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PLANNING REPORT

Development Permit for Reconfiguring A Lot

Subdivision (1 lot into 3 lots)

26 Gort Crescent
Stafford QLD 4053
Lot 27 on RP56326

Applicant: Gianni Gastaldon
c/- Tam Dang Planning Pty Ltd
September 2026

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Site and Application Details

Address	26 Gort Crescent, Stafford QLD 4053
Lot Description	Lot 27 on RP56326
Site Area	607m^2
Zone	LMR2 Low-Medium Density Residential (3 or 4 Storey Mix)
Neighbourhood Plan	Lutwyche Road Corridor Neighbourhood Plan - No identified Precinct
Overlays	- Airport Environs - Community Purposes Network - Critical Infrastructure and Movement Network - Dwelling House Character - Road Hierarchy - Streetscape Hierarchy
Application Type	**Development Permit for Reconfiguring a Lot** (Subdivision: 1 lot into 3 lots)
Level of Assessment	Impact Assessable
Proposal	This development application includes subdivision into three small lots
Referral	N/A
Defined Use/s	Reconfiguring a Lot - as per *Planning Act 2016*
Applicant Details	Gianni Gastaldon C/- Tam Dang Planning Pty Ltd

Project Number	26002
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1. Introduction

This planning assessment accompanies a development application for the redevelopment of the site located at 26 Gort Crescent, Stafford. Consisting of 1 lot with an area of 607m^2, it is currently located within the LMR2 Low-Medium Density (3 to 4 Storey Mix) Residential Zone. The most notable overlays affecting the site include the dwelling house, road hierarchy and streetscape hierarchy.

The proposed development involves a number of components, as follows:

- Subdivision of the existing 1 lot into three lots, requiring a **Development Permit** for **Reconfiguring a Lot**.

It is to be assessed under the *Brisbane City Plan 2014* and will be Impact Assessable. This report will demonstrate that the proposed redevelopment is an appropriate development that does not contravene the intent of the *City Plan* or associated development principles of the applicable overlays.

2. Site Characteristics

2.1 Location

The subject site is located in Gort Crescent in the suburb of Stafford. It is located within a residential area, but within close proximity to a number of shops, services, school and public transport along Stafford Road. **Figure 1 refers.**

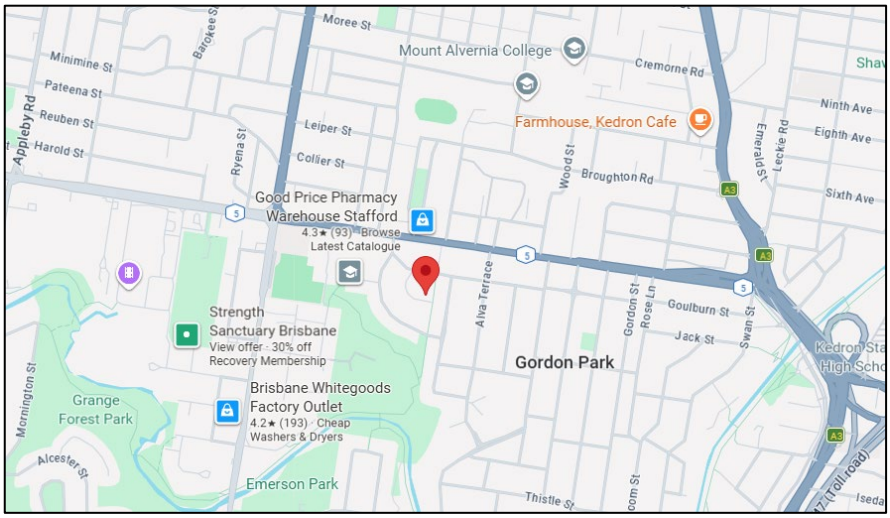

Figure 1 - Location Map

2.2 City Plan Area Classification

The subject site is currently designated within a pocket of LMR2 Low-Medium Density (3 or 4 Storey Mix) Residential zoning, as shown in **Figure 2** below.

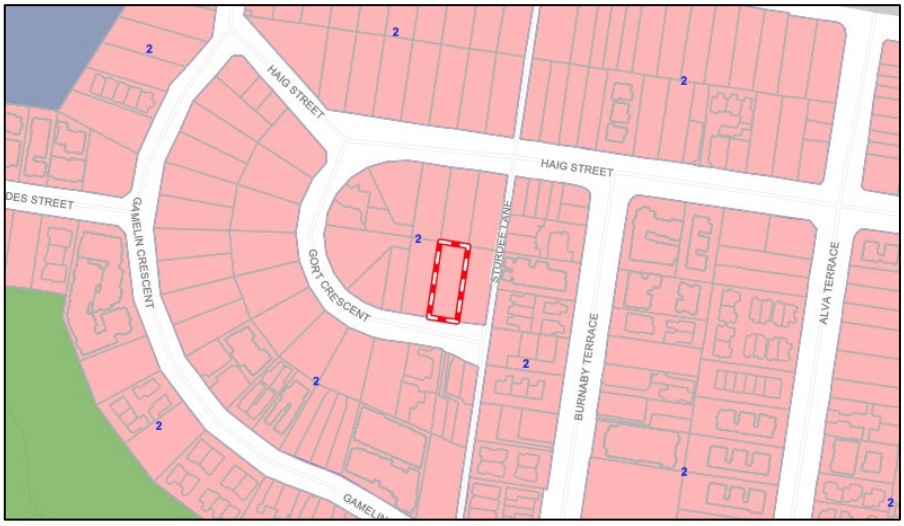

Figure 2 - Zone Map

It is also located within the Lutwyche Road Corridor Neighbourhood Plan, but not within any specific Precinct.

2.2.1 Overlays

State and local interests are reflected within the overlays, where there is a particular sensitivity, constraint to land use or development outcomes, presence of valuable resources, or particular opportunity for development. As such, it has been outlined that the subject site is applicable to the following overlays from *Brisbane City Plan 2014*:

Overlay	Sub-Category
Airport Environs	OLS – Horizontal Limitation Surface Boundary
	PANS – Procedures for Air Navigation Surfaces
	BBS Zone – Distance from airport 8-13 km
Community Purposes Network	
Critical Infrastructure & Movement Network	CIMN Planning Area
Dwelling House Character	
Road Hierarchy	Neighbourhood Road
Streetscape Hierarchy	Neighbourhood Street Minor

2.3 Land Use and Built Form

The subject site currently contains a post-1946 dwelling house as shown in Figure 3 below. This dwelling is to be demolished.



Figure 3 - Subject Site: **(Source: Street View)**

2.4 Frontage and Site Access

The subject site is rectangular in shape on a north south alignment with approximately 15m frontage to Gort Crescent. Existing vehicular access is provided via a crossover to the eastern corner of the Gort Crescent frontage. The site is positioned within an established area, with fully constructed bitumen pavement, concrete kerb and channel.

2.5 Flooding and Stormwater

As outlined by Council's overlays and mapping, the site is not identified as flooded from Brisbane River, Creek/Waterway, or Overland Flow.

2.6 Topography and Vegetation

The subject site slopes from the front to the rear, with Council's mapping identifying a range from 38.5m AHD to 37.5m AHD. It is not located within the Biodiversity Areas Overlay, Significant Landscape Tree Overlay, or the Natural Assets Local Law and as such, existing vegetation within the site boundaries is not considered to be of significance. There is no existing street tree within the verge.

2.7 Site Services

As previously outlined, the site is located in a well-established area. All required infrastructure services are existing and currently available (where necessary) to service the site.

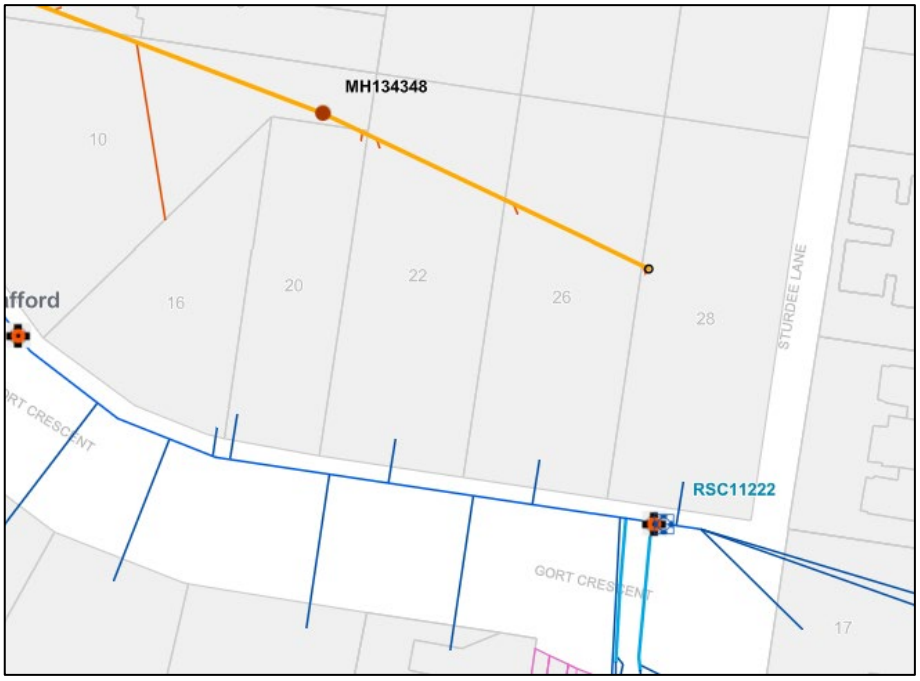

Figure 4 –Services Map

3. Proposal

This proposal consists of a **Development Permit** for **Reconfiguring a Lot**. This constitutes subdivision of the existing lot into three lots. Whilst each lot is greater than 120 sqm, the lot frontages are less than 6 m. As such, Building Location Envelopes have been proposed to ensure suitable building envelope will be provided. Additional discussion is provided in Section 7 of the report.

Proposed Lots	Lot Size (sqm)	Lot Frontage (m)
Lot 1	208.5	5.183
Lot 2	190.6	4.74
Lot 3	208.1	5.175

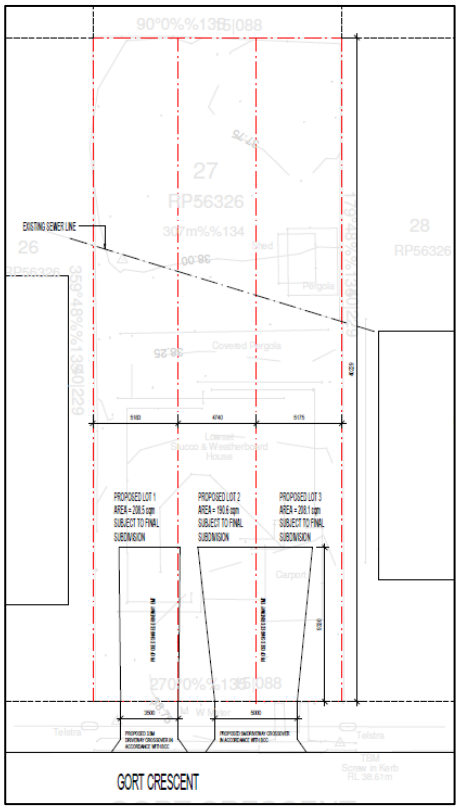

Figure 5 – Subdivision Layout

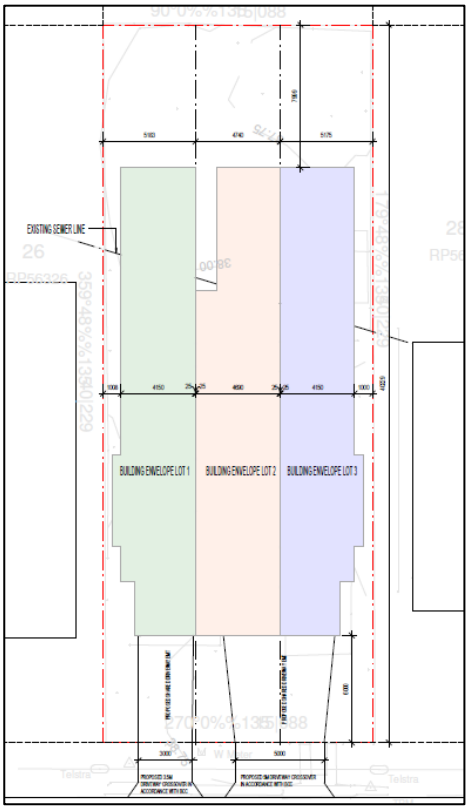

Figure 6 – Proposed BLEs

4. Planning Framework

This section sets out the statutory planning provisions applicable to the site and the proposed development. The overarching pieces of legislation applicable are the *Planning Act 2016, Planning Regulation 2017*, and the *Brisbane City Plan 2014*.

4.1 Planning Act 2016

4.1.1 Referral

The *Planning Regulation 2017* supports the principal legislation by detailing how the *Planning Act 2016* operates including state matters for development. The subject site triggers several matters of interest. Of those listed and with reference to the regulation the development does not trigger referral.

4.1.2 Public Notification

As further discussed in **Section 5** below, the proposed development will trigger a Impact Assessment application under *City Plan 2014*. In accordance with the *Planning Act 2016*, public notification will be required.

4.2 State Planning Policies

The subject site is mapped for several state interests in the *State Planning Policies* (SPP). With reference to Part 2.4 of the *Brisbane City Plan 2014*, it is noted that all interests excluding the bushfire prone area of the 'Natural Hazards, Risk and Resilience' and the building restricted area of the 'Strategic Airports and Aviation Facilities' interest are integrated in the current planning scheme. The site is not mapped in any of these interests. As such, separate assessment against the overlays is not warranted given the identified state interests have been appropriately integrated.

5. Local Government Planning Framework

5.1 Brisbane City Plan 2014

The *Brisbane City Plan 2014* came into force on the 30th of June 2014 and is the relevant planning scheme for the City of Brisbane. The City Plan is a comprehensive statement of Council's intentions for the future development of Brisbane. This section provides an assessment of the proposed development against the relevant DEO's, Codes and related Policies.

5.2 Category of Assessment

5.2.1 Schedule 1: Definitions

The proposed subdivision falls under the 'reconfiguring a lot' definition of the *Planning Act 2016* with the creation of small sized lots as defined in Schedule 1 of the *Brisbane City Plan 2014*:

(a)

*"**Reconfiguring a lot** means—*

(a) creating lots by subdividing another lot; or

(b) amalgamating 2 or more lots; or

(c) rearranging the boundaries of a lot by registering a plan of subdivision under the Land Act or Land Title Act; or

(d) dividing land into parts by agreement rendering different parts of a lot immediately available for separate disposition or separate occupation, other than by an agreement that is—

(i) a lease for a term, including renewal options, not exceeding 10 years; or

(ii) an agreement for the exclusive use of part of the common property for a community titles scheme under the Body Corporate and Community Management Act 1997; or

(e) creating an easement giving access to a lot from a constructed road."

***"Small Lot:** A lot which is –*

(a) less than 450m^2; or

(b) a rear lot of less than 600m^2 excluding an access way"

5.2.2 Part 5: ROL

The subject site is located within a zone, neighbourhood plan and several overlays, all of which have the potential to influence the level of assessment of the development. As per Section 5.3.2 of the *Brisbane City Plan 2014:*

(8) Despite subsection 5.3.2(4) and (7) above, a level of assessment in a neighbourhood plan overrides a level of assessment in a zone, and a level of assessment in an overlay overrides a level of assessment in a zone or neighbourhood plan.

(9) Provisions of Part 10 may override any of the above.

(10) State-prescribed levels of assessment identified in Part 5, section 5.4, override all other levels of assessment for that development, with the exception of the Act or the Regulation.

(11) Despite all of the above, if development is listed as prohibited development under Schedule 1 of the Act, a development application cannot be made.

It is noted that the subject site and associated proposed development are not triggered under Part 10 or Section 5.4. The below table identifies the level of assessment for the applicable zone, neighbourhood plan and overlay. It can be seen that the proposed ROL is assessable development under the zone. As the proposed lots' frontages are less than 6 m, it requires an **Impact Assessable** application under the *Brisbane City Plan 2014*.

City Plan 2014		Category of Assessment
Zone	LMR2 Low-Medium Density Residential (3 or 4 Storey Mix)	**Impact Assessment**
Neighbourhood Plan	**Lutwyche Road corridor**	**No Change**
Overlays	Airport Environs	**Not Applicable**
	Community Purposes Network	**Not Applicable**
	Critical Infrastructure & Movement Network	**Not Applicable**
	Dwelling House Character	**Not Applicable**
	Road Hierarchy	**Code assessable**
	Streetscape Hierarchy	**Code assessable**
OVERALL CATEGORY OF ASSESSMENT		**IMPACT ASSESSMENT**

6. Codes and Relevant Provisions

There are a number of codes from the *Brisbane City Plan 2014* that can be applicable to the assessment of a development. These relevant code/s will be addressed in **Section 6** of this report, with the applicable codes are comprised of:

ASSESSMENT BENCHMARK	RESPONSE
PRIMARY CODES	
Lutwyche Road corridor neighbourhood plan code	Refer to the assessment in **Section 6.1** below.
Subdivision Code	Refer to the assessment in **Section 6.2** below.
OVERLAY CODES	
Airport Environs Overlay Code	In accordance with table 5.10.2- the proposed reconfiguration does not trigger further assessment against this code.
Community Purposes Network Overlay Code	The subject site is not identified on mapping within this overlay; further assessment is not required in accordance with Table 5.10.7A.
Critical Infrastructure and Movement Network Overlay Code	The development does not involve any of the uses outlined in Table 5.10.8 and therefore assessment against this code is not applicable.
Dwelling House Character Overlay	In accordance with table 5.10.9- the proposed reconfiguration does not trigger further assessment against this code.
Road Hierarchy Overlay Code	Refer to the assessment in **Section 6.3** below.
Streetscape Hierarchy Overlay Code	Refer to the assessment in **Section 6.4** below.
SECONDARY CODES	
Filling and Excavation Code	Significant earthwork, or greater than 1 m, is not needed. It is envisaged that council will impose relevant conditions, and no further assessment against this code should be required.
Infrastructure Design Code	The development is an infill subdivision. As noted in Section 2.7 above, all services and required access are available to enable essential utilities to be connected. It is envisaged that council will impose relevant conditions as required. As such, no further assessment against this code should be required
Landscape Work Code	The proposed reconfiguration does not trigger further assessment against this code.
Outdoor Lighting Code	The proposed development does not include the construction of outdoor lighting / floodlighting.
Park Planning and Design Code	The proposed development does not involve nor is required to involve a park. Therefore, no assessment against this code is required.
Stormwater Code	Lawful point of discharge is to the kerb as existing. Minimum earthwork Is not required. Upstream connection should not be required in this instance as the rear lots can drain to Haig Street. It is envisaged that council will impose relevant condition as needed and no further assessment against this code should be required.
Transport, Access, Parking and Servicing Code	The development is for subdivision into small lot. Each lot can be provided with direct driveway access to Gort Crescent. Subsequent refuse servicing will be kerbside. As such, no further assessment against this code should be required.
Wastewater Code	The development does not propose onsite effluent disposal. Therefore, no assessment against this code is required.

6.1 Lutwyche Road corridor neighbourhood plan code

Performance outcomes	Acceptable outcomes	Response
General		
PO1 Development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is: a. consistent with the anticipated density and assumed infrastructure demand; b. aligned with community expectations about the number of storeys to be built; 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 avoid affecting the potential development of an adjoining site.	**AO1.1** Development ensures that the building does not lose integral components such as feature roof forms and side verandahs. **AO1.2** Development involving partial demolition does not result in a narrow building which has a width-to-height proportion out of character with the residential buildings constructed in 1946 or earlier in the street within the Traditional building character overlay.	**R01 – Will Comply** – The development is for subdivision only.
Heritage		**Not Applicable**
Infrastructure improvements		**Not Applicable**
If in the Lutwyche centre precinct (Lutwyche Road corridor neighbourhood plan/NPP-001) or Windsor east precinct (Lutwyche Road corridor neighbourhood plan/NPP-002)		**Not Applicable**
If in the Lutwyche centre precinct (Lutwyche Road corridor neighbourhood plan/NPP-001), where in the Lutwyche centre mixed use corridor sub-precinct (Lutwyche Road corridor neighbourhood plan/NPP-001a), or if in the Windsor east precinct (Lutwyche Road corridor neighbourhood plan/NPP-002), where in the Windsor east mixed use corridor precinct (Lutwyche Road corridor neighbourhood plan/NPP-002a)		**Not Applicable**
If in the Sisters of Mercy precinct (Lutwyche Road corridor neighbourhood plan NPP-004)		**Not Applicable**
If in the Lutwyche centre precinct (Lutwyche Road Corridor neighbourhood plan/NPP-001), where in the Lutwyche centre mixed use corridor sub-precinct (Lutwyche Road corridor neighbourhood plan/NPP-001a), or if in the Windsor east precinct (Lutwyche Road Corridor neighbourhood plan/NPP-002) where in the Windsor east mixed use corridor sub-precinct (Lutwyche Road corridor neighbourhood plan/NPP-002a)		**Not Applicable**
If in the Lutwyche centre precinct (Lutwyche Road corridor neighbourhood plan/NPP-001), where in the Lutwyche centre residential corridor sub-precinct (Lutwyche Road corridor neighbourhood plan/NPP-001b), or if in the Windsor east precinct (Lutwyche Road corridor neighbourhood plan/NPP-002), where in the Windsor east residential corridor sub-precinct (Lutwyche Road corridor neighbourhood plan/NPP-002b)		**Not Applicable**
If in the Sisters of Mercy precinct (Lutwyche Road corridor neighbourhood plan/NPP-004)		**Not Applicable**

6.2 Subdivision Code

Performance outcomes	Acceptable outcomes	Response
Section A—General performance outcomes and acceptable outcomes for reconfiguring a lot		
PO1 Development results in lots and an arrangement of lots that: (a) enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use; (b) are consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site; (c) feature a useable shape able to accommodate the minimum rectangle dimension in **Table 9.4.10.3.B** and anticipated future development; (d) complement the streetscape, local context and character for the locality; (e) address development constraints.	**AO1.1** Development provides lots with dimensions in compliance with **Table 9.4.10.3.B.**	**R01.1 - Complies & Performance Solution**. All lots have site area greater than 120 sqm. However proposed frontages are less 6m. To ensure each lot can support a suitable building footprint, appropriate building location envelopes have been provided. The BLEs are based on a fully developed dwelling design as shown in Appendix B. Please refer to Section 7 for further discussion.
	AO1.2 Development requiring a building envelope plan or a development footprint plan ensures the building envelope plan or development footprint plan is shown on the plan of subdivision to be registered for the lot where meeting the requirements of the *Land Title Act 1994* and the *Land Act 1994*.	**R01.2 – Complies** – the development includes the relevant Building Location Envelopes.
	AO1.3 Development where not intending sharing by formal title arrangements or common use does not result in a building or structure being located: (a) across a proposed lot boundary; or (b) within a setback required by the planning scheme.	**R01.2 – Complies –** Each dwelling will be fully contained within each proposed lot when completed.
PO2 Development creates useable lots that: (a) do not rely on excessive cut and fill; (b) do not intrude into areas of waterway and environmental significance; (c) ensure any cutting, filling, retaining walls and earthworks: (i) minimise adverse impacts to vegetation, natural features and topography;	**AO2.1** Development ensures that any cutting, filling, retaining walls and earthworks: (a) result in a maximum vertical dimension or minimum horizontal dimension of 1m for either: (i) a single level change; or (ii) any step in a series of level changes. (b) locates the crest of any cut or toe of any fill no closer than 0.6m to any lot boundary;	**R01.2 Complies** – Minimal earthwork is required. There are no external retaining walls of excessive height. There are no adverse impacts to the utility or transport network elements. Appropriate condition to be imposed.

(ii) avoid adverse impacts on coastal resources and processes where for development of canals and artificial waterways; (d) minimise adverse impacts to the utility of existing or proposed transport network elements.	(c) limits cut and fill to less than 1m in height for construction of transport network elements. Note—Development may be required to accommodate cutting, filling, retaining walls and earthworks by providing larger lot dimensions than those stated in **Table 9.4.10.3.B**. Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended.	
	AO2.2 Development involving a lot with an area less than 450m^2 is located on a site with a maximum average slope of: (a) 1 into 10 on the shortest lot axis; (b) 1 into 15 on the longest axis.	**R02.2 Complies** – maximum slopes do not exceed 1:10 on the shortest lot axis and 1:15 on the longest axis.
	AO2.3 Development ensures that the minimum rectangle dimension specified in **Table 9.4.10.3.B** is located on land with an existing slope of less than 1 in 5 prior to any cutting, filling, retaining walls or earthworks occurring on the site.	**R02.3 Performance Solution –** As noted in R01.1, suitable BLEs have been provided.
	AO2.4 Development does not involve the creation of canals or artificial waterways.	**R02.4 – Not Applicable**
PO3 Development provides roads, associated pavement and concrete kerb and channel to every road the development has frontage to and lot access, that is designed and constructed: (a) in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; (b) for the type of vehicle, pedestrian and cyclist use appropriate to the site and intended use; (c) to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot;	**AO3.1** Development provides roads, pavement and concrete kerb and channel that provide for: (a) design and construction in accordance with the road hierarchy; (b) safe travel for pedestrian, cyclists and vehicles; (c) access to properties for all modes; (d) utilities; (e) high levels of aesthetics and amenity, improved liveability and future growth; (f) a high-quality streetscape; (g) a low-maintenance asset with minimal whole-of-life cost. Editor's note—See Section B for additional requirements where new road is proposed.	**R03.1 – Will Comply**

(d) to maintain the safety and efficiency of the transport network for vehicles, buses, pedestrians and cyclists; (e) at an adequate width, suitable gradient and appropriate construction standard; (f) to avoid unreasonable detriment or nuisance to an adjacent premises; (g) to preserve the amenity and function of the public realm in accommodating: (i) high levels of pedestrian traffic; (ii) large subtropical street trees; (iii) on-street parking.	**AO3.2** Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	**R03.2 –Complies** – Sufficient access has been provided for each lot.
	AO3.3 Development provides each lot with access to a public road other than a major road, that is: (a) direct; or (b) via a formal access arrangement that is: (i) registered on a title over another lot; or (ii) a reciprocal access easement; or (iii) over common property; (iv) located as far away as practicable from an existing or proposed dwelling; (v) compliant with the road corridor design standards in the Infrastructure design planning scheme policy; (c) the width specified: (i) in the Transport, access, parking and servicing planning scheme policy where an access way to a rear lot in the Low density residential zone, Character residential zone, Low-medium density residential zone or Emerging community zone; or (ii) in **Table 9.4.10.3.B** where in any other zone; (d) compliant with the standard vehicle type requirements for the zone and zone precinct applicable to the site and intended use.	**R03.3 –Complies –** Each lot is provided with direct access to a minor road.
	AO3.4 Development provides safe sight distances at the following locations: (a) an access point along the frontage of each lot; (b) a junction and an intersection, including corner truncation; (c) a pedestrian or cyclist crossing.	**R03.4 - Complies** - Refer to the attached plans in **Appendix A**.
	AO3.5 Development provides grades within a lot that: (a) enable vehicular access to be achieved in accordance with the Transport, access, parking and servicing planning scheme policy;	

	(b) do not require cut and fill in excess of 1m in height.	
PO4 Development provides for the delivery of infrastructure and maintains the safety, efficiency and capacity of infrastructure networks. Editor's note—See section 128 (Necessary infrastructure conditions) and section 145 (Conditions local government may impose) of the Planning Act 2016.	**AO4.1** Development provides land and works for infrastructure and services in compliance with the: (a) Local government infrastructure plan; (b) standards in the Infrastructure design planning scheme policy; (c) Refuse planning scheme policy; (d) Transport, access, parking and servicing planning scheme policy; (e) Long term infrastructure plan; (f) codes and planning scheme policies that apply to the site.	**RO4.1** **(a) Not Applicable –** The subject site is not identified on the Local Government Infrastructure Mapping to provide infrastructure and/or services. **(b) Will Comply** **(c) Complies -** Each lot will be serviced by kerbside collection **(d) Complies –** Access for each proposed lot is to a minor road and sufficient onsite parking has been provided. **(e) Not Applicable –** There is no identified long term infrastructure plan for the subject site. **(f) Complies –** Refer to the discussion in the preamble above and codes addressed in this section.
	AO4.2 Development provides a stormwater system in compliance with the standards in the Stormwater code that has sufficient capacity to enable lawful uses appropriate to the intended use for the locality under the planning scheme.	**R04.2- Complies** - Lawful point discharge for each lot is to the kerb at the street frontage.
	AO4.3 Development provides for a corner truncation of each corner of a site with a road frontage, if not already provided, that is: (a) in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; or (b) a 6m long by 3 equal chord truncation if a minor road.	**RO4.3 - Complies** - Refer to the attached plans in **Appendix A.**
PO5 Development provides for safe and healthy occupation of the lots relative to risks, hazards and land uses that adversely affect the normal occupation of the lot by the intended land use and activities associated with that use.	**AO5** Development ensures that lot density, location, arrangement and dimensions address potential adverse impacts on the normal occupation of the lot for its intended use and associated activities, by: (a) identifying the sources of potential hazards including air, noise, dust, light, contaminated land and electromagnetic emissions; (b) avoiding the hazard; or (c) mitigating hazard impacts, including through buffers, structures or other necessary measures.	**RO5 Complies –** The site is not known to be contaminated land. It is located within, and compatible, with the established residential area.

	Note—Overlays and neighbourhood plans provide information about potential risks and hazards and how to address them. However, the planning scheme may not reflect risks and hazards determined as part of the analysis of the site and its surrounds and assessment of the development or changed circumstances or those associated with: • contaminated land; • transport noise corridors on State-controlled roads and the rail network. The Queensland Government's Contaminated land register and Environmental management register should be consulted regarding contaminated land. The State Planning Policy Interactive Mapping System should be consulted regarding transport noise corridors.	
Additional performance outcomes and acceptable outcomes for reconfiguring a lot involving: **(a) rearranging the boundaries of a lot; or** **(b) volumetric format plan subdivision; or** **(c) a site in 2 or more zones, zone precincts, neighbourhood plan precincts or overlay sub-categories.**		**Not Applicable**
Section B—Transport, traffic and movement outcomes for reconfiguring a lot involving: **(a) 10 or more lots; or** **(b) road reserve or new road; or** **(c) cycle or pedestrian routes.**		**Not Applicable**
Section C—Specific performance outcomes and acceptable outcomes applicable to development		
Section C1—Development for reconfiguring a lot involving any of the following: **(a) a site that is more than 1ha in the Emerging community zone; or** **(b) the number of potential dwellings is 20 or more in the Emerging community zone; or** **(c) a site that is more than 7,000m^2 in the Low density residential zone; or** **(d) the number of lots is 20 or more; or** **(e) the opening of a new road, creation of a park, the creation of a bicycle and pedestrian network element; or** **(f) the creation of more than 50% of the lots with an area less than 350m^2 where not associated with a material change of use or in accordance with an approved building.** Note—Refer to the Structure planning scheme policy for guidance on how to calculate potential dwelling numbers for lots not intended to accommodate dwelling houses or where reconfiguring a lot is not proposed in conjunction with a material change of use.		**Not Applicable**
Section C2—Detailed performance outcomes and acceptable outcomes for a small lot: **(a) not complying with the dimensions in Table 9.4.10.3.B; or** **(b) with a frontage width of less than 10m.**		
PO27 Development ensures that each small lot is of a suitable size, frontage width and configuration to enable the development of a dwelling house, associated ancillary structures and site access without adversely impacting the:	**AO27.1** Development where a small lot and not complying with the dimensions in **Table 9.4.10.3.B** provides a development footprint plan: (a) formed by the acceptable outcomes for side and rear boundary setbacks for a dwelling house in	**R027.1 – Complies – S**uitable BLEs have been provided. Refer to R01.1 and discussions in Section 7.

(a) intended character of a locality; (b) quality of the public realm and the provision of street trees; (c) availability of on-street car parking; (d) natural, character or heritage features of the lot. Note—A performance outcome for a small lot that does not comply with AO27.1, AO27.2, AO27.3 and AO27.4 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.	compliance with the Dwelling house (small lot) code; (b) 3m to the primary street frontage or the least setback of an adjoining dwelling, wherever is greater; (c) 1.5m to any secondary street frontage where for a corner lot; (d) 3m to any private open space on an existing or proposed adjoining small lot. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994. Note—The development footprint plan does not override the Dwelling house (small lot) code other than to the extent provided for in that code.	
	AO27.2 Development where a small lot and not complying with the dimensions in **Table 9.4.10.3.B** provides a minimum of 16m^2 principle private open space with a minimum dimension of 4m. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994. Note—The development footprint does not override the Dwelling house (small lot) code other than to the extent provided for in that code.	**R027.2 –Complies** - Each lot is provided with a continuous open space area at rear well in excess of 16 square metres outside of the designated BLEs. Refer to Proposal Plans attached in Appendix A.
	AO27.3 Development locates the development footprint plan so that no more than 6 dwelling houses in a row provide for co-located built to boundary walls. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.	**R027.3 – Complies** - the development does not result in six dwelling houses with built to boundary walls.
	AO27.4 Development where a small lot with a frontage width of less than 10m provides a development footprint plan	**R027.4 Complies** - Refer to Proposal Plan with relevant BLEs attached in Appendix A.

	demonstrating that any vehicle parking areas, access or driveway is in a location that: (a) minimises impacts to existing street trees and on-street car parking; (b) maximises opportunities for street tree planting and on-street car parking. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.	
Section C3—Additional performance outcomes and acceptable outcomes if involving reconfiguring a lot in a zone in the Industry zones category or the Extractive industry zone		**Not Applicable**
Section C4—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in a zone in the Centre zones category, Mixed use zone, Community facilities zone or Specialised centre zone.		**Not Applicable**
Section C5—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in the Environmental management zone, Rural zone or a very-low density residential potential development area identified in a neighbourhood plan		**Not Applicable**
Section D—Additional performance outcomes and acceptable outcomes if reconfiguring a lot other than involving the creation of freehold lots		
If dividing land into parts by an agreement that is a lease or an exclusive use agreement or lease or the reconfiguring of an existing or approved building whether or not including land		**Not Applicable**
If involving a standard format lot with common property such as requiring a community management scheme under the Body Corporate and Community Management Act 1997. Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.		**Not Applicable**

6.3 Road Hierarchy Overlay Code

Performance outcomes	Acceptable outcomes	Response
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use		
PO1 Development ensures that: (a) vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of: (i) the road hierarchy shown on the Road hierarchy overlay map; (ii) public transport operations; (iii) pedestrian and cyclist movement; (b) the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas; (c) site access driveways in the road area accommodate all turns only when such arrangements are safe and can be demonstrated to not inhibit transport system operation.	**AO1.1** Development ensures that an access driveway is provided from: (a) a minor road; (b) a district road or suburban road if the development has high traffic-generating potential.	**RO1.1 Complies –** Access to the site will be provided to Gort Crecent, which is a minor road.
	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.	**RO1.2 Complies –** Gort Crescent is not identified as 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.	**RO1.3 Not applicable –** Refer to **RO1.1** above.
	AO1.4 Development ensures that a turn to and from a major road is restricted to a left turn only.	**RO1.4 Complies –** As outlined in the attached planning report, Gort Crescent is identified as a 'Neighbourhood Road' which is defined as a minor 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.	**RO1.5 Not Applicable –** Gort Crescent Road is not identified as an arterial road.
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.	**RO2.1 Complies –** Further to the discussion within the attached planning report on the underlying Low medium Density Residential zoning, it is considered that the level of suburban traffic would align with the function and expected traffic flows.
	AO2.2 Development mitigates an impact on the road hierarchy if	**RO2.2 Not Applicable –** Mitigation of the development to the road hierarchy should not be required as:

	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.	(a) Traffic generation is considered to remain within expectations for this zone and neighbourhood plan precinct, (b) New accesses are to a minor street only. (c) The subject site is not located 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.	**RO3 Not Applicable –** Further to the discussion provided within the attached planning report, the subject site is not mapped within the LGIP for extension, expansion or widening. However, appropriate verge widening has been provided (in line with the existing approval).
PO3A Development provides for the payment of extra trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: (i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the road network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development.	**AO3A** No acceptable outcome is prescribed.	
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		**Not Applicable**
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy		**Not Applicable**

6.4 Streetscape Hierarchy Overlay Code

Performance outcomes	Acceptable outcomes	Response
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development		
PO1 Development must improve pedestrian movement and amenity by providing for verges to a width that is appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.	**AO1** Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as specified in **Table 8.2.20.3.B** and the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	**RO1 As Existing –** The existing verge width aligns with the established streetscape character of the locality. Operating essentially as a dead end street, Gort Crescent experiences low vehicular and pedestrian traffic volumes. Accordingly, the current verge width is considered entirely sufficient to accommodate anticipated demand, and further linear land dedication is unwarranted.
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.	**RO2.1 Not Applicable –** No existing street trees are affected.
	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.	**RO2.2 Will Comply –** As required.
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.	**RO3 Not Applicable -** Site is not a corner lot.
	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		**Not Applicable**

8 Discussions

As previously noted, suitable Building Envelopes (BLEs) have been provided since the lot frontages are less than 6m. These BLEs are established generally in accordance with the Dwelling House (Small Lot) Code. Refer to indicative plans attached in Appendix B. Although individual house designs are not assessable development and are excluded from this Development Application (DA), an assessment against the Small Lot Code has been provided to demonstrate that the proposed BLEs are appropriate and will accommodate compliant future dwelling designs.

8.1 Dwelling House (Small Lot) Code

Performance outcomes	Acceptable outcomes	Response
PO1 Development ensures that a building other than a dwelling house on a site: (a) is used for a domestic residential purpose, in conjunction with and subordinate to the dwelling house on the same site; (b) is smaller in size and scale than the dwelling house; (c) has the appearance of a building ancillary to the dwelling house; (d) is occupied by no more than 1 household.	**AO1.1** Development comprises not more than one dwelling house and one secondary dwelling, each occupied by one household.	**RO1.1 Will Comply.**
	AO1.2 Development for a secondary dwelling is: (a) a maximum of 80m^2 in gross floor area; (b) located within 20m of the dwelling house.	**RO1.2 Not Applicable –** The proposed design does not include a secondary dwelling.
PO2 Development is of a bulk and scale that: (a) is consistent with and complements the built form and front boundary setbacks prevailing in the street and local area; (b) does not create overbearing development for adjoining dwelling houses and their private open space; (c) does not impact on the amenity and privacy of residents in adjoining dwelling houses; (d) does not result in the loss of significant views or outlook of adjoining residents; (e) provides for natural light, sunlight and breezes.	**AO2** Development is contained within: (a) the building envelope for the site, created by applying: (i) the acceptable outcome for maximum building height; (ii) the acceptable outcome for front, rear and side boundary setbacks; (iii) acceptable outcomes for built to boundary walls in so far as these determine the building envelope; or (b) the approved building envelope for the site to the extent of any inconsistency with (a). Note—Refer to Figure a for examples of the building envelope for a dwelling house on a small lot. Note—The building envelope is not	**RO2** **(a)** **(i)** Refer to **RO3** below. **(ii)** Refer to **RO5, RO6** and **RO7** below. **(iii)** Refer to **RO9** below. **(b) Will Comply**.

	the developable area or building extent, but a three-dimensional envelope that limits the extent of a building in any direction. Note—This acceptable outcome can be demonstrated by preparing a building envelope plan, elevations and sections.	
PO3 Development has a building height that: (a) does not unduly overshadow adjoining dwelling houses and their associated private open space in terms of access to sunlight and daylight; (b) is consistent with the building height of dwelling houses prevailing in the immediate vicinity; (c) contains a 3 storey component only where necessary to enable a predominantly 2 storey dwelling to address the local circumstances of topography (refer to Figure b); (d) may be higher than adjoining properties only to the extent required to achieve the minimum habitable floor levels required for flood immunity. Note—In interpreting PO3(b), the term 'prevailing in the immediate vicinity' means the building height of the majority (more than 50%) of all the dwelling houses in the same zone as the subject site and within 35m of any point of the street frontage of the subject site.	**AO3** Development: (a) in the Low density residential zone, Character residential zone, 2 storey mix zone precinct of the Low–medium density residential zone, 2 or 3 storey mix zone precinct of the Low–medium density residential zone, Rural residential zone, Environmental management zone, Rural zone or Emerging community zone results in a maximum building height of 7.5m above ground level at side and rear walls, increasing at no more than 30 degrees to a maximum building height of 9.5m above ground level and: (i) 2 storeys; or (ii) 1 storey if the development also includes a space that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above that contains only a bathroom, shower room, laundry, water closet, or other sanitary compartment; or (b) is located within an approved building envelope for the site to the extent of any inconsistency with (a).	**RO3 Not applicable - The** subject site is located within the 3 or 4 storey mix zone precinct of the Low–medium density residential zone,
PO4 Development has a building height that: (a) does not unduly overshadow adjoining dwelling houses and their associated private open space in terms of access to sunlight and daylight; (b) is consistent with the building height of dwelling houses prevailing in the immediate vicinity. Note—In interpreting PO4(b), the term 'prevailing in the immediate vicinity' means the building height of the majority (more than 50%) of all the dwelling houses in the same zone as the subject site and within 35m of any point of the street frontage of the subject site.	**AO4** Development: (a) in the 3 or 4 storey mix zone precinct of the Low-medium density residential zone or in the Medium density residential zone results in a maximum building height of 9.5m above ground level at side and rear walls, increasing at no more than 30 degrees to a maximum building height of 11.5m above ground level and: (i) 3 storeys; or (ii) 2 storeys if the development also includes a space that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above that contains only a bathroom, shower room, laundry, water closet, or other sanitary compartment; or	**RO4 Complies –** Buildings are 3 storeys in height and less than 11.5m. Side wall are 9.5m.

	(b) is located within an approved building envelope for the site to the extent of any inconsistency with (a).	
PO5 Development provides a front boundary setback that is consistent with and complements the front boundary setbacks prevailing in the street and local area.	**AO5** Development results in a minimum street frontage setback that is: (a) on the primary street frontage: (i) 6m where all adjoining dwelling houses have a setback of 6m or more; or (ii) the same as the least setback, but not less than 3m, of an adjoining dwelling house where that dwelling house has a setback less than 6m; or (iii) 3m where there is no adjoining dwelling house; (b) on a secondary street frontage: (i) 1.5m; or (ii) 0m for non-habitable spaces up to 3m building height where the secondary street frontage is opposite to the primary street frontage and the road reserve of the secondary street frontage is 8m or less wide and a minor road; (c) in addition to either (a) where the setback is less than 5.5m or (b)(i) above, a minimum of 5.5m street frontage setback for garages; or (d) located within an approved building envelope for the site to the extent of any inconsistency with (a), (b) or (c). Editor's note—For the purposes of determining compliance with AO5 reference is to be made to section 1.7.6.	**RO5** **(a) Complies –** A setback of approximately 6m is provided from the front boundary to the deck on the first floor. **(b) Not Applicable –** The site is not a corner lot and as such, does not include a secondary street frontage. **(c) Not Applicable –** The proposed setback to the garage is not less than 5.5m to the street frontage. **(d) Will comply.**
PO6 Development provides side boundary setbacks that: (a) does not impact on the amenity and privacy of residents in adjoining dwelling houses; (b) provides for natural light, sunlight and breezes.	**AO6** Development results in a minimum side boundary setback that is: (a) 1m for habitable spaces; or (b) 0.5m and a maximum height of 3.5m for non-habitable spaces only for a maximum length of: (i) 15m, where located in the Low–medium density residential zone, Medium density residential zone or High density residential zone; or (ii) 9m, where in the Low density residential zone or the Character residential zone; or (c) 0m where: (i) matching the extent of an existing built to boundary wall on the adjoining property; or	**RO6** **(a) Complies –** BLE 1 & 3 are provided with a minimum setback of 1m to side boundaries adjoining dwelling **(b)** **(i) Not applicable** **(ii) Not applicable** **(c) Complies** – 0m setbacks are provided to the internal boundaries to lots less than 300sqm with frontage less than 7.5m

	(ii) the adjoining property is 300m^2 or less and in the Residential zone category other than in the Character zone precinct of the Character residential zone; or (iii) on a lot with an average width of 7.5m or less where the adjoining property is 300m^2 or less and in the Residential zone category other than in the Character zone precinct of the Character residential zone and the adjoining property has no existing built to the boundary wall; or (iv) on a lot with an average width of more than 7.5m in the Low density residential zone or the Infill housing zone precinct of the Character residential zone where the registered owner of the adjoining premises does not object to a setback less than AO6(b) but only for non-habitable spaces, a maximum height of 3m and a maximum length of 9m; or (v) located within an approved building envelope for the site to the extent of any inconsistency with (a), (b) or (c). Note—AO6(c)(ii) and (iii) apply to the development of a dwelling house at the same time as an adjoining dwelling house or adjoining dwelling houses developed at separate times. Editor's note—For the purposes of determining compliance with AO6 reference is to be made to section 1.7.6. Editor's note—For the purpose of satisfying AO6(c)(iv), confirmation in writing in the form of a statutory declaration from the registered owner of the adjoining premises is required to be submitted to demonstrate compliance.	
PO7 Development provides a rear boundary setback that: (a) provides for open space and landscaping; (b) does not impact on the amenity and privacy of residents in adjoining dwelling houses; (c) provides for natural light, sunlight and breezes.	**AO7** Development results in a minimum rear boundary setback that is: (a) 6m, where on a lot with an average depth of more than 25m; or (b) on a lot with an average depth of 25m or less: (i) 3m, for a part of a building or structure up to 4.5m high; (ii) 4.5m, for a part of a building or structure over 4.5m high.	**RO7 Complies – Proposed d**wellings are setback approximately 7.9m from the rear boundary.

	(iii) located within an approved building envelope for the site to the extent of any inconsistency with (a) or (b). Editor's note—For the purposes of determining compliance with AO7 reference is to be made to section 1.7.6.	
PO8 Development provides an even distribution of open space and building footprint, to facilitate a balance of indoor and outdoor recreation and adequate private open space.	**AO8** Development results in a maximum site cover of: (a) 50% where the lot is 400m^2 or more; or (b) 60% where the lot is 300m^2 or more and less than 400m^2; or (c) 70% where the lot is 200m^2 or more and less than 300m^2; or (d) 80% where the lot is less than 200m^2. Editor's note—For the purposes of determining compliance with AO8 reference is to be made to section 1.7.6.	**RO8** **(a) Complies –** The BLEs have maximum site cover of less than 70%.
PO9 Development involving any built to boundary wall does not impact on the amenity or privacy of residents or adjoining residents.	**AO9.1** Development ensures that a built to boundary wall is: (a) for non-habitable rooms or spaces only where the adjoining lot is more than 300m^2; (b) not located within 1m of a window of a habitable room in an adjoining dwelling house; (c) not located within the front or rear boundary setbacks; (d) low maintenance and constructed of pre-finished materials. Refer to Figure c and Figure d. Note—Built to boundary walls are distinct from side setbacks. Reduced setbacks for dwelling houses on small lots may be used for habitable space as provided under AO6.	**RO9 Refer to RO6(c)**
	AO9.2 Development does not include any built to boundary walls in the Character zone precinct of the Character residential zone other than: (a) matching the extent of an existing built to boundary wall on adjoining premises; or (b) on a lot with an average width of more than 7.5m where the registered owner of the adjoining premises does not object to a setback less than AO6(b) but only for non-habitable spaces, a maximum height of 3m and a maximum length of 9m. Editor's note — For the purposes of satisfying AO9.2(b), confirmation in writing in the form of a statutory declaration from	

	the registered owner of the adjoining premises is required to be submitted to demonstrate compliance.	
PO10 Development results in building length and bulk of a domestic scale which minimises overbearing for adjoining dwelling houses and their private open space.	**AO10** Development results in a combined total length of the building or building components of a dwelling house, secondary dwelling and domestic outbuilding that does not exceed 25m. Note—Building length includes garages, decks, balconies, verandahs and other projections and excludes eaves, sunhoods and other building work that comprise prescribed accepted development.	**RO10 Performance Criteria –** The length of the BLEs 26.23m. We believe this remains in compliance with performance outcome PO10. The length and bulk remain within a 'domestic scale', which as confirmed by the notation in AO10, can be extended through prescribed accepted development allowing a number of additional roofed components (i.e. carport, roofed patio, shed) outside of the 25m building envelope length. The exceedance is minor and will have negligible impact on adjoining neighbours.
PO11 Development ensures that a dwelling house is orientated to the street to facilitate casual surveillance of the street and provide visual interest. Note—This performance outcome is not applicable for a rear lot.	**AO11** Development results in the dwelling house having windows to habitable rooms or balconies on the facades facing the street. Note—This acceptable outcome is not applicable for a rear lot.	**RO11 Complies –** The living room on the upper level, associated deck and windows provides appropriate casual surveillance to the street frontage.
PO12 Development ensures that vehicle access and parking is accommodated on site with: (a) vehicle access of an appropriate grade and width to facilitate safe property access; (b) a driveway crossover width that does not visually dominate the appearance of the dwelling house when viewed from the street; (c) an appropriate number of car parking spaces for the scale of the dwelling house and the normal activities of a household.	**AO12.1** Development provides a minimum number of on-site car parking spaces comprising: (a) 1 car parking space for the dwelling house; (b) 1 car parking space for any secondary dwelling on the same site; (c) where a garage is provided, 1 car parking space forward of the garage other than a garage located on a secondary street frontage. Editor's note—Compliance with AO12.1(c) does not have the effect of reducing a street frontage setback less than identified in AO5 but may require a greater setback to the extent of the parking space.	**RO12.1 Complies –** The garage allows for a minimum of two car parking spaces, in tandem.
	AO12.2 Development provides vehicular crossings that: (a) have a maximum crossover width of 4m (excluding apron tapers); (b) comply with standard drawing BSD-2022 or BSD-2021 for a rear lot; (c) comply with standard drawing BSD-2024 (where 3.75m footpath width) or BSD-2025 (where 4.25m footpath width).	**RO12.2 Complies –** The **c**rossover on each lot is less than 4 m.
PO13	**AO13.1** Development of a lot with any street frontage of:	**RO13.1**

Development provides car accommodation that does not visually dominate the appearance of a dwelling house when viewed from a street.	(a) 7.5m or less has a maximum of 3.5m wide single-width car accommodation only; or (b) more than 7.5m has up to double-width car accommodation. Editor's note—Double-width car accommodation is of sufficient width to accommodate two cars side by side; otherwise the car accommodation is single-width car accommodation.	**(a) Complies -** The crossover on each lot is less than 3.5m. **(b) Not applicable**
	AO13.2 Development involving tandem car parking is constructed in accordance with Figure e.	**RO13.2 Complies.** .
	AO13.3 Development involving double-width car parking is: (a) 6m maximum door width for a garage or total width where a carport or combination of both; or (b) may have a door on the front of a carport; (c) for a garage where not built to the side boundary, the garage door is recessed from the street frontage of the building at least 1m beneath the: (i) upper storey, balcony or verandah of a 2 or more storey building; or (ii) eave of a single-storey building; (d) for a garage built to the side boundary, is not recessed for the part of the garage between the building and the side boundary. Note—AO13.3(c) applies to the extent of the garage door only and does not include features such as posts that support the upper storey, balcony or verandah. Editor's note—A013.3(d) overrides the provisions of AO13.3(c) to the extent that the garage element extends towards a side boundary beyond the balance of the building. For example, a 3m wide garage built to a side boundary would not need to be recessed in accordance with AO13.3(c) where the balance of the building was setback 3m or more from the same side boundary.	**RO13.3** **(a) Not applicable** **(b) Not Applicable** **(c) Not applicable** **(d) Complies**
	AO13.4 Development involving car accommodation constrained by a steeply sloping site (a slope of 1 in 4 or greater between the front boundary and building setback): (a) may have a double-car carport or garage with a maximum internal width of 6m (excluding eaves) that may be constructed closer to the road alignment than the house;	**RO13.4 Not Applicable –** The subject site is not considered to be steeply sloping.

	(b) may include a crossover for the full width of the car accommodation. Refer to Figure f. Note—This acceptable outcome supersedes the street frontage setback requirements in AO5	
PO14 Development minimises direct overlooking between dwellings via building siting and layout and the design of windows, balconies and screening devices.	**AO14.1** Development that is within 2m for the storey closest to the ground level or 9m for storeys above, of a neighbouring dwelling house (refer to Figure g) incorporates windows, decks, balconies, terraces or roof decks that: (a) are offset from the window of a habitable room in the adjacent dwelling house to limit direct outlook as shown in Figure h; or (b) where a window, have: (i) sill heights of 1.5m above the floor level of that storey; or (ii) are covered by fixed obscure glazing in any part of the window below 1.5m above floor level of that storey; or (iii) have fixed external screens; or (iv) where at the ground storey, fencing to a height of 1.5m above ground storey floor level; (c) where a deck, balcony, terrace, or roof deck have fixed screening.	**RO14.1 Will Comply**.
	AO14.2 Development ensures that a roof deck or viewing platform: (a) is set back at least 1.5m from the side boundary; (b) has a floor level no more than 7m above ground level or 1.5m less than the height of the roof, whichever is less.	**RO14.2 Not Applicable –** A specific roof deck and/or viewing platform is not proposed.
	AO14.3 Development incorporates screening devices that are: (a) solid translucent screens, perforated or slatted panels or fixed louvres that have a maximum of 25% openings, with a maximum opening dimension of 50mm, that are permanently fixed and durable (refer to Figure i and Figure j); (b) offset a minimum of 0.3m from the face of the wall around any window. Note—Screening devices may be hinged to facilitate emergency egress only.	**RO14.3 Will Comply –** As required and/or conditioned.
PO15	**AO15**	**RO15 Will Comply –** If required.

Development for a dwelling house, secondary dwelling or domestic outbuilding, including associated site works such as retaining walls, filling or excavation ensures that if a surface or roof-water drainage system connection is required to be made through an adjoining property, the surface or roof-water drainage system is managed to prevent water seepage, concentration of run-off or ponding on an adjoining property. Note—The Queensland Development Code outlines requirements for surface and roof-water drainage systems for Class 1 buildings and Class 10 buildings and structures where a surface or roof-water drainage connection is not required through an adjoining property.	Development for a dwelling house, secondary dwelling or domestic outbuilding, including associated site works such as retaining walls, filling or excavation ensures that if a surface or roof-water drainage system connection is required to be made through an adjoining property, the owner of the adjoining property has provided written permission for the connection.	
If for single-storey adaptable housing constructed to include the adaptable housing elements listed in Table 9.3.8.3.B		**Not Applicable**

8. Conclusion

This report has demonstrated that the proposed development is consistent with the intent and requirements of the *Brisbane City Plan 2014*. This proposal:

- Is consistent with what is appropriate within a low-medium residential zone;
- Will result in an appropriate lot size for the area designation with suitable Building Location Envelopes provided; and
- Complies with the performance criteria of the relevant codes.

In conclusion, it is recommended that the proposed development be considered favourably by Council and subsequently approved subject to the reasonable and relevant conditions.