building height that complies with: (a) a neighbourhood plan; or (b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.14.3.B. AO4.2 Development incorporates the building height transition requirements set out in Table 9.3.14.3.I.	PO4 Performance Solution The subject site is identified within the High Density Residential Sub-Precinct (NPP-002a) of the Residential North Precinct (NPP-002) and is afforded a maximum building height of eight (8) storeys. The proposed Multiple Dwelling seeks a maximum building height of nine (9) storeys and 29.6m above natural ground level. As such, the proposal seeks a Performance Solution Against PO4 of the Multiple Dwelling Code. The proposal merely seeks a relaxation of one (1) storey and this is justified on the following basis. It is noted that as part of initial Prelodgement advice Council identified there is merit in a nine (9) storey built form (Council Ref: A006913150). The proposed development utilises a mixture of high quality architectural elements and articulation that will create an attractive built form outcome to the streetscape. This includes recession and projections so there are no unarticulated flat walls and a colour scheme that represents the 'green city lifestyle' of Brisbane. The proposal includes a communal outdoor open space allowing for casual surveillance of the streetscape. In addition, the development provides planter boxes on ground level and level 1

(h) designed and orientated to retain solar access to key public spaces and adjoining buildings.		that are capable of providing shade trees. The trees will be endemic to South East Queensland and will create a building that breathes. These elements will contribute a high level of amenity and activated streetscape. Further, the subject site is in a highly convenient and accessible location, with proximity to transport, recreation and services able to support an increase in residential density on site. The subject site is located within 700m to Westfield Chermside, 260m from the Prince Charles Hospital and 900m to Craigslea Primary / State High School. In addition to this, there is ample green / open space within the along Downfall Creek, Marchant Park and 7th Brigade Park. Given the above, the proposed development is considered an appropriate development for the site in line with community expectations. The proposal therefore complies with PO4 of the Multiple Dwelling Code.
PO5 Development for services and related structures, including electricity transformers, fire hydrant and booster assemblies, air conditioning and other mechanical plant, vents, exhausts and refuse and recycling storage areas: (a) are integrated into the development; (b) do not dominate the site frontage; (c) are compatible with the intended streetscape character; (d) ensure adverse amenity impacts to the streetscape and habitable spaces are ameliorated.	AO5 Development ensures that where services and related structures, including electricity transformers, fire hydrants and booster assemblies, air conditioning and other mechanical plant, vents, exhausts and refuse and recycling storage areas, are located within 4 metres of the front boundary: (a) comprise no more than 5m or 10% of the street frontage, whichever is the lesser; (b) are orientated towards the internal driveways or footpaths onsite; (c) are located, screened or landscaped so as not to be visually obtrusive when viewed.	PO5 Performance Solution The subject site has a street frontage approximately 40m to Western Avenue and will provide a PMT, fire booster and water meter within the frontage. These services amount 10.2m which is 25% of the site frontage. The proposed services will be screened from the public realm and integrated within the development to not overbear the streetscape. The proposal provides landscaping within the frontage and openings to further reduce visual bulk.
PO6 Development provides a front boundary setback that: (a) defines the street edge;	AO6 Development provides setbacks to the primary and secondary frontages that complies with: (a) a neighbourhood plan; or	PO6 Performance Solution The proposed Multiple Dwelling is nine (9) storeys and as such is required to provide a front boundary setback of 6m (to balcony) and 8m (to wall).

(b) creates a clear threshold and transition from public to private space; (c) assists in achieving visual privacy to ground-floor dwellings from the street; (d) supports the location of balconies for casual surveillance of the street and modulation of the facade; (e) allows for built form and facade articulation that contributes to the streetscape character and landscape; (f) is consistent with the intended streetscape and setback pattern; (g) facilitates landscaping appropriate to soften and screen the built form of the development from the street.	(b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.14.3.C. Note—Roofing of terrace areas on car parking structures are to comply with boundary setback requirements for balconies. Note—Boundary setbacks are also influenced by minimum building separations considering the nature of the wall proposed and the number of openings or balconies.	The proposed front boundary setback are as follows: • 3m (to balconies) • 5m (to wall) As such, the development seeks a Performance Solution against PO6 of the Multiple Dwelling Code. The proposal provides for setbacks which are generally consistent with surrounding development and ensure a uniform building line can be maintained in line with the character of the streetscape. Landscaping is provided along the frontage that is capable of growing a feature shade tree will soften the frontage.
PO7 Development provides side and rear boundary setbacks that: (a) consider future development; (b) minimise the impacts of development on the amenity and privacy of future and existing neighbourhood residents; (c) support the separation of building to provide visual and acoustic privacy without reliance on screening, and ensure access to natural light, sunlight and breezes; (d) contribute to the rhythm and pattern of the streetscape in keeping with the intended neighbourhood character; (e) maximise the opportunity to retain significant vegetation and protect or establish large subtropical shade trees in deep-planting areas.	AO7.1 Unless greater setbacks are required to achieve adequate building separation, development provides a rear boundary and side boundary setback that complies with: (a) a neighbourhood plan; or (b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.14.3.C. Refer to Figure d.	PO7 Performance Solution The proposal seeks a 4m rear boundary setback and as such requires a Performance Solution against PO7 of the Multiple Dwelling Code. The proposal includes 107.7m² of deep planting within the rear boundary setback to soften the visual built form and provide a vegetative screen. The landscaping provides separation and privacy. Please refer to the Landscape Concept Plan prepared by Laud Ink. The rear boundary setback allows residents and the adjoining premises reasonable access to natural light and breezes. Furthermore, screening devices can be installed to further ensure overlooking is mitigated. The proposal incorporates high quality architectural techniques to provide an interesting interface. The proposed rear setback will not adversely impact residential amenity and privacy and is considered to comply with PO7 of the Multiple Dwelling Code on this basis.

	AO7.2 Development ensures that any built to boundary walls located in a zone in the residential zones category are: (a) not located along both side boundaries unless in the Low-medium density residential zone, Medium density residential zone or High density residential zone; (b) not located along a common boundary with a lot located in the Low density residential zone or Character residential zone; (c) for non-habitable rooms or spaces only; (d) not located within 1.5m of a habitable room in an adjoining dwelling house where not located in the Medium density residential zone or High density residential zone; (e) not located within the front or rear setback; (f) where on the side boundaries of a corner lot, located towards the front of the development and separated; (g) a maximum height of 3m; (h) low maintenance or constructed of prefinished materials. Refer to Figure e. AO7.3 Development ensures built to boundary walls: (a) have a maximum cumulative length along each side boundary of 15m, where located in the Low-medium density residential zone, Medium density residential zone or High density residential zone; or (b) have a maximum cumulative length of 9m, where permitted in the Infill housing zone precinct of the Character residential zone; or (c) do not exceed the length of an abutting and lawfully constructed built to boundary wall on an adjoining lot.	AO7.2-AO7.3 Not Applicable No built to boundary walls are proposed.
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PO8 Development ensures that the proportion of buildings to open space and landscaping on a site: (a) is consistent with the intended form, character and intensity of the local area and immediate streetscape; (b) facilitates modulation and articulation of the building form; (c) supports residential amenity for occupants and adjoining properties; (d) supports private outdoor subtropical living; (e) provides for well-located and functional communal open space areas; (f) provides for deep planting areas to retain significant vegetation and protect or establish large subtropical shade trees.	AO8 Development has: (a) a building footprint within the building envelope; (b) a maximum site cover that: (i) complies with the requirements set out in a neighbourhood plan; or (ii) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan: (A) where in the Medium density residential zone, Low-medium density residential zone or the Infill housing zone precinct of the Character residential zone, is 45%; or (B) where in the High density residential zone, is 40%.	PO8 Performance Solution The proposal seeks a site cover of 65.4% (tower) and 74.6% (podium). The presentation of building bulk is reduced through building articulation and landscaping, including balcony recessions, batten features and deep planting areas demonstrated through a total of 107.7m² including additional street planting at 60.3m² and landscaping at 51.9m². The proposed development is able to accommodate adequate private open space and communal open space and is located opposite recreation and open space, and supports private outdoor subtropical living. Furthermore, the proposal features high quality design outcomes, with a mixture of materials and finishes which will create an attractive and articulated built form to the streetscape in accordance with the Buildings That Breathe document. The proposal represents an appropriate balance between built form, private and communal open space and landscaping outcomes that are appropriate for the site. The proposed Multiple Dwelling is considered to comply with PO8 of the Multiple Dwelling Code on this basis.
PO9 Development balances the height and footprint of the building, providing modulation and variation in the facades horizontal and vertical profiles that: (a) reduces the appearances of bulk through changes in building depth, length and articulated form; (b) maintains a human scale and is consistent with the form and character intent of the neighbourhood and street;	AO9.1 Development where in the Medium density residential zone, Low-medium density residential zone or in the Infill housing zone precinct of the Character residential zone, the maximum length of a wall in any direction is 30m with substantial articulation provided every 15m. Note—Substantial articulation is a full building separation of 6m or a change in building line of plus or minus 2m for a length not less than 5m. AO9.2 Development where in the High	AO9.1 Not Applicable The proposal does not incorporate walls longer than 30m. AO9.2 Not Applicable The subject site is not located

(c) supports residential amenity to occupants and adjoining properties, including access to natural light and breezes; (d) provides opportunities for dual aspect dwellings; (e) incorporates changes in material, finish or texture at regular intervals; (f) provides expressive shadow casting elements; (g) provides opportunities for useable and functional open space. Refer to Figure i.	density residential zone, the maximum length of a wall in any direction is 50m with substantial articulation provided every 15m. Note—Substantial articulation is a full building separation of 6m or a change in building line of plus or minus 2m for a length not less than 5m.	within the High Density Residential Zone.
	AO9.3 Development incorporates the following design elements: (a) balconies, verandas or terraces on each level; (b) variation in the treatment and patterning of windows to bring visual interest and activation to each facade; (c) variation in building form, materials, colours, textures and finishes to articulate finer scale architectural features and building elements such as party walls and slab edges; (d) recessions and projections in the roof and wall plane, such as steps, slopes or splays which cast shadows. Refer to Figure l, Figure m and Figure n.	AO9.3 Complies The proposal incorporates balconies on each level, variations in the building form as well as materials and colours and contains a variation in the patterning of windows.
	AO9.4 Development of the first 3 storeys of the building includes: (a) balconies and outdoor living areas orientated to the street or public realm; (b) expression and promotion of pedestrian entries; (c) elements of a finer scale than the buildings main structure framing such as party walls and slab edges; (d) recesses in built form to allow natural light to access habitable rooms within the building. Refer to Figure j, Figure k and Figure l.	AO9.4 Complies The first 3 storeys of the proposal include street orientated balconies and outdoor living areas, a predominant pedestrian entry, party walls and recesses that are built to allow natural light access from habitable rooms where applicable.

PO10 Development for rooftops and building caps: (a) is contextually and climatically appropriate in form; (b) reduces the bulk and scale of development when viewed from the street; (c) is responsive to orientation and solar access; (d) is attractive and not marred by plant and equipment.	AO10.1 Development provides building caps and rooftops which: (a) contribute to the architectural distinction of the building and roofs; (b) include interesting forms created through pitches, gables, skillions or other features; (c) provides opportunity for landscaping, alternative water sources, solar energy and communal open space area. Refer to Figure m and Figure n.	AO10.1 Complies The development proposes a skillion roof form which will contribute to the architectural distinction of the building and roof through interesting forms and features.
	AO10.2 Development for rooftop service structures, lift motor rooms and mechanical plant and equipment is: (a) designed as an architectural feature of the building; (b) incorporated into the roof form; (c) designed to enable future inclusion of plant and equipment such as telecommunications facilities in an unobtrusive manner; (d) visually and acoustically screened from any communal open space on the rooftop.	AO10.2 Not Applicable The proposal does not involve rooftop services.
PO11 Development provides a building that must define the street edge and reinforce the desired character of the neighbourhood through: (a) orientation to the street; (b) front boundary setback; (c) balconies and windows to provide overlooking and casual surveillance; (d) building entrances; (e) the treatment of retaining walls or basement car parking edges. Refer to Figure r and Figure u.	AO11.1 Development provides a building front elevation that is parallel or nearly parallel to the street frontage.	AO11.1 Complies The proposed Multiple Dwelling is designed to ensure elevations run parallel with the street frontage.
	AO11.2 Unless required to achieve landscaping and streetscape outcomes, development provides a building that is not set back further than 2m beyond the minimum required street front setback.	AO11.2 Complies The proposed setback does not exceed the required setback under the planning scheme by more than 2m.
	AO11.3 Development provides balconies and windows from the primary living area that face and overlook the street or public space.	AO11.3 Complies The proposal provides windows and balconies from the primary living areas to overlook the street.
PO12 Development provides an entrance that must define the threshold between public and private space and provide:	AO12.1 Development of a small-scale multiple dwelling of 5 or fewer dwellings in attached form, such as townhouses, ensures access to the front door of each dwelling is at the ground storey and clearly	AO12.1 Not Applicable The proposal does not involve a small-scale Multiple Dwelling.

(a) safe, secure and convenient access to the site for residents and visitors; (b) a sufficiently scaled and sheltered entry and meeting space; (c) clear building signage and numbering for emergency access; (d) lighting to ensure the safety of residents and visitors whilst not causing undue nuisance to adjoining premises; (e) conveniently located mailboxes; (f) individual entrances to ground storey dwellings provide for a varied streetscape.	identifiable and visible from the public street or internal driveway.	
	AO12.3 Development where not a small-scale multiple dwelling of 5 or less dwellings, provides at least one prominent pedestrian entry that connects a foyer or building entry directly with the public verge, is separated from the vehicle entry and includes: (a) entry and waiting space off the footpath; (b) shelter; (c) lighting in accordance with Category P3 of the AS/NZS 1158.3.1:2005 Lighting for roads and public spaces and complying with Table 2.1 - Illuminance in the vertical plane of AS 4282-1997 Control of the obtrusive effects of outdoor lighting; (d) mailboxes. Refer to Figure s.	AO12.3 Complies The proposal provides a pedestrian entry accessible via the public verge to Western Avenue, which connects with the lobby. The proposal incorporates waiting spaces, shelters and lighting in accordance with the prescribed requirements.
	AO12.4 Development provides direct entry from the street for any ground storey dwellings that are adjacent to the street front and ensures that: (a) any steps are set back a minimum of 1m and are perpendicular to the front boundary; (b) retaining walls step to the street level and provide a transition from private outdoor space and the street; (c) lighting is provided in accordance with Category P3 of the AS/NZS 1158.3.1:2005 Lighting for roads and public spaces and complying with Table 2.1 - Illuminance in the vertical plane of AS 4282-1997 Control of the obtrusive effects of outdoor lighting; (d) street numbering is provided to support visitor and emergency access. Refer to Figure t.	AO12.4 Not Applicable The proposal does not involve ground storey dwellings.
Safety, privacy and amenity		
PO13 If: (a) identified in a neighbourhood plan as a building height transition; or	AO13.1 Where identified in a neighbourhood plan, development provides a building height transition which ensures that	AO13.1 Not Applicable The Chermside Centre Neighbourhood Plan does not identify a building height transition.

(b) in the High density residential zone or the Medium density residential zone and sharing a common boundary with, or located fronting a minor road that is opposite, premises in the Low–medium density residential zone, Low density residential zone or Character residential zone. Development provides a transitional built form which protects the amenity of lower density residential areas by: (a) stepping down in height and scale; (b) heavily landscaping interface area; (c) minimising impacts including overlooking and visual dominance through building articulation; (d) maintaining adequate levels of natural ventilation and light penetration to habitable rooms and private open space; (e) avoiding large blank walls on steeply sloping sites.	buildings and structures comply with the requirements specified in the neighbourhood plan.	
	AO13.2 Where no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, development in the high density or medium density residential zones provides a building height transition that complies with the requirements specified in Table 9.3.14.3.I. Refer to Figure f.	AO13.2 Not Applicable Whilst Western Avenue is a minor road, the site opposite the proposal is identified in the High Density Residential zone and as such a building height transition is not required to be provided.
PO14 Development separates buildings from existing or future buildings within a site or on an adjoining site to: (a) be consistent with the form and character intent for the local area; (b) protect residential amenity including access to natural light, sunlight and breeze; (c) provide visual privacy to reduce the need for fixed screening.	AO14.1 Development provides building placement and design that: (a) complies with Table 9.3.14.3.F; or (b) positions the primary balcony or private open space to face the street frontage or rear boundary or adjoining public open space; (c) offsets balconies or habitable rooms so that they are positioned outside the cone of vision of existing or approved habitable rooms or outdoor spaces. Refer to Figure g and Figure h. Note—This is demonstrated by a site context plan that includes adjoining and adjacent buildings (including habitable rooms) and strategies to address separation issues. Note— Considered site planning and design and strategies such as offsetting balconies, the location of private space, selective screening or other design elements can reduce building separation requirements.	AO14.1 Not Applicable The proposal positions the primary balconies to face towards the street frontages, and they are offset to not be within the vision of existing habitable rooms or outdoor spaces where applicable.
	AO14.2 Development with a secondary private open space or balcony used for drying or services is	AO14.2 Not Applicable The proposal does not include a secondary private open space or balcony used for drying or

	located to the side boundary with fixed screens.	services.
PO15 Development of a building 8 storeys and over ensures that the design mitigates the impacts of ground-level wind acceleration to ensure safe and amenable environment for pedestrians and building occupants. Note—Where building height exceeds 15 storeys, a wind impacts report prepared by a suitably qualified professional is required to be submitted to demonstrate achievement of the above outcome.	AO15 Development with a building between 8 storeys and 15 storeys provides wind mitigation that uses at least 2 of the following strategies: (a) building orientation, plan shape, massing and facade articulation to avoid tall and wide facades that face prevailing winds; (b) a podium and tower building form with tower set back at least 10m from all streets above the podium level to deflect wind downdrafts from penetrating to street level; (c) canopies, roof structures and awnings to protect pedestrians and building occupants at ground and podium levels; (d) trellis structures and a dense network of trees onsite at ground or podium level. Note—No acceptable outcome is prescribed for a development if more than 15 storeys in height. Note—Where a podium provides for unroofed private or communal open space areas, a wind impact report prepared by a suitably qualified professional may be required to justify appropriate wind mitigation measures to ensure the safety of residents and visitors of the building.	AO15 Complies The proposal utilises a building orientation and façade articulation appropriately in relation to prevailing winds.
PO16 Development provides screening and partial enclosure of balconies to: (a) balance the privacy needs of neighbouring dwellings with the comfort of building occupants; (b) ensure buildings are subtropical and climatically responsive; (c) reduce the appearance of excessive bulk; (d) provide opportunities for passive surveillance of the street or public spaces. Note—Balconies use a combination of solid balustrades, operable screens and lightweight materials to provide a balance of privacy and engagement with the street and other public spaces.	AO16.1 Development where providing balconies with solid balustrades on the street frontage or visible from public space, limits solid balustrading to a maximum of: (a) 50% of the balconies on the first 3 storeys; (b) 25% on the 4th storey and above. Refer to Figure w.	AO16.1-AO16.3 Not Applicable The proposal will limit the use of solid balustrades to a maximum of 50% of balconies on the first three storeys and 25% on the 4th storey and above.
	AO16.2 Development where providing solid walls or fixed screening to balconies limits the walls and screening to: (a) the side directly adjoining another balcony or private open space within the same building; (b) a maximum of 20% or 1.0m of 1 external face, whichever is lesser, to screen utilities or private clothes lines;	AO16.2 Complies The proposal ensures that where solid walls or fixed screening is provided, it will be in accordance with the relevant provisions.

	(c) the full extent of a secondary balcony on a side elevation where for utilities or services. Note—This excludes solid balustrades or screening where provided to reduce amenity or privacy impacts to nearby dwellings.	
	AO16.3 Development where providing operable, moveable or adjustable screening of balconies, limits the screening to a maximum of: (a) 60% of the front side or rear boundary balconies to achieve visual privacy to an existing dwelling within 9m; (b) 100% of west-facing primary balconies. Refer to Figure w.	AO16.3 Not Applicable The proposal does not involve any moveable or adjustable screening of balconies.
PO17 Development must minimise direct overlooking between buildings through appropriate building layout, location and the design of windows and balconies or screening devices. Note—Siting and building separation is used to minimise privacy screening requirements.	AO17.1 Development where the dwelling is located within 2m at ground storey or 9m above ground storey of a habitable room window or private open space of an existing dwelling house, ensures habitable rooms and any private outdoor spaces have: (a) an offset from the habitable room or private open space of the existing dwelling to limit direct outlook; or (b) sill heights a minimum of 1.5m above floor level; or (c) fixed obscure glazing in any part of the window below 1.5m above floor level; or (d) fixed external screens; or (e) in the case of screening for a ground floor level, fencing to a minimum 1.8m above the ground storey floor level. Refer to Figure h.	AO17.1 Complies The proposal will utilise sill heights a minimum of 1.5m above the floor level or external screening and obscure glazing below 1.5m above floor level will be used where required. Fixed external screening will also be utilised where required.
	AO17.2 Development where a direct view is available from balconies, terraces, decks or roof decks into windows of habitable rooms, balconies, terraces or decks in an adjacent existing dwelling house, is screened from floor level to a height above 1.5m above floor level.	AO17.2 Complies Screening will be used where required, when direct views from terraces and balconies to windows of habitable rooms and balconies occur.
	AO17.3 Development provides screening devices that are solid translucent screens, perforated or slatted panels or fixed louvres that have a maximum of 25% openings, with a maximum opening	AO17.3 Complies The proposal will provide screening devices that are solid translucent screens, perforated or slatted panels or fixed louvers that have a maximum of 25% openings and a 50mm maximum

	dimension of 50mm, and that are permanently fixed and durable. Note—The screening device is offset a minimum of 0.3m from the wall around any window. Note—Screening devices may be hinged or otherwise attached to facilitate emergency egress.	opening dimension where required.
PO18 Development minimises light nuisance to residents and adjoining premises whilst maintaining safety of publicly accessible areas of the development.	AO18 Development of outdoor lighting is in compliance with AS 4282-1997 Control of the obtrusive effects of outdoor lighting. Note—This includes outdoor lighting to communal open spaces on the roof.	AO18 Complies Any outdoor lighting will be in accordance with the relevant requirements.
PO19 Development for a building must not incorporate any type of glass or other surface likely to reflect specular rays that could create undue nuisance, discomfort or hazard to the surrounding locality.	AO19 Where development incorporates reflective glass material, it is to have: (a) a level of light reflectivity of not greater than 20%; (b) a level of heat transmission of not less than 20%.	AO19 Not Applicable The proposal does not include reflective glass material.
PO20 Development is located, designed and constructed to achieve the: (a) air quality (planning) criteria in Table 9.3.14.3.G; (b) odour criteria in Table 9.3.14.3.H. Note—An air quality impact report prepared in accordance with the Air quality planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO20.1 Development in a zone in the centre zones category or the Mixed use zone, including any outdoor air intakes for the development, is separated from: (a) exhaust vent outlets of premises where food or cooking odour is released, by a minimum of 6m; (b) exhaust vent outlets from car parks or bus stations, by a minimum of 15m.	AO20.1 Not Applicable The subject site is located in the Medium Density Residential Zone.
	AO20.2 Development is located no closer than 150m to a spray painting workshop. Note—This distance is to be measured between the building containing the spray painting workshop and the property boundary of the sensitive use.	AO20.2 Not Applicable The subject site is not located within 150m to a spray-painting workshop.
PO21 Development in a zone in the centre zones category or the Mixed use zone must: (a) be located, designed and constructed to protect bedrooms and other habitable rooms from exposure to noise arising from non-residential activities outside the building; (b) be designed and constructed to achieve a minimum reduction in sound pressure level between the exterior of the building and the	AO21 Development in a zone in the centre zones category or the Mixed use zone has a minimum acoustic performance of: (a) Rw 35 for glazing (windows and doors) where total area of glazing is greater than 1.8m ² ; (b) Rw 32 for glazing (windows and doors) where total area of glazing is less than or equal to 1.8m ² .	AO20.1 Not Applicable The subject site is located in the Medium Density Residential Zone.

bedrooms or indoor primary living areas of 30dBA. Note—A noise impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome. Note—Site-specific criteria will be identified in a neighbourhood plan for sites within a Special Entertainment Precinct Area or within the Transport noise corridor overlay.		
PO22 Development that includes mechanical plant (including air-conditioning plant, heat pumps and swimming pool pumps) ensures it is located, designed and attenuated to achieve the following criteria: • $L_{Aeq,adj,T}$ emitted from mechanical plant is not greater than the rating background level plus 3 at a sensitive use not associated with the development. Note— Where T is • Day (7am to 6pm): 11hr, • Evening (6pm to 10pm): 4hr, • Night (10pm to 7am): 9hr. Where- • $L_{Aeq,adj,T}$ is the A-weighted equivalent continuous sound pressure level during measurement time T, adjusted for tonal and impulsive noise characteristics, determined in accordance with the methodology described in the Noise impact assessment planning scheme policy. • The rating background level is determined in accordance with the methodology described in the Noise impact assessment planning scheme policy. Note—A noise impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO22 Development ensures mechanical plant is acoustically screened from nearby sensitive uses.	AO22 Complies Mechanical plants will be visually screened where visible from nearby sensitive uses and the public realm.
PO23 Development must create a safe environment by incorporating the key elements of crime prevention through environmental design in its layout, building or structure design and landscaping by: (a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets, and communal areas;	AO23 No acceptable outcome prescribed.	PO23 Complies The proposal at hand incorporates the applicable elements of CPTED. The proposal will ensure public areas are well lit and safe and ensure that opportunities for vandalism are minimised.

(b) defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; (c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; (d) ensuring publicly accessible areas such as car parks, pathways, public toilets, and communal areas are well lit; (e) including way-finding cues; (f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs, communal areas. Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.		
PO24 Development incorporates graffiti and vandalism prevention techniques in its layout, building or structure design and landscaping, by: (a) denying access to potential canvases through access control techniques; (b) reducing potential canvases through canvas reduction techniques; (c) ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. Note—For guidance on graffiti and vandalism prevention techniques refer to the Graffiti prevention planning scheme policy.	AO24 No acceptable outcome prescribed.	AO24 Complies The proposal incorporates graffiti and vandalism prevention techniques in its layout, building or structure design and landscaping. Windows to habitable rooms and balconies are provided to face the street and public realm to provide opportunities for casual surveillance. Access will be restricted to resident usage only.
PO25 Development has hours of operation which are controlled so that the use does not detrimentally impact on the amenity of adjoining residents.	AO25 Development: (a) for accommodation activities, dwelling unit or emergency services has unlimited hours of operation; (b) for any other use, has hours of operation, including deliveries, which are limited to 6am to 8pm, or as otherwise identified in a neighbourhood plan.	AO25 Complies The proposal is a Material Change of Use for the purpose of a Multiple Dwelling, as such, hours of operation are unlimited.
Subtropical Design and Landscaping		
PO26	AO26.1	AO26.1 Complies

Development supports Brisbane's subtropical character and sustainable lifestyle through functional and climatically responsive building design, layout and orientation that: (a) reduces the need for mechanical heating, cooling and lighting; (b) ensures access to sunlight and natural heating, cooling and ventilation for residents; (c) provides protection and relief from the subtropical climate; (d) mitigates the impact of urban heat island.	Development is designed to provide all dwellings with: (a) floor-to-ceiling heights of at least 2.7m; (b) habitable rooms with a minimum of 2 dual aspect windows or openings. Refer to Figure o and Figure p.	The proposed floor to ceiling heights are 3.1m and habitable rooms are provided dual aspect windows.
	AO26.2 Development includes: (a) weather protection and sun shading to all external doors and windows to habitable rooms; (b) deep recesses, eaves and sun-shading devices on the north-facing building facades; (c) extensively shaded west-facing building facades using building and landscape elements such as adjustable screens, awnings or pergolas, green walls and planting.	AO26.2 Complies The proposal at hand provides compliant weather protection and shading via deep recesses and eaves to all external doors and windows to habitable rooms.
PO27 Development ensures significant vegetation and large subtropical shade trees are retained, or where retention is not possible, compensatory planting is established to balance the bulk, scale and form of the building and provide a subtropical landscape setting including natural shade to mitigate heat island effects. Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy.	AO27.1 Development ensures that the location of new buildings, car parking, driveways, crossovers, retaining walls, filling and excavation, utilities or services will not adversely impact the long-term viability of significant vegetation, including large subtropical shade trees to be retained. Note—Invasive species listed as 'Undesirable plant species' in the Planting species planning scheme policy are not required to be retained unless the tree is a significant, mature and healthy shade tree. Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy.	AO27.1 Complies The subject site does not contain any significant vegetation.
	AO27.2 Development provides or retains one tree within the site per 20m of frontage that is capable of growing to a minimum height of 15m at maturity. Note—Landscape design incorporates planting in accordance with the Planting species planning scheme policy. Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy.	AO27.2 Complies The proposal provides deep planting areas along the rear setback and provides space for a large tree which has the capability of growing past 15m in height, at the street frontage.
	AO27.3 Development provides tree species that are selected and planted to provide a minimum 50% shade cover to a site's open space within 10 years.	AO27.3 Complies The proposal provides tree species which can provide a minimum of 50% shade cover to open spaces.

	Note—Shade cover is to be measured at 12pm on 21 December.	
PO28 Development provides landscaping that must: (a) provide shade to pedestrian pathways; (b) maintained sightlines and support personal safety by allowing for the overlooking of the street and public spaces from the site and balconies; (c) present an integrated landscape, neighbourhood and streetscape character; (d) contribute positively to amenity and the subtropical microclimate of the site, streetscape and public spaces; (e) reduce the appearance of building built and soften built form, driveways and hardstand areas from the street and adjoining properties; (f) contribute to privacy between residences; (g) provide natural shade to mitigate heat island impacts. Note—This is demonstrated by an overall site landscape concept plan. Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy.	AO28.1 Development provides landscaping within the site along the frontage of the site that consists of: (a) a minimum of 1 area of deep planting with a dimension of 4m x 4m; (b) shade and/or rounded canopy trees located to cast a minimum of 50% shade over the adjacent verge within 5 years of planting; (c) a minimum of 50% of frontage length planted for a minimum width of 2m, excluding the driveway crossover and pedestrian access. Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy. Note—The above requirements do not apply where a front boundary setback of zero metres is required, such as in a zone in the centre zones category or Mixed use zone. AO28.2 Development provides landscaping along side boundaries as follows: (a) a minimum of 1.5m wide landscaping for a side boundary excluding the area for built to boundary walls; (b) a minimum of 1.5m wide landscaping for a side boundary where a driveway, or at ground level open parking area, is located adjacent to the boundary.	PO28 Performance Solution The proposal provides a planter box within the street frontage that is capable with providing a feature shade tree. Planters are proposed on the first level that are also capable of providing feature shade trees which will contribute to a positive landscaping outcome that is consistent with the subtropical lifestyle of South East Queensland. The proposed side boundary setbacks to the podium provide for landscaping areas that will be able to soften the visual bulk of the podium. It is considered that the proposed landscaping will positively contribute to the streetscape character and enhance amenity whilst preserving the privacy of residents.
PO29 Development provides deep planting areas that: (a) are of sufficient size and dimension to contain large subtropical shade tree species; (b) are maintained exclusively for landscaping, with no underground development or infrastructure; (c) are open to the sky with access to light and rainfall into the natural ground; (d) are planted with subtropical tree species that at maturity are complementary in scale and height to the building	AO29.1 Development locates deep-planting areas: (a) to protect existing significant vegetation including large subtropical shade trees; (b) to provide an opportunity for the co-location of deep soil plants and large subtropical shade trees within the street or on adjoining premises; (c) within the front or rear set back to soften the built form for the street and adjoining premises. Note—In regards to (c) above, deep planting is not required within the front setback where a front boundary setback of zero metres is required, such as in a zone	AO29.1 Not Applicable All vegetation on site will be cleared lawfully prior to construction of the Multiple Dwelling.

form and respond to the site location and design needs; (e) soften the impact of building and hardstand areas and reduces impervious areas to improve stormwater; (f) provides natural shade to mitigate heat island effects; (g) provides informal recreation spaces that are easily accessible for building occupants; (h) is located to retain and protect existing site features such as significant vegetation or grouped with deep-planted areas on adjacent sites to maximise contiguous areas of deep planting.	in the centre zones category or Mixed use zone.	
	AO29.2 Development provides deep-planting areas that are: (a) a minimum of 10% of the site area; (b) a minimum unobstructed dimension of 4m in any direction; (c) able to accommodate trees planted in natural ground; (d) 100% open to the sky; (e) can be accessed for maintenance purposes.	PO29 Performance Solution The proposal seeks to provide 107.7m² of the site area as deep planting which is 8.8% of the site area. The proposal includes a planter box on the ground floor that is capable of providing a mature shade tree. The planter box provides an additional 18.3m² which brings the total deep planting area to 10.3% of the site area. All deep-planting areas are able to be accessed for maintenance purposes.
	AO29.3 Where there are no existing large subtropical shade trees on the site, development provides trees in the deep-planting areas which: (a) are capable of growing to a minimum canopy diameter of 5m and a minimum height of 5m within 5 years of planting; (b) are subtropical tree species consistent with the Planting species planning scheme policy. Note—Tree species should be chosen to respond to particular site location or design needs. Where site circumstances permit, tree species that are complementary in scale and height to the building form should be selected. Tree height and canopy spread will be dependent on species.	AO29.3 Complies The proposal provides subtropical shade trees on the site in accordance with requirements.
	AO29.4 Development ensures that deep-planting areas are exclusively for landscaping and do not contain: (a) vehicle driveways, manoeuvring or hardstand areas and pedestrian paths; (b) surface structures and infrastructure such as water conservation services, refuse storage areas, fire hydrants or boosters, electrical transformers or other utilities; (c) sub-surface structures or infrastructure such as piping, bioretention pits, basement car parking structures.	AO29.4 Complies Deep planting areas are not located within vehicle driveways, manoeuvring or hardstand areas and pedestrian paths, surface structures and infrastructure or sub-surface structures or infrastructure.
Private and communal open space		
PO30 Development provides communal space that must be designed to provide:	AO30.1 Development consisting of 10 or more dwellings provides communal open space, that is	PO30 Performance Solution

(a) residents with passive and active recreation opportunities; (b) a pleasant outlook for residents and maximise opportunities for shared views or access to viewing points; (c) opportunity for a range of uses and flexible use.	clearly distinguished from deep planting areas and private open space, and: (a) is a minimum of 5% or 40m² of the site area, whichever is greater; (b) is one consolidated useable space, or where exceeding 100m², two separate useable areas within the site; (c) is a minimum 50% open to the sky; (d) is a minimum of 25% landscaping; (e) is a minimum of 25% shaded by trees within 5 years; (f) is a maximum 25% as internal dedicated created space; (g) is designed to provide a range of recreational facilities such as seating, barbeque, swimming pool and vegetable gardens; (h) incorporates a flat paved or grassed area with a minimum dimension of 5m in any direction. Note—Deep planting areas can be located within communal open space. However, the minimum site percentage requirements for communal open space and deep planting must be calculated separately. Note—In regards to (b) above, one space may be provided on ground as a swimming pool and barbeque area with substantial landscaping, and another on the roof to take advantage of views. Note—Internal spaces may include a gymnasium, movie room or entertainment room. Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy.	
	AO30.2 Development ensures that communal outdoor space areas do not contain: (a) vehicle driveways, manoeuvring or hardstand areas; or (b) surface structures and infrastructure such as rainwater tanks, transformers and water boosters. Note—Bioretention areas can form part of communal open space provided it is designed as a component of the landscape area but not any area of deep planting. Lightweight shade structures such as pergolas are able to be located within communal open space.	AO30.2 Complies The communal open space area is located above ground and not within driveways, manoeuvring or hardstand areas and surface structures and infrastructure.
PO31 Development must provide	AO31.1 Development provides private	PO31 Performance Solution The proposed Multiple Dwelling

attractive and functional private open space for residents that: (a) is appropriately sized and located to enhance amenity and liveability for residents; (b) is designed to be functional for the use of the possible number of residents in each dwelling; (c) is designed to contribute to the form and detail of the building. Note—Private open space can be provided on ground, on balconies or in a structure over a platform, basement and on rooftops.	open space which comprises: (a) for ground storey dwellings, a minimum area of 35m² with a minimum dimension of 3m; (b) for dwellings above ground storey, a balcony with a minimum area of 12m² and a minimum dimension of 3m. Note—The measurement of minimum private open space requirements must be clear of utilities such as hot water systems, air-conditioning units, rainwater tanks, bicycle parking, fire hydrants or other utilities, as well as areas required for deep planting and communal open space.	provides private open space in excess of the relevant requirements noting Units 2.5, 3.5, 4.5, 5.5, 6.5, 7.5 and 8.5 provide 10m². All private open space areas are directly accessible from habitable living areas and are provided within a minimum dimension of 3m in accordance AO31.1. The proposed development includes a large communal outdoor open space at 111.4m² which exceeds the compliant requirement at 60.8m². In addition to this, the development includes internal areas including a work from home space and gym. These facilities will residents an enhanced level of amenity and liveability. Further, the site is conveniently located in Chermside and is highly accessible with proximity to transport, recreation and services able to support an increase in residential density on site. The subject site is located within 700m to Westfield Chermside, 260m from the Prince Charles Hospital and 900m to Craigslea Primary / State High School. In addition to this, there is ample green / open space within the along Downfall Creek, Marchant Park and 7th Brigade Park. Based on the above, the proposal is considered to comply with PO31 of the Multiple Dwelling Code.
	AO31.2 Development provides for private open space areas that are: (a) for the primary area, directly accessible from the internal primary living areas of the dwelling; (b) provided with a screened area of 2m² minimum dimension capable of screening air-conditioning plant, private clothes `drying, etc; (c) provided with adjustable, moveable or operable	AO31.2 Complies The proposed Multiple Dwelling provides private open space which are accessible from primary living areas and will be screened in accordance with the relevant requirements where necessary.

	privacy screening where appropriate.	
	AO31.3 Development provides balconies that are located to the front or rear of a building except where adequate building separation and screen landscaping can be achieved to maintain privacy alongside boundaries.	AO31.3 Complies The proposed Multiple Dwelling provides balconies to the front and rear of the building.
	AO31.4 Development ensures that private open space areas do not contain: (a) vehicle driveways, manoeuvring or hardstand areas; or (b) surface structures and infrastructure such as retaining walls, rainwater tanks, electricity transformers and fire hydrants and boosters. Note—Water conservation services or utilities or stormwater treatment measures, such as bioretention areas, can form part of private open space provided they are designed as a component of the landscape area but not any area of deep planting. Lightweight shade structures, such as pergolas, are able to be located within at-grade and in-structure private open space.	AO31.4 Complies Private open spaces do not contain vehicle driveway or surface structures such as rainwater tanks, electricity transformers, fire hydrants and retaining walls.
	AO31.5 Development provides a minimum of 75% of a dwelling's outdoor living area positioned to the north or north-east. This is balanced with street interface desired outcomes. Note—Side boundary facing north or north-east facing windows or balconies may be permitted where this will significantly improve passive solar design, provided privacy for occupants and adjacent dwellings is maintained.	AO31.5 Complies Where possible, the proposal orientates outdoor living areas to the north or north-east.
Refuse Storage and Collection		
PO32 Development provides refuse and recycling collection and storage facilities that: (a) are located conveniently in an unobtrusive dedicated storage room or separate screened structure; (b) are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised;	AO32 Development provides refuse and recycling collection and storage facilities, including source separation, in accordance with the Refuse planning scheme policy.	AO32 Complies Refuse storage areas will be designed in accordance with the relevant requirements of the Refuse Planning Scheme Policy.

(c) provide for refuse and recycling including source separation; (d) are of a design that allows low-frequency service collection; (e) minimise ongoing building management cost for occupants. Note—Refer to the Refuse planning scheme policy for further guidance.		
Car Parking, Manoeuvring and Hardstand Areas		
PO33 Development provides car parking areas, vehicle site access, services and utilities that do not adversely impact on a positive streetscape character and interface being established.	AO33.1 Development ensures that vehicle access comprises no more than 30% of the street frontage width at the front boundary and is located away from the main pedestrian entry. Note—This excludes driveway splays to the kerb.	AO33.1 Complies The proposed vehicle access comprises no more than 30% of the street frontage width and is located away from the main pedestrian entry.
	AO33.2 Development provides site access, combined with short-term parking, drop-off zones or porte-cocheres, that does not dominate the street frontage or comprise more than 40% of the street frontage width.	AO33.2 Not Applicable The proposal does not provide short-term parking areas, drop off zones or a porte-cochere.
	AO33.3 Development, where above-ground or partially above-ground car parking, is located so that: (a) the facade design and materials selection is extended to the car park entry and car park areas on all frontages and boundaries; (b) building services, pipes and ducts within the car park are not visible from the street and other public spaces or adjoining properties and are screened and landscaped. Refer to Figure v.	AO33.3 Not Applicable The proposal seeks to establish basement carparking.
PO34 Development where not in a zone in the centre zones category or the Mixed use zone, provides car parking that is sited and of a bulk and form that: (a) does not dominate the street frontage of the development; (b) does not impact on the safety and efficiency of the road networks; (c) does not detract from the quality of adjoining streetscape or public spaces;	AO34.1 Development where not in a zone in the centre zones category or the Mixed use zone, provides car parking that is: (a) located: (i) below ground; or (ii) at ground level or above ground level only if contained within the development footprint and located behind the main building line, except where for visitor parking;	AO34.1 Complies The proposal seeks to establish carparking within a basement.

(d) is safe and convenient for residents, visitors and service providers; (e) does not negatively impact on the amenity of adjoining residents by way of noise, odour or light having regard to: (i) the proximity of dwelling houses or existing multiple dwellings on adjoining sites; (ii) the scale and detail of any parking structure walls when viewed from the street and adjoining properties; (iii) setback distances to mitigate impacts; (iv) the location of active frontages and public spaces. Note—Where in a zone in the centre zones category or the Mixed use zone, the car parking provisions of the Centre or mixed use code apply.	(iii) set back from front, rear and side boundaries in accordance with a neighbourhood plan or if no neighbourhood plan applies or no requirements are specified in a neighbourhood plan, Table 9.3.14.3.E; (iv) landscaped and screened from view of the street, other public areas and adjoining properties; (v) not in conflict with required vehicle queuing distances. Note—Car parking within the building which extend 1m above ground level will be counted as a storey in the maximum height and will be subject to the relevant boundary setback requirements.	
	AO34.2 Development, where not in a zone in the centre zones category or the Mixed use zone, of a basement car parking structure located between the street frontage and the main building line is no more than 1m above ground level at any point.	AO34.2 Complies The proposed basement does not exceed more than 1m above natural ground level at any point.
	AO34.3 Development, where not in a zone in the centre zones category or the Mixed use zone, for a basement car parking structure that is 1m or less above ground and located on the side or rear boundary ensures that where retaining walls and fencing are proposed: (a) the maximum combined height of basement structure, retaining walls and fencing is 2m; (b) structures and fences are finished with low-maintenance and pre-finished materials. Note—Structures include car parking walls, retaining walls, fences, planters and roofing to terraces, balconies or patios that are part of or situated on a basement podium or car parking structure.	AO34.3 Not Applicable The proposal does not involve a basement carparking structure 1m or less above ground.
	AO34.4 Development where not in a zone in the centre zones category or the Mixed use zone, ensures that the location of visitor parking is: (a) clearly signposted;	A34.4 Complies The proposed visitor parking is to be clearly signposted, not located behind a security barrier, not located on both sides of the driveway and not identifiable from

	(b) not located behind a security barrier; (c) not located on both sides of the driveway; (d) separated from the street frontage boundary by a 4m wide deep planting area.	the streetscape.
	AO34.5 Development, where not in a zone in the centre zones category or Mixed use zone, for a small-scale multiple dwelling, such as attached or townhouse dwellings, provides a tandem car parking space for those units which provide direct vehicle access from the street, that is designed in accordance with Figure q. Note—Direct vehicle access for individual units is subject to availability of on-street parking, street trees and general amenity impacts assessment and is generally not acceptable for development on major roads.	AO34.5 Not Applicable Tandem carparking is not proposed.
PO35 Development where not in a zone in the centre zones category or the Mixed use zone, ensures that car parking, hardstand or manoeuvring areas are: (a) located to minimise noise and fumes disturbance on residents within and adjoining the site; (b) acoustically and visually screened to: (i) minimise the reflection of headlights into dwelling windows; (ii) attenuate noise impacts; (c) landscaped to: (i) soften the visual appearance of at grade hardstand areas; (ii) enhance pedestrian safety; (iii) improve visual amenity for the streetscape and urban area; (iv) provide shade for pedestrians and reduce the impact of glare and radiant heat from car parking areas. Note—where in a zone in the centre zones category or the Mixed use zone, the car parking provisions of the Centre or mixed use code apply.	AO35.1 Development where not in a zone in the centre zones category or the Mixed use zone, ensures that a hardstand or manoeuvring area situated at or above ground level is: (a) located a minimum of 3 metres vertically and horizontally from any habitable window on site to minimise noise disturbance on residents; (b) screened to prevent the reflection of car headlights onto dwelling windows adjoining or opposite the site.	AO35.1 Not Applicable The proposal seeks to establish basement carparking.
	AO35.2 Development where not in a zone in the centre zones category or the Mixed use zone ensures any vehicle movement or vehicle parking areas along the side or rear boundary are: (a) acoustically screened from adjoining dwellings to a minimum height of 1.8m; (b) provided with a vegetated buffer next to any movement or parking areas: (i) a minimum of 1m wide along the side boundary; (ii) a minimum of 2m wide along the rear boundary;	AO35.2 Not Applicable The proposal seeks to establish basement carparking. Vehicles entering and exiting the site will not be able to be seen from the adjoining property to the south.

	(iii) planted at a pot size and density sufficient to screen up to 1.5m above ground level at establishment.	
	AO35.3 Development, where not in a zone in the centre zones category or the Mixed use zone, and where car parking is above ground and uncovered, provides: (a) a minimum of 1 shade tree for every 6 car spaces; (b) trees which are planted to achieve a minimum 50% shade cover along internal pedestrian paths and driveways within 5 years of certification in accordance with the Landscape work code and the Planting species planning scheme policy. Note—Trees which are planted to achieve a minimum 50% shade cover along internal pedestrian paths and driveways within 5 years of certification in accordance with the Landscape work code and the Planting species planning scheme policy.	AO35.3 Not Applicable The proposal seeks to establish basement carparking.
	AO35.4 Development where not in a zone in the centre zones category or the Mixed use zone, provides: (a) landscaping that is used to delineate safe pedestrian movement through car parks; (b) exterior vehicle movement areas that are broken up by alternative materials, patterns or threshold treatments.	AO35.4 Not Applicable The proposal seeks to establish basement carparking.
	AO35.5 Development of ground level or other above ground car parking, where not in a zone in the centre zones category or the Mixed use zone, provides densely planted setbacks. Note—Front boundary setbacks must be treated to address streetscape interface issues and be in accordance with the streetscape interface performance outcomes and acceptable outcomes.	AO35.5 Not Applicable The proposal seeks to establish basement carparking.
Transit Oriented Development		
PO36 Development adjoining or in the immediate vicinity of a railway or busway station or in a location identified in a neighbourhood plan, supports a high level of	AO36 Development within 200m walking distance of a dedicated public pedestrian access point of a railway or busway station or in a location identified in a	AO36 Not Applicable The subject site is not identified within 200m walking distance of a dedicated public pedestrian access point of a railway or busway station.

personal and community safety, and promotes activity at the street front, in public spaces and at the interface with railway and busway stations through: (a) building design that enables future adaptation to facilitate non-residential uses; (b) provision or contribution towards safe, logical and direct pedestrian access to railway or busway station entry points; (c) enabling casual surveillance of the street, public spaces and immediate station environment, entries and platform; (d) creating vibrant and attractive street environments and active public spaces at the edge of the railway or busway station environment through pedestrian orientated building and landscape design.	neighbourhood plan, is designed to have an active frontage that: (a) includes ground storey tenancies, with commercial ceiling heights, increased glazing to front facades, and individual pedestrian entries, that can be adapted for conversion to and between non-residential and residential uses; (b) provides safe, logical and direct pedestrian access to and from the development to the street front or adjoining public areas; (c) provides or maintains safe, logical and direct pedestrian access to the railway or busway station entry points in accordance with the Infrastructure design planning scheme policy; (d) ensures that any screening and landscaping provided within the development creates vibrant and attractive street environments whilst not preventing casual surveillance of streets, public spaces and the immediate station environment, entries and platform.	
Fencing and Retaining Walls		
PO37 Development provides fencing and retaining walls that must: (a) facilitate casual surveillance of the street and public space; (b) enable use of private open space; (c) assist in highlighting entrances to the property; (d) provide a positive interface to the streetscape; (e) protect the privacy and amenity for residents and dwellings adjoining the site.	AO37.1 Development ensures that, where fencing is provided: (a) along any common boundary to a street or public space, it is a maximum of: (i) 1.2m in height, where fence construction is solid or less than 50% transparent; (ii) 1.5m in height, where fence construction is at least 50% transparent; (iii) 1.8m in height and solid only where setback behind landscaping and the site is on an arterial road; (b) along any side or rear boundary, it is a minimum of 1.8m in height, except where forward of the main building line; (c) along any side boundary, where forward of the main	AO37.1-AO37.3 Not Applicable The proposal does not involve any retaining walls above natural ground level. All retaining walls will be associated with the basement and in accordance with the Civil Assessment Report and Drawings prepare by Karamisheff Nagel.

	building line to the front boundary, it is: (i) a maximum of 1.2m in height, where fence construction is solid or less than 50% transparent; or (ii) a maximum of 1.5m in height, where fence construction is at least 50% transparent.	
	AO37.2 Development incorporating solid front fences or walls that front the street or other public spaces 1.2m or more high and longer than 10m, indentations, material variation and landscaping is provided to add visual interest and soften the visual impact.	
	AO37.3 Development for a retaining wall is: (a) stepped to minimise impact on the streetscape and pedestrian environment; (b) a maximum of 0.6m in height if directly abutting the edge of the adjoining road reserve verge.	
Adaptable Housing		
PO38 Development meets a diverse range of community needs by providing adaptable housing that is responsive to changing community life-cycle needs.	AO38 Where development provides housing, including associated outdoor living areas intended to be adaptable to different persons and households with differing mobility needs, the dwelling units and other site features are constructed in accordance with Table 9.3.14.3.D.	AO38 Not Applicable The proposal does not seek to establish adaptable housing.
Additional requirements for sites with an area of 7,000m² or greater, or for 20 or more dwellings if in the Emerging community zone		
PO39 Not Applicable The subject site is not identified in the Emerging Community Zone.		
Additional Criteria for Development if Identified in a Neighbourhood Plan		
PO40 Development on a landmark site identified in a neighbourhood plan provides a prominent visual reference and contribution to the city's public realm by: (a) exhibiting subtropical architectural excellence through design, treatment and articulation; (b) defining the site and its setting through building form.	AO40.1 Development: (a) emphasises a landmark site identified in a neighbourhood plan and its setting; (b) addresses all elevations, with front, side and rear facades all displaying a high level of modulation and articulation; (c) both vertically and horizontally articulates building form and mass with	AO40.1-AO40.2 Not Applicable The subject site is not identified as a landmark site under the neighbourhood plan.

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

corner site identified in a neighbourhood plan provides a prominent visual reference and contribution to the neighbourhood's public realm by: (a) accommodating high levels of pedestrian movement at the corner and enhancing the pedestrian experience; (b) emphasising the corner setting through building form, expression, silhouette, scale, materials and landscaping; (c) reinforcing a sense of arrival to the neighbourhood plan area, precinct or sub-precinct through marking a node, intersection or connection point in the neighbourhood; (d) respecting the prominence of any adjoining or nearby heritage places, traditional character buildings or local landmarks; (e) if a corner land dedication is required: (i) accommodating a deep-planted feature tree within the dedication area; (ii) providing a building envelope that acknowledges and respects the presence of the feature tree canopy. Note—A neighbourhood plan will indicate whether or not a land dedication is required.	emphasise the corner setting of a significant corner site identified in a neighbourhood plan and provides: (a) building entries on both street frontages; or (b) a single main entry at the corner. AO42.2 Development provides a significant corner land dedication of a significant corner site identified in a neighbourhood plan, adjacent to the existing verge of the building which: (a) complies with any dimensions identified in the neighbourhood plan; (b) accommodates a deep-planted feature tree in compliance with the road corridor design section of the Infrastructure design planning scheme policy; (c) is embellished in compliance with the road corridor design section of the Infrastructure design planning scheme policy. Note—A neighbourhood plan may indicate if a corner land dedication is to be truncated or inverted. If the configuration is not specified, a truncated land dedication is to be provided where the building or podium is 2 or fewer storeys in height. Where an inverted corner land dedication is provided, the building design accommodates the feature tree canopy at maturity. AO42.3 Development ensures that any part of the building, including the basement but excluding awnings, is outside the corner land dedication area. Note—A neighbourhood plan may indicate if a building is able to volumetrically extend into the corner land dedication area.	a significant corner site that is identified within the neighbourhood plan.
If in the Infill housing zone precinct of the Character residential zone		
PO43-PO44 Not Applicable The proposal site is not located within the Infill housing zone precinct of the Character residential zone.		

4.3.4 Filling and Excavation Code

The provisions of the Filling and Excavation Code have been assessed as part of the Civil Engineering Assessment Report prepared by Karamisheff Nagel Pty Ltd.

4.3.5 Infrastructure Code

The provisions of the Infrastructure Code have been assessed as part of the Civil Engineering Assessment Report prepared by Karamisheff Nagel Pty Ltd.

4.3.6 Landscape Code

The provisions of the Landscape Code have been reviewed and the proposal is considered to comply with the relevant requirements. Please refer to the Landscape Concept Plan prepared by Laud Ink.

4.3.7 Outdoor Lighting Code

The proposed development does not involve any outdoor lighting and as such no assessment against the Outdoor Lighting Code is required.

4.3.8 Park Planning Code

The proposal does not involve the creation or implementation of a park and as such no assessment against provisions of the Park Planning and Design Code is required.

4.3.9 Stormwater Code

The provisions of the Stormwater Code have been assessed as part of the Civil Engineering Assessment Report prepared by Karamisheff Nagel Pty Ltd.

4.3.10 Transport, Access, Parking and Servicing Code

Performance outcomes	Acceptable outcomes	Proposed Solutions
PO1 Development is designed: to include a technically competent and accurate response to the transport and traffic elements of the development; in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; to ensure the efficient operation and safety of the development and its surrounds. Note—The acceptable outcome and performance outcome can be demonstrated through a development application that: is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.	AO1 Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	AO1 Complies The proposal complies with the Transport, Access, Parking and Servicing Planning Scheme Policy. Please refer to the Traffic Engineering Assessment prepared by PTT.
PO2 Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining	AO2 No acceptable outcome is prescribed.	PO2 Not Applicable The development is not of a major size.

uses, public areas and the transport network consistent with the planning by the State Government and Council.		
PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.	AO3.1 Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO3.1 Complies The proposal will be granted access from a new crossover via Western Avenue and is located approximately 12m from the nearest adjacent crossover and is clear of intersections. The proposed access will be provided in accordance with the relevant provisions of the Transport, Access, Parking and Servicing Planning Scheme Policy as demonstrated in the Traffic Engineering Assessment prepared by PTT.
	AO3.2 Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.	AO3.2 Not Applicable The proposed development will not require an easement to an adjoining property.
PO4 Development provides walking and cycle routes through the site which: (a) link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; (b) encourage walking and cycling; (c) ensure pedestrian and cyclist safety; (d) provide a direct and legible network. Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.	AO4.1 Development provides walking and cycle routes which are constructed on the carriageway or through the site to: (a) create a walking or cycle route along the full frontage of the site; (b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.	AO4.1-AO4.3 Not Applicable The proposal at hand will not impact upon existing walking or cycling routes.
	AO4.2 Development provides walking and cycle routes that are constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	
	AO4.3 Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines.	
PO5 Development provides secure and convenient bicycle parking which:	AO5.1 Development provides on-site bicycle parking spaces in	AO5.1-AO5.2 Complies Each unit is provided with a storage cage that is sufficient in

(a) for visitors is obvious and located close to the building's main entrance; (b) for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; (c) is easily and safely accessible from outside the site; (d) does not impact adversely on visual amenity; (e) does not impede the movement of pedestrians or other vehicles; (f) is designed to comply with a recognised standard for the construction of bicycle facilities. Note—For a performance outcome relating to the number of bicycle 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.	compliance with the standards in the Transport, access, parking and servicing planning scheme policy. AO5.2 Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities. AO5.3 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street. AO5.4 Development provides visitor bicycle parking which does not impede pedestrian movement. AO5.5 Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	size for bicycle storage in accordance with the relevant requirements. Please refer to the Traffic Engineering Assessment prepared by PTT.
PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users. Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	AO6 Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO6 Not Applicable The proposal is not required to provide dedicated end of trip facilities.
PO7 Development provides pedestrian and cyclist access to the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles.	AO7 Development provides pedestrian and cycle access that is designed and constructed in compliance with the site access design guidelines, pedestrian facilities standards and cyclist facilities standards in the Transport, access, parking and servicing planning scheme policy.	AO7 Complies The proposal provides safe and efficient access for pedestrians and cyclists and will be separated from vehicle movements. Please refer to the Traffic Engineering Assessment prepared by PTT.
PO8 Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities.	AO8 No acceptable outcome is prescribed.	AO8 Complies The proposal provides safe and efficient access for pedestrians and cyclists and will be separated from vehicle movements. Please refer to the Traffic Engineering Assessment prepared by PTT.
PO9	AO9.1	AO9.1 Not Applicable

Development provides access driveways in the road area that are located, designed and controlled to: (a) minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists; (b) ensure the amenity of adjacent premises, from impacts such as noise and light.	No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).	The proposal at hand does not involve a major development.
	AO9.2 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-AO9.4 Complies Access is proposed from a new crossover via Western Avenue and will be designed in accordance with the relevant requirements. The proposal seeks to provide a 6.5m wide Type B2 crossover and appropriately separated from existing crossovers and intersections. As such, the development will provide the safe and efficient access / egress of vehicles within the site. Please refer to the Traffic Tech Memo prepared by ITE Consulting Pty Ltd.
	AO9.3 Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	
	AO9.4 Development provides access driveways in the road area which: are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; are not provided through a bus stop, taxi rank or pedestrian crossing or refuge.	
	AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	AO9.5 Not Applicable The development does not propose shared access arrangements.
PO10 Redevelopment provides for: (a) the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy; (b) the reinstatement of adjacent footpaths.	AO10 No acceptable outcome is prescribed.	AO10 Complies The proposal will remove all redundant driveways.
PO11 Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.	AO11.1 Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO11.1 Complies Sight distances will be provided in accordance with the Transport, Access, Parking and Servicing planning scheme policy.

	AO11.2 Development ensures that convex mirrors are only used in a site: (a) as a secondary support at access driveways; (b) in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy.	AO11.2 Not Applicable The proposal does not include convex mirrors.
PO12 Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.	AO12 Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. Note—For self-assessable development including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	AO12 Not Applicable The subject site is not located within the City Core or City Frame.
PO13 Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.	AO13 Development outside of the City core and City frame as identified in Figure a: (a) provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or (b) for self-assessable development does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy. Note—For self-assessable development 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.	PO13 Performance Solution The proposal is required to provide sixty-seven (67) spaces (including eleven (11) visitor spaces). The proposed development provides fifty-six (56) resident spaces and eleven (11) visitor spaces across two (2) basements in accordance with the relevant requirements. Please refer to the Traffic Engineering Assessment prepared by PTT.
PO14 Development ensures that the number of car parking spaces and design of the car parking area: meet the combined design peak parking demand for residential, visitor and business parking;	AO14.1 Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time.	PO14 Complies The proposal provides carparking that is capable of equalling the sum of maximum design peak parking demand. Please refer to the Traffic Engineering Assessment prepared by PTT.

allow for the temporal sharing of car-parking spaces for uses with different peak parking demands. Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the Transport, access, parking and servicing planning scheme policy is to identify the appropriate number of car parking spaces to be provided.	AO14.2 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 The proposal is not for a mixed-use development.
PO15 Development provides a car park layout which allows for on-site vehicle parking that: (a) is clearly defined, safe and easily accessible; (b) is designed to contain potential adverse impacts within the site; (c) does not detract from the aesthetics or amenity of an area; (d) discourages on-street parking if parking has an adverse traffic management safety or amenity impact; (e) is consistent with safe and convenient pedestrian and cyclist movement.	AO15 Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy.	AO15 Complies The proposed layout complies with the Transport, Access, Parking And Servicing Planning Scheme Policy. Please refer to the Traffic Engineering Assessment prepared by PTT.
PO16 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	AO16 Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by: (a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; (b) defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; (c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; (d) ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; (e) including way-finding cues; (f) minimising predictable routes and entrapment	AO16 Complies The principles of the CPTED have been incorporated into the design of the Multiple Dwelling. This includes habitable spaces overlooking the streetscape to facilitate casual surveillance opportunities.

	locations near public spaces such as car parks, public toilets, ATMs and communal areas. Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.	
PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	AO17 Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by: - denying access to potential canvas through access control techniques; - reducing potential canvases through canvas reduction techniques; - ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.	AO17 Complies Opportunities for graffiti and vandalism will be restricted through denying access to the site.
PO18 Development is serviced by an adequate number and size of service vehicles.	AO18 Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO18 Complies The proposed layout complies with the Transport, Access, Parking And Servicing Planning Scheme Policy. Please refer to the Traffic Engineering Assessment prepared by PTT.
PO19 Development layout provides for services which: (a) are wholly within the site; (b) are clearly defined, safe and easily accessible; (c) are designed to contain potential adverse impacts of servicing within the site; (d) do not detract from the aesthetics or amenity of the surrounding area.	AO19.1 Development ensures that a service bay provided on site: (a) is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy; (b) is located away from street frontages and screened from adjoining premises.	PO19 Complies The proposal provides servicing in accordance with the relevant requirements. Please refer to the Traffic Engineering Assessment prepared by PTT.
	AO19.2 Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy.	
	AO19.3	

	Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	
PO20 Development provides service vehicle access routes to and from the site which minimise the impact on: (a) amenity and safety in residential areas; (b) streets not constructed to a standard that accommodate increased heavy vehicle movements.	AO20 Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	AO20 Complies Service vehicles will use the shortest and direct route to site. Please refer to the Traffic Engineering Assessment prepared by PTT.
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 on vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)		
PO21 Not Applicable The proposal will not require servicing by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensioned vehicle or any on vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development).		

4.3.11 Wastewater Code

We have reviewed the provisions of the Wastewater Code and consider they are irrelevant on the basis the proposal is for a Material Change of Use for the purpose of a Multiple Dwelling where no wastewater facilities are proposed.

4.3.12 Airport Environs Overlay Code

The provisions of the Airport Environs Overlay Code are not assessable for the purposes of a Material Change of Use for a Multiple Dwelling.

4.3.13 Community Purposes Network Overlay Code

The provisions of the Community Purposes Network Overlay are not assessable as the subject site is not contained within any sub-category of this overlay.

4.3.14 Critical Infrastructure and Movement Network Overlay Code

The provisions of the Critical Infrastructure and Movement Network Overlay Code are not assessable for the purposes of a Material Change of Use for the purpose of a Multiple Dwelling.

4.3.15 Dwelling House Character Overlay Code

The provisions of the Dwelling House Character Overlay Code do not trigger assessment on the basis the proposal is a Material Change of Use for the purpose of a Multiple Dwelling

4.3.16 Road Hierarchy Overlay Code

Performance outcomes	Acceptable outcomes	Proposed Solutions
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use		
PO1 Development ensures that: (a) vehicle access is provided to each premises, which has no	AO1.1 Development ensures that an access driveway is provided from: (a) a minor road;	AO1.1 Complies The subject site is granted access via a new crossover from Western Avenue which is a Neighbourhood

significant impact on the safety, efficiency, function, convenience of use or capacity of: (i) the road hierarchy shown on the Road hierarchy overlay map; (ii) public transport operations; (iii) pedestrian and cyclist movement; (b) the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas; (c) site access driveways in the road area accommodate all turns only when such arrangements are safe and can be demonstrated to not inhibit transport system operation.	(b) a district road or suburban road if the development has high traffic-generating potential.	Road and is appropriate for the proposed development.
	AO1.2 Development ensures that an access driveway is not provided to or from a primary freight route identified on the Road hierarchy overlay map.	AO1.2 Complies The proposal is not granted access from a Primary Freight Route.
	AO1.3 Development ensures that a use other than a use with high traffic-generating potential gains all vehicular access, other than for service vehicles, via the lowest order road in the road hierarchy to which the site has frontage.	AO1.3 Complies The proposal is granted access via Western Avenue which is a Neighbourhood Road and the lowest order under the Road Hierarchy Overlay.
	AO1.4 Development ensures that a turn to and from a major road is restricted to a left turn only.	AO1.4 Not Applicable The proposed development is not granted access from a major road.
	AO1.5 Development ensures that vehicle access is provided to an abutting site that only has frontage to an arterial road, to facilitate access to the abutting site via an alternative street.	AO1.5 Not Applicable The proposed development is not provided access to an abutting site.
Section B—If for assessable development for a material change of use		
PO2 Development does not compromise the safety, efficiency and function of the road hierarchy and addresses all the impacts to the road network.	AO2.1 Development ensures that the traffic generated by the development is consistent with the road hierarchy classification, function and expected traffic flows for the area.	AO2.1 Complies The proposal is for a Multiple Dwelling that will generate traffic that is consistent with the external road network as demonstrated in the Traffic Report prepared by PTT Traffic.
	AO2.2 Development mitigates an impact on the road hierarchy if the development: (a) is for a major development; or (b) involves an access driveway to a major road; or (c) involves an access driveway within 100m of a signalised intersection. Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy.	AO2.2 Not Applicable The proposed development is not a major development, is not granted access from a major road and does not involve a driveway within 100m of a signalised intersection.
Section C—If for assessable development for a material change of use or reconfiguring of a lot		
PO3 Development makes provision for the extension, expansion and widening of the existing and future road network where required.	AO3 No acceptable outcome is prescribed.	PO3 Not Applicable Road widening is not application to the subject site.
PO3A	AO3A	PO3A Not Applicable

Development provides for the payment of extra trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: (i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the road network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the <i>Planning Act 2016</i>.	No acceptable outcome is prescribed.	The site is not subject to future trunk infrastructure upgrades.
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 Western Avenue is the sites only frontage and it is identified as a Neighbourhood Road under the Road Hierarchy Overlay.		
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy		
PO5-PO8 Not Applicable The proposed development does not involve Reconfiguring a Lot or an extension or change to the road hierarchy.		

4.3.17 Streetscape Hierarchy Overlay Code

Performance outcomes	Acceptable outcomes	Proposed Solutions
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development		
PO1 Development must improve pedestrian movement and amenity	AO1 Development ensures that a verge is provided via a linear land	AO1 Not Applicable The proposal will provide a linear land in accordance with

by providing for verges to a width that is appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.	dedication to create a minimum verge width as specified in Table 8.2.20.3.B and the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	requirements.
PO2 Development must construct verges including street tree planting, street furniture, paving, lighting and verge and kerb treatments that establish a high-quality subtropical streetscape with a strong pedestrian amenity focus.	AO2.1 Development ensures that existing street trees are retained and protected.	AO2.1 Complies The proposal does not seek to remove any existing street trees.
	AO2.2 Development ensures that street tree planting, street furniture, paving, lighting and verge and kerb treatment are designed and constructed in compliance with the specifications of the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	AO2.2 Not Applicable No changes are proposed to the existing verge and streetscape.
Section B—If for assessable development		
PO3 Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map: (a) facilitates a high level of pedestrian movement and activity; (b) enforces the sense of arrival to individual precincts and major connections; (c) provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the public realm.	AO3.1 Development ensures that a corner land dedication is provided: (a) where identified in the Streetscape hierarchy overlay map; (b) in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	AO3.1-AO3.4 Not Applicable The proposal does not involve a corner site.
	AO3.2 Development ensures that landscaping including a large feature tree and seating is provided in a corner land dedication area in compliance with the specifications and standards in the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	
	AO3.3 Development ensures that public art is provided in a corner land dedication area where identified in a neighbourhood plan and in compliance with the specifications and standards in the streetscape locality advice and public art standards in the Infrastructure design planning scheme policy.	
If in or on a site adjoining the Wildlife movement solution sub-category		

PO4 Development incorporates effective wildlife movement infrastructure that enables safe wildlife movement across and past transport infrastructure.	AO4 Development ensures that infrastructure solutions are: (a) provided at the locations identified on the Streetscape hierarchy overlay map; (b) designed to: (i) account for daily and seasonal movement needs of native wildlife, such as foraging, breeding, predator and natural disaster avoidance; (ii) achieve physical separation of native wildlife and the road; (iii) adopt designs and treatments known to be used by native species, including significant fauna species listed in the Biodiversity area overlay code. Note—Refer to the Infrastructure design planning scheme policy for further guidance of the design of wildlife movement solutions.	AO4 Not Applicable The subject site is not on or adjoining the Wildlife movement solution sub-category.
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