

DTS Group Qld Pty Ltd – Urban Planning

**82 Cambridge Street, Carina Heights QLD
4152**

Development Permit for Material Change of Use – Multiple
Dwellings (5 Townhouses)

On behalf of
Julian Casagrande

July 2026

Impact Assessable Development Application Report

82 Cambridge Street, Carina Heights QLD 4152

Being described as Lot 108 on RP13324

On behalf of

Julian Casagrande

July 2026

Revision No.	Description	Company	Author/Reviewer	Date
1	Draft Report	DTS Group QLD	Siena Monnier	26/06/2026
2	QA and Review	DTS Group QLD	Mel Lowe	08/07/2026
3	Final Report and Lodgement	DTS Group QLD	Mel Lowe	24/07/2026

Level 1, 32 Cordelia Street, SOUTH BRISBANE QLD 4101

PO Box 3128, WEST END QLD 4101

Telephone: 07 3118 0600

Facsimile: 07 3118 0699

© 2026 – DTS Group Qld Pty Ltd

ABN 21 010 000 843

Limitations

This report was prepared for the use of Julian Casagrande in accordance with generally accepted consulting practice. No other warranty, expressed or implied, is made as to the professional advice included in this report. This report has not been prepared for use by parties other than the client stated. It may not contain sufficient information for the purposes of other parties or for other uses. It is recommended that any works planned by others and relating specifically to the content of this report be reviewed by DTS Group QLD to verify that the intent of our recommendations is properly reflected in the final design. To the best of our knowledge, information contained in this report is accurate at the date of issue.

develop with **confidence**

develop with **DTS**

Table of Contents

Executive Summary	i
Site Details	i
Application Details	i
Synopsis	i
1 Introduction	1
1.1 Level of Assessment	2
2 Site Characteristics	4
2.1 Planning Scheme Zoning	4
2.2 Planning Scheme Overlays	4
2.3 Topography	6
2.4 Frontage and Access	6
2.5 Urban Services	6
3 The Proposed Development	7
3.1 Details	7
3.2 Key Development Statistics	8
3.2.1 Building Height	9
3.2.2 Setbacks	11
3.2.2.1 Southern Side Setbacks	11
3.2.2.2 Rear Setbacks	12
3.2.3 Site Coverage	13
3.2.4 Private Open Space	13
3.2.5 Deep Planting & Landscaping	14
3.3 Access, Servicing & Parking	14
3.3.1 Vehicle Access	14
3.3.2 Pedestrian Access	14
3.3.3 Servicing	15
3.3.4 Car Parking	15
3.3.5 Bicycle Parking	15
3.3.6 Traffic Impact	15
3.4 Urban Infrastructure	16
3.4.1 Sewerage & Water Reticulation	16
3.4.2 Stormwater Management	16
3.5 Overland Flow Flooding	17
3.6 Earthworks	18
4 Town Planning Framework	19
4.1 Planning Act 2016	19
4.2 Categories of Development and Benchmarks	19
4.3 Public Notification	19
4.4 Referral Agencies	20

4.4.1	State Development Assessment Provisions	20
4.5	South East Queensland Regional Plan	20
4.6	State Planning Policy	20
4.7	Local Government Infrastructure Plan	20
4.8	Temporary State Planning Policy	20
5	Categorising Instrument – Brisbane City Plan 2014	21
5.1	Strategic Framework	21
5.1.1	Five (5) Strategic Framework Themes	21
5.1.2	Theme 2: Brisbane’s Outstanding Lifestyle	22
5.1.3	Theme 5: Brisbane’s CityShape	24
5.2	Low-Medium Density Residential Zone	29
5.2.1	Purpose	29
5.2.2	Overall Outcomes	29
6	Development Codes	34
6.1	Primary Codes	34
6.2	Secondary Codes	34
6.3	Overlay Codes	34
7	Conclusion	35

Tables

Table 1	Level of Assessment & Applicable Assessment Benchmarks	2
Table 2	Brisbane City Plan 2014 Zone	4
Table 3	Brisbane City Plan 2014 Property Overlays	4
Table 4	Development Statistics	8
Table 5	Surrounding Building Height Examples	10
Table 6	Brisbane City Plan 2014 – Strategic Framework Themes	21
Table 7	Strategic Framework – Theme 2 – Element 2.2	22
Table 8	Strategic Framework – Theme 5 – Element 5.8	25
Table 9	Low-Medium Density Residential Zone – Zone Role Overall Outcomes	29
Table 10	Low-Medium Density Residential Zone – Overall Outcome Assessment	29

Figures

Figure 1	Site Locational Context	1
Figure 2	Aerial Photograph	2
Figure 3	BCC As Constructed Urban Services	6
Figure 4	Proposed Streetscape Perspectives	7
Figure 5	Proposed Building Section – Height Above 9.5m	9
Figure 6	Landscaping Arrangement	14
Figure 7	Proposed Stormwater Discharge Arrangement	16
Figure 8	Overland Flow Flood Mapping	17
Figure 9	Strategic Framework Mapping	25

Appendix

Appendix A	Code Assessment	A
Appendix B	Architectural Plans	A
Appendix C	Landscape Concept Plan	A
Appendix D	Traffic Report	A
Appendix E	Civil Engineering Report	A
Appendix F	Stormwater Management Plan	A
Appendix G	Hydraulic Impact Assessment	A

Executive Summary

Site Details

Address:	82 Cambridge Street, Carina Heights QLD 4152
Lot Description:	Lot 108 on RP13324
Zone:	Low-Medium Density Residential Zone
Zone Precinct:	2 or 3 Storey Mix
Site Area:	911m ²
Registered Landowner:	Julian Casagrande

Application Details

Application:	Development Permit for Material Change of Use
Defined Use:	Multiple Dwelling (5 Units)
Applicant:	Julian Casagrande C/- DTS Group QLD Pty Ltd PO Box 3128 West End QLD 4101
DTS Reference:	BNE230038

Synopsis

This planning assessment report, prepared on behalf of Julian Casagrande, seeks a Development Permit for a Material Change of Use to establish Multiple Dwellings (5 Units). The proposed development is located over 82 Cambridge Street, Carina Heights, being described as Lot 108 on RP13324.

The proposed development consists of five (5) x three-storey townhouses that have been sited and designed to respond to the site's topography and immediately adjoining built form. The proposed development includes a vehicle crossover at the northern end of the frontage to Cambridge Street, which facilitates access to the residential garages and visitor car parking spaces. The townhouses adopt large boundary setbacks to external boundaries to maintain the expected level of privacy and amenity while facilitating deep planting and general landscaping along the perimeter of the site. Each townhouse features generous private open space areas, including a landscaped courtyard and balcony for all townhouses.

The development will enhance the streetscape with one of the townhouses directly interfacing Cambridge Street, including a balcony, which offers casual surveillance of the street and deep planting areas to accommodate large sub-tropical shade trees. The proposal delivers a high-quality townhouse product that can comfortably co-exist with the surrounding development along Cambridge Street and within the Carina Heights locality. The development provides anticipated infill residential density while respecting the character of the streetscape.

This report clearly outlines the development's compliance with the *Brisbane City Plan 2014*. The proposal achieves a subtropical design outcome that has a building form, scale and character consistent with the intended character of the local area.

1 Introduction

This planning assessment report accompanies a development application for a Development Permit for Material Change of Use for Multiple Dwellings (5 Units). The allotment is located at 82 Cambridge Street, Carina Heights, being described as Lot 108 on RP13324 and hereafter referred to as “the subject site”. The locational context of the subject site is illustrated in **Figure 1 – Location Map** and **Figure 2 – Aerial Photograph** to this report.

The proposed development has been assessed against the overall outcomes, intents and acceptable solutions of the relevant planning scheme codes as well as relevant state and regional provisions. The below reporting has been prepared to logically address the town planning considerations relevant to the application for Development Permit for Material Change of Use, and based on assessment, illustrates sufficient town planning grounds to warrant approval.

Section 3 – The Proposed Development of this report, together with **Appendix B – Architectural Plans**, contain detailed information with regard to the design and layout of the proposed development.

Having regard to Schedule 2 “Dictionary” of the *Planning Act 2016*, the proposal is considered to constitute:

- **Material Change of Use.**

Accompanying this report in support of the development is:

- **Code Assessment** prepared by DTS Group Qld, attached under **Appendix A**;
- **Architectural Plans** prepared by Ground Up Design, attached under **Appendix B**;
- **Landscape Concept Plan** prepared by Seed Landscape Design, attached under **Appendix C**;
- **Traffic Report** prepared by L+R, attached under **Appendix D**;
- **Civil Engineering Report** prepared by L+R, attached under **Appendix E**;
- **Stormwater Management Plan** prepared by L+R, attached under **Appendix F**;
- **Hydraulic Impact Assessment** prepared by Stormflood Engineering Pty Ltd, attached under **Appendix G**.

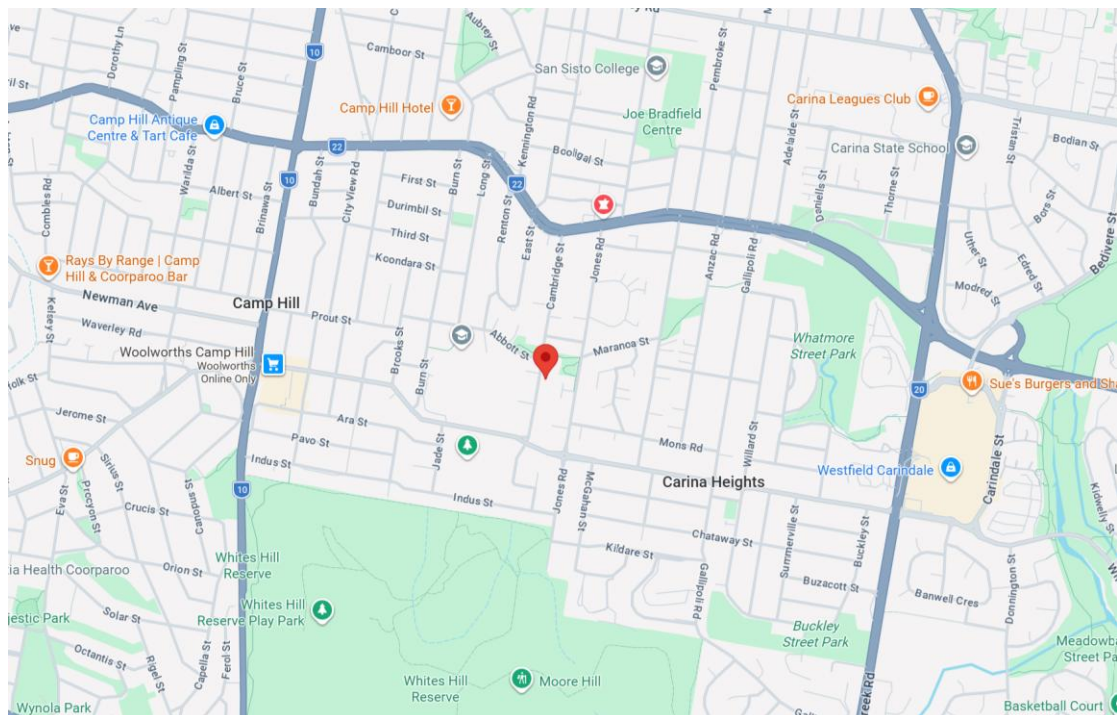


Figure 1 Site Locational Context

Source: Google Maps, 2026



Figure 2 Aerial Photograph

Source: Near Map, March 2026

1.1 Level of Assessment

The proposed use falls within the definition of **Multiple Dwelling** under Table SC1.1.1.BB—Use Definitions within Schedule 1 of the *Brisbane City Plan 2014*.

Table 1 provides an assessment against Part 5 of the *Brisbane City Plan 2014* and has determined that the applicable level of assessment for this application is **Code Assessment**.

Table 1 Level of Assessment & Applicable Assessment Benchmarks

City Plan 2014	Level of Assessment	Assessment Benchmarks
Zoning		
Low-Medium Density Residential (2 or 3 Storey Mix) Zone	Impact Assessment	The entire Planning Scheme, including: - Low-Medium Density Residential Zone Code - Multiple Dwelling Code - Prescribed Secondary Codes
Overlays		
Airport Environs Overlay (OLS – Horizontal limitation surface boundary; Procedures for air navigation surfaces (PANS); BBS zone – Distance from airport 8-13km sub-categories)	Code Assessment	Airport Environs Overlay Code

City Plan 2014	Level of Assessment	Assessment Benchmarks
Community Purposes Network Overlay	Code Assessment	Community Purposes Network Overlay Code
Critical Infrastructure and Movement Network Overlay <i>(Critical infrastructure and movement planning area sub-category)</i>	Not Applicable	Not Applicable
Dwelling House Character Overlay	Not Applicable	Not Applicable
Road Hierarchy Overlay <i>(Neighbourhood Road)</i>	Code Assessment	Road Hierarchy Overlay Code
Streetscape Hierarchy Overlay <i>(Neighbourhood Street Minor)</i>	Code Assessment	Streetscape Hierarchy Overlay Code

2 Site Characteristics

The subject site is located at 82 Cambridge Street, Carina Heights, being described as Lot 108 on RP13324. The subject site has a total area of 911m² and has a primary frontage of approximately 15m to Cambridge Street along the western property boundary. The site is currently improved by an existing two-storey dwelling house and ancillary structures, which are to be removed to facilitate the development.

In the broad context, the subject site is located in the suburb of Carina Heights and is situated south of Old Cleveland Road, east of Boundary Road, west of Creek Road, north of Samuel Street. The site is located within proximity to a range of uses, including centre and retail activities along Old Cleveland Road to the north, Boundary Road to the west, Camp Hill Marketplace to the west, and Westfield Carindale to the east; educational establishments including Whites Hill State College, St Martin's Catholic Primary School, San Sisto College, Camp Hill State Infants & Primary School, Carina State School and Mayfield State School. The site is also within proximity to open greenspaces and community facilities including Jones Road Park, Abbott Street Park, Anzac Road Park, Whites Hill Reserve, and Whatmore Street Park. The site has access to the surrounding public transportation network with bus stops along Samuel Street and Old Cleveland Road.

The site is mapped within the Low-Medium Density Residential Zone and the surrounding allotments are identified within the Low-Medium Density Residential Zone, Low Density Residential Zone, Community Facilities Zone, and Open Space Zone. As a result of the zoning, the surrounding land uses comprise a mixture of pre- and post-1946 dwelling houses on small and standard allotments, multiple dwellings (townhouses), retail activities, parks, educational establishments, and supporting community infrastructure.

2.1 Planning Scheme Zoning

Brisbane City Council's *City Plan 2014* Interactive Mapping outlines the below property zoning that applies to the subject site:

Table 2 Brisbane City Plan 2014 Zone

Zone Description	Mapped Location
LMR2 Low-Medium Density Residential Zone (2 or 3 storey mix)	

2.2 Planning Scheme Overlays

Brisbane City Council's *City Plan 2014* Interactive Mapping outlines the below Overlays apply to the subject site and proposed development.

Table 3 Brisbane City Plan 2014 Property Overlays

Overlay Description	Mapped Location
Airport Environs Overlay <i>(OLS – Horizontal limitation surface boundary; Procedures for air navigation surfaces (PANS); BBS zone – Distance from airport 8-13km sub-categories)</i>	
Community Purposes Network Overlay	
Road Hierarchy Overlay <i>(Neighbourhood Road)</i>	

Overlay Description	Mapped Location
Streetscape Hierarchy Overlay <i>(Neighbourhood Minor)</i> Street	

2.3 Topography

According to Council's 2002 contours, the subject site has levels that vary between approximately 25m AHD at the south-western corner, falling to approximately 21m AHD at the eastern boundary. This represents a gentle slope falling in a easterly direction away from the street frontage.

2.4 Frontage and Access

The subject site has a primary frontage of approximately 15m to Cambridge Street along the western property boundary. The site currently achieves access to Cambridge Street via an existing residential crossover at the centre of the street frontage. The existing vehicular crossover is to be removed to facilitate the proposed development, as discussed in **Section 3** of this report.

2.5 Urban Services

The subject site is connected to all urban utilities, as shown in **Figure 3** below. The proposed development will be connected to services in accordance with the relevant standards.

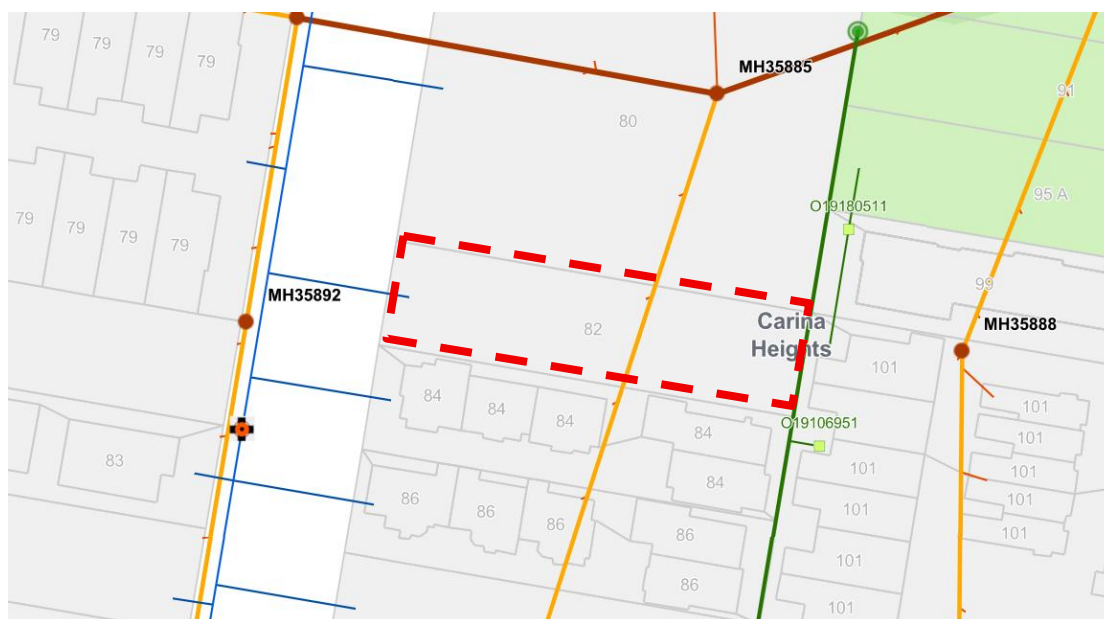


Figure 3 BCC As Constructed Urban Services

Source: Brisbane City Council, 2026

3 The Proposed Development

3.1 Details

The proposal seeks approval for a Development Permit for Material Change of Use for Multiple Dwellings to establish five (5) three-storey townhouses at 82 Cambridge Street, Carina Heights. The development adopts a well-articulated and sub-tropical architectural form which is sympathetic to the presiding character in the immediate area. As illustrated by the architectural package attached under **Appendix B**, the development comprises the following:

- Five (5) x three-bedroom townhouses with a maximum building height of three (3) storeys and 12.07m above NGL;
- Pedestrian access along the internal side of the driveway to the rear units;
- 44.8% site cover;
- 10.1% deep planting and additional landscaping areas;
- Private courtyard and balcony for each townhouse, ranging 27m² – 37m² of private open space per unit;
- Pedestrian entrance and pathway from Cambridge Street;
- 6m wide vehicular crossover at northern end of frontage to Cambridge Street;
- 2 x resident car parking spaces per unit (total 10 spaces) within ground level garage;
- 2 x visitor car parking spaces located adjacent to the frontage.

The development has specifically adopted design measures to reduce negative impacts on neighbouring properties and provide visual significance through best practice excellence in architecture. Particular consideration was undertaken to ensure the proposed development provides a high level of articulation, quality and materials coupled with design methods to ensure a fine-grain, human scale street environment.

The building incorporates a high level of fenestration and variation in form and materials to reduce the building bulk and modulate the built form. This includes varied building materials and textures, a roof design with projections over the balconies, a mixture of window sizes and designs to address the internal use of spaces and privacy needs and the inclusion of overhangs and projections to provide further visual interest and shading (**Figure 4**). The proposed design measures ensures that the bulk and scale of the building is appropriately managed and appears proportionate to the site dimensions and size.



Figure 4 Proposed Streetscape Perspectives

Source: Excerpt from Architectural Plans attached under Appendix B

As a result of strict consideration of the design principles of the Multiple Dwelling Code (**Appendix A**), the proposed development aims to deliver a high standard low-medium density townhouse development within the prospering area of Carina Heights. Each dwelling unit includes a double garage at the ground level, with living and dining areas, kitchen, bedrooms, bathrooms, and balconies on the two levels above. Two visitor car parking spaces are to be delivered off the internal driveway adjacent to Townhouse 1. A shared pedestrian pathway is

provided adjacent to the southern side of the driveway for all units, enhancing engagement with the street.

The building's design takes full advantage of the site's ability to provide activation of the streetscape to Cambridge Street. Orientation of the frontmost unit (Townhouse 1) towards Cambridge Street allows for maximisation of passive solar outcomes as well as the ability to provide for public realm, safety and ample casual surveillance opportunities. The proposal will ensure that Cambridge Street will continue to identify itself as a streetscape that encourages high quality pedestrian and cyclist activity.

The proposed units will feature ground level courtyards and upper level balconies directly accessible from living areas capitalising on natural elements of sunlight and natural breezes. The private open space areas will ensure a sufficient balance between built form and private open space whilst still encouraging ample internal liveable space and design. Deep planting pockets are allocated along both the front and rear boundaries to support large sub-tropical shade trees, balancing the built form and delivering shade to the courtyards and adjacent verge.

The proposed building form represents a superior development outcome and delivers a high-quality townhouse product that can comfortably co-exist with existing residential development along Cambridge Street and the Carina Heights locality. The development provides anticipated infill residential density while respecting the character of the streetscape.

3.2 Key Development Statistics

The key development statistics have been provided in **Table 4** below.

Table 4 Development Statistics

Criteria	Acceptable Outcome	Proposed	Comment
Building Height	2 storeys and 9.5m above ground level	3 storeys and maximum 12.07m above ground level	Performance Outcome <i>Refer to Section 3.2.1</i>
Site Cover	45%	44.8%	Compliant
Car Parking	2 spaces per 3-bedroom dwelling unit and 0.25 per dwelling for visitor parking) (12 resident spaces & 1.25 visitor spaces)	12 resident spaces 2 visitor spaces	Compliant
Private Open Space	12m ² and 3m minimum dimension	Minimum area: 27m ² Minimum dimension: 3m	Compliant
Deep Planting	10% of the site area	10.1% of the site area	Compliant
Front Setback	4m to balcony 6m to wall	6.6m to balcony 7.6m to wall	Compliant
Northern Side Setbacks	1.5m up to 4.5m building height 2m up to 7.5m building height 2m plus 0.5m/3m above 7.5m building height	Ground Level: 7.1m to wall Level 1: 4.72m to wall / balcony Level 2: 4.74m to wall	Compliant
Southern Side Setbacks	1.5m up to 4.5m building height 2m up to 7.5m building height 2m plus 0.5m/3m above 7.5m building height	Ground Level: 1.5m to wall Level 1: 2m to wall / balcony Level 2: 2m – 2.5m to wall	Compliant Performance Outcome <i>Refer to Section 3.2.2</i>
Rear Setbacks	4.5m to balcony & 6m to wall up to 2 storeys building height	Ground Level: 7.4m to wall Level 1: 5m to wall / balcony	Compliant

Criteria	Acceptable Outcome	Proposed	Comment
	6m greater than 2 storeys building height	Level 2: 8m to wall	Performance Outcome Refer to Section 3.2.2

3.2.1 Building Height

The proposed development results in a maximum building height of three (3) storeys and 12.07m above natural ground level, thus requiring a performance outcome for AO4.1 of the Multiple Dwelling Code. The corresponding performance outcome states:

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:

- consistent with the anticipated density and assumed infrastructure demand;*
- 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;*
- proportionate to and commensurate with the site area and frontage width so as not to be overbearing on the street or adjoining development;*
- designed to avoid a significant and undue adverse amenity impact to adjoining development;*
- sited to enable existing and future buildings to be well separated from each other and to avoid affecting the potential development of adjoining sites;*
- considerate of street conditions, the topography of the area and site slope;*
- designed to maintain significant view points and corridors;*
- designed and orientated to retain solar access to key public spaces and adjoining buildings.*

As illustrated in **Figure 5** below, the extent of the building exceeding 9.5m (above NGL) is relatively limited. At the site's frontage, the building addresses Cambridge Street as 2-storeys and below 9.5m with the 3rd storey stepped in. Further within the site, the building includes an undercroft to address the overland flow path impacting the site (refer the Stormwater Management Plan attached under **Appendix F**), resulting in a height of over 9.5m. The building has a substantial setback to the rear boundary where it reaches its greatest height, with the 3rd storey stepped in, along with the 5m wide deep planting for the full length of the rear boundary to assist in softening the built form and screening the interface with adjoining sensitive uses.

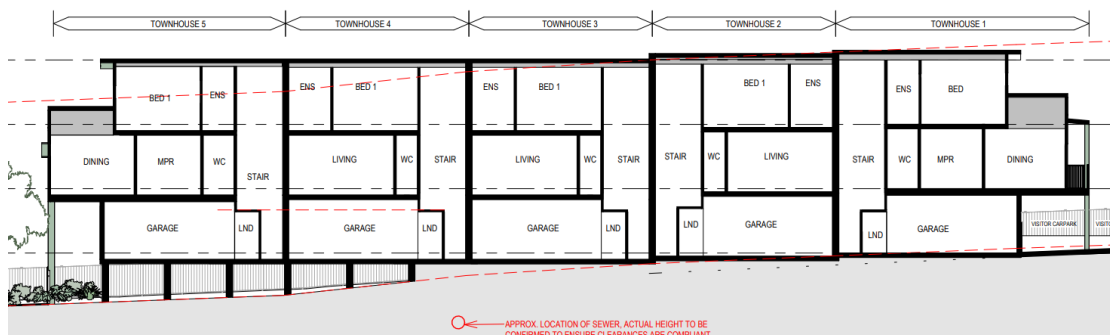


Figure 5 Proposed Building Section – Height Above 9.5m

Source: Excerpt from Architectural Plans attached under Appendix B

When investigating the built form in the immediate area, there is evidence of existing developments exceeding a maximum building height of two storeys and 9.5m. **Table 5** below

details the surrounding existing approved developments, demonstrating that the proposal is consistent with the prevailing building heights.

Table 5 **Surrounding Building Height Examples**

Address	Lot Description	Storeys	Maximum Height	Land Use	Council Reference
99 Jones Road, Carina Heights	Lots 1-9 on SP268109	3	10.8m	Multiple Dwellings – 9 x units	A003766017
90 Cambridge Street, Carina Heights	Lots 1-10 on SP268550	3	10.65m	Multiple Dwellings – 10 x units	A003832706
68-70 Cambridge Street, Carina Heights	Lots 112-113 on RP13324	3	11.5m	Multiple Dwellings – 13 x units	A006062362
57 Cambridge Street, Carina Heights	Lots 1-9 on SP287920	3	11.2m	Multiple Dwellings – 9 x units	A004937560
28 Cambridge Street, Carina Heights	Lots 1-6 on SP280272	3	10.2m	Multiple Dwellings – 6 x units	A004000002
23-25 Cambridge Street, Carina Heights	Lots 1-6 on SP262792 & Lots 1-6 on SP262783	3	10.5m	Multiple Dwellings – 12 x units	A003581515
36 Cambridge Street, Carina Heights	Lots 1-12 on SP280938	3	10.75m	Multiple Dwellings – 12 x units	A003711847

It is noted that several of these approvals involved building heights greater than 9.5m to accommodate an undercroft responding to overland flow requirements, including the developments located at 57, 68-70, and 90 Cambridge Street; and 99 Jones Road. Therefore, it is evident that the proposed development involves a building height which is consistent with the surrounding built form in the area and will align with community expectations for residential townhouse developments.

Additionally, Council's current planning scheme draft amendment, '*More Homes, Sooner*' (February 2026), proposes to increase the allowable maximum building height of the Low-Medium Density Residential Zone '2 or 3 Storey Precinct' to '3 or 4 Storey Precinct'. This amendment would prescribe a building height of 3 storeys and 11.5m above NGL in lieu of the current 2 storeys and 9.5m above NGL requirement for the subject site. The proposed amendments are intended to better support the supply and diversity of homes in well-located areas while ensuring they fit with the local character, climate and suburban setting. It is acknowledged that this amendment has not yet been adopted, however, it is still a relevant when considering the uplift in building height sought by this application. The proposed development clearly aligns with the anticipated increased height and scale in Carina Heights. While the townhouse at the rear exceeds the proposed 11.5m building height by up to 1 metre, this is a direct result of achieving flood immunity for the site and is limited in its extent.

The development has specifically adopted design measures to reduce negative impacts on neighbouring properties and provide visual significance through best practice excellence in architecture. Particular consideration was undertaken to ensure the proposed development provides a high level of articulation, quality and materials coupled with design methods to ensure a fine-grain, human scale street environment. The building facades have been articulated through the use of different geometries, material texture and colour palette to break up lengths of wall and reduce the visual bulk of the building. The development adopts boundary setbacks to minimise the visual impact on adjoining properties, and manage privacy and amenity.

The proposed building height is appropriate for the site when considering its location and the surrounding land uses and built form. The site is suitably located within close proximity to public transport (bus) services and key centres along Old Cleveland Road and Samuel Street. The adopted building height responds to the surrounding form, character and intensity of the local area and streetscape delivering a well-proportioned building to the site area whilst providing extensive landscaping opportunities to soften the interface with adjoining residential dwellings. Therefore, the proposed building height is able to comply with PO4 of the Multiple Dwelling Code.

3.2.2 Setbacks

The proposed development adopts a building envelope which ensures consistency with the streetscape and protects the privacy and amenity of neighbouring properties through generous front, side and rear boundary setbacks. The development results in a well-articulated and composite architectural form built on the principles of subtropical design, high aesthetic standard and visual appeal contributing to a vibrant, high quality public domain and streetscape through an active frontage.

As outlined in **Table 4** above, the development pursues performance solutions with respect to the proposed southern side and rear boundary setbacks. The non-compliant setback components are limited to minor aspects of the development and have only been proposed where capable of complying with the relevant performance outcomes.

3.2.2.1 Southern Side Setbacks

The proposed development adopts a southern side boundary setback of 1.5m to wall at the ground level, 2m to wall / balcony at Level 1, and 2m – 2.5m to wall at Level 2. The 2m setback at Level 2 is limited to the stairwell of each unit, with the development providing a 2.5m setback to dwelling wall at all other areas along the southern façade. Therefore, a performance outcome is sought for AO7 of the Multiple Dwelling Code for the southern side boundary setbacks to Level 2. The minor reduction in setbacks are capable of demonstrating compliance with the relevant performance criteria under PO7.

PO7 Development provides side and rear boundary setbacks that:

a. consider future development;

The adjoining property to the south, 84 Cambridge Street, contains an existing two-storey townhouse development which is setback approximately 2m from the shared boundary. Given the adjoining development has a height of two storeys, the proposed third storey will not directly interface with the existing townhouses. Further, the third storey has been strategically designed with high-sill windows to ensure that any potential overlooking into habitable windows is minimised.

The adopted southern side setbacks have taken into account the development on the adjoining property with limited opportunities for overlooking and the ability to sufficiently separate the townhouse developments despite the minor reductions in setbacks.

b. minimise the impacts of development on the amenity and privacy of future and existing neighbourhood residents;

As outlined above, the adjoining southern property has already been developed and has been designed to have minimal interaction with the subject site. The proposed development has considered the amenity and privacy of future residents by adopting setbacks which do not pose any amenity or privacy impacts on the residents of the neighbouring townhouse development. The windows along the southern façade do not directly overlook or interface with any habitable spaces.

c. support the separation of buildings to provide visual and acoustic privacy without reliance on screening, and ensure access to natural light, sunlight and breezes;

The proposed southern side boundary setbacks support a minimum separation of approximately 4m – 4.5m above ground to the closest townhouses of the adjoining development. This building separation provides a sufficient break between the townhouse development and facilitates suitable access to natural light, sunlight and

breezes, with landscaping along the interface. Given Level 2 will be situated above the existing adjoining townhouses to the south, the proposed development does not rely on privacy screening to provide visual and acoustic privacy.

- d. *contribute to the rhythm and pattern of the streetscape in keeping with the intended neighbourhood character;*

The proposed southern side boundary setbacks contribute to the rhythm and pattern of buildings within the local area. The proposed townhouses have a well-defined setback from the southern side boundary which facilitates landscaping and deep planting areas with adequate separation from the adjoining development, in keeping with the intended low-medium density residential character and intensity of the streetscape. The side setbacks are consistent with other developments within the locality including the adjoining townhouses at 84 Cambridge Street which have a 2m side setback.

- e. *maximise the opportunity to retain significant vegetation and protect or establish large subtropical shade trees in deep-planting areas.*

The proposed southern side boundary setbacks facilitate the establishment of private open space areas for each dwelling unit, with additional deep planting areas allocated at the front and rear of the site along the southern side boundary.

The proposed development has adopted a southern side boundary setback that addresses the site context and locational characteristics, ensuring adverse impacts are appropriately managed. As illustrated in the performance assessment undertaken above, there is merit to support the proposed 2m – 2.5m setback at Level 2 to the southern side boundary, as well as existing precedent.

3.2.2.2 Rear Setbacks

The proposed development adopts a rear boundary setback of 7.4m to wall at the ground level, 5m to wall / balcony at Level 1, and 10m to wall at Level 2. Therefore, a performance outcome is sought for AO7 of the Multiple Dwelling Code for the rear boundary setback to Level 1. The minor reduction in setbacks are capable of demonstrating compliance with the relevant performance criteria under PO7.

PO7 Development provides side and rear boundary setbacks that:

- a. *consider future development;*

The adjoining rear property, 101 Jones Road, contains an existing townhouse development. Where interfacing with the subject site, the adjoining development has balconies setback 1.8m from the boundary at the first storey, and bedrooms setback 6m from the boundary at the upper storey. The adopted rear setbacks have taken into account the development on the adjoining property with limited opportunities for overlooking and the ability to sufficiently separate the townhouse developments despite the minor reductions in setbacks.

- b. *minimise the impacts of development on the amenity and privacy of future and existing neighbourhood residents;*

As outlined above, the adjoining rear property has already been developed and has been designed to have minimal interaction with the subject site. The proposed development has considered the amenity and privacy of future residents by adopting setbacks which do not pose any amenity or privacy impacts on the residents of the neighbouring townhouse development. The balcony and two windows along the rear façade will be suitably separated to ensure residential privacy and amenity is retained.

- c. *support the separation of buildings to provide visual and acoustic privacy without reliance on screening, and ensure access to natural light, sunlight and breezes;*

The proposed rear boundary setbacks support a separation of approximately 7m to the balcony of the closest townhouse of the adjoining development and over 11m to the townhouse wall. This building separation provides a sufficient break between the townhouse development and facilitates suitable access to natural light, sunlight and

breezes. Given the separation distance achieved and the allocation of deep planting along the full length of the rear boundary, the proposed development does not rely on privacy screening to provide visual and acoustic privacy.

- d. *contribute to the rhythm and pattern of the streetscape in keeping with the intended neighbourhood character;*

The proposed rear boundary setbacks contribute to the rhythm and pattern of buildings within the local area. The proposed townhouses have a well-defined setback from the rear boundary which facilitates landscaping and deep planting areas with adequate separation from the adjoining development, in keeping with the intended low-medium density residential character and intensity of the streetscape. The setback is consistent with other developments within the locality including the approved Multiple Dwellings at 101 Jones Road, which have a 1.8m rear setback to balcony and 6m setback to wall.

- e. *maximise the opportunity to retain significant vegetation and protect or establish large subtropical shade trees in deep-planting areas.*

The proposed rear boundary setbacks facilitate the establishment of large sub-tropical shade trees within the allocated deep planting areas, including 5m wide deep planting area along the full length of the rear boundary. The proposed development incorporates extensive landscaping with additional deep planting areas to soften and screen the built form, therefore maintaining a high level of residential amenity and privacy.

The proposed development has adopted a rear boundary setback that addresses the site context and locational characteristics, ensuring adverse impacts are appropriately managed. As illustrated in the performance assessment undertaken above, there is merit to support the proposed 5m balcony / wall setback to Level 1 at the rear boundary.

3.2.3 Site Coverage

AO8 of the Multiple Dwelling Code prescribes a maximum 45% site coverage for development in the Low-Medium Density Residential Zone. The proposed development has a site coverage of 31.8% at the ground floor, 44.8% of Level 1, and 36.9% at Level 2, in accordance with the requirements.

3.2.4 Private Open Space

Each townhouse has a combined private open space area comprising a landscaped courtyard and above ground balcony. The proposed private open space arrangement achieves high-quality functional areas for future residents comprising the following:

- **Townhouse 1:** 32m² inclusive of 14m² courtyard and 18m² balcony
- **Townhouse 2:** 27m² inclusive of 15m² courtyard and 12m² balcony
- **Townhouse 3:** 27m² inclusive of 15m² courtyard and 12m² balcony
- **Townhouse 4:** 27m² inclusive of 15m² courtyard and 12m² balcony
- **Townhouse 5:** 37m² inclusive of 25m² courtyard and 12m² balcony

All townhouses have landscaped courtyards located at the ground level, accessed directly off the garage. To supplement ground level courtyard, each unit is provided with an above ground balcony area of 12m² with a minimum dimension of 3m. Townhouse 1 is afforded an 18m² balcony to improve street surveillance. The proposed shape and dimensions of the private open space areas are adequate to contain outdoor furniture, catering to the private recreational needs for residents in a 3-bedroom dwelling unit in accordance with PO30 of the Multiple Dwelling Code.

The Landscape Concept Plan (**Appendix C**) illustrates the proposed deep planting arrangement to enhance residential privacy and reduce adverse amenity impacts on adjoining developments.

3.2.5 Deep Planting & Landscaping

A total of 92m² or 10.1% of the site has been allocated for deep planting to establish large subtropical shade trees (**Figure 6**). Deep planting areas have been proposed along the western (front), and eastern (rear) property boundaries to enhance the streetscape character and residential amenity while contributing to a high-level of privacy at the rear of the site for future residents and adjoining neighbours. Please refer to the Landscape Concept Plan, attached under **Appendix C**, detailing the proposed planting strategy.

The proposed development incorporates turfed private yards for each townhouse adjacent to the deep planting areas which offer comfortable and useable outdoor space for residents. It should be noted that the deep planting and private open space areas are calculated separately and result in full compliance with the relevant requirements. The proposal also incorporates planting along the northern side of the internal driveway to balance the hardstand areas and provide a screening function to the adjoining property.

The proposed deep planting and landscaping outcome as illustrated under **Appendix C** will effectively soften the built form, positively contributes to a green streetscape character and provide a screening function to the rear boundary, enhancing residential amenity.



Figure 6 Landscaping Arrangement

Source: Excerpt from Landscape Concept Plan attached under Appendix C

3.3 Access, Servicing & Parking

3.3.1 Vehicle Access

Cambridge Street runs along the western frontage of the development site and is classified as a 'Neighbourhood Road'. The proposed development will gain access to the external road network via a single 6m wide Type B1 all-movement crossover on Cambridge Street at the site's western frontage, designed generally in accordance with BCC's Standard Drawing BSD-2021. The crossover has been designed with Type B1 splays to ensure the northern flare does not encroach into the neighbour's frontage at the kerb. Given Cambridge Street has on-street parking opportunity on both sides of the road, the vehicle carriageway is offset from the kerb providing additional width for vehicles to comfortably manoeuvre to and from the site.

To facilitate access to the site, the existing children's crossing, which sits partially within the site's frontage, will need to be relocated. It is proposed to relocate the children's crossing to the existing raised speed platform at the southern end of the site frontage, as illustrated in the Traffic Report, attached under **Appendix D**. The crossing will be upgraded and designed generally in accordance with BCC Standard Drawing BSD-5253, DTM's Queensland Manual of Uniform Traffic Control Devices (QMUTCD) and AS1742.10. The existing children's crossing would revert to a standard speed platform outside of the typical school zone hours. It is noted that this will be subject to detailed design undertaken during the future operational works phase of the project.

3.3.2 Pedestrian Access

Pedestrian access to the development will be provided via a pathway connection to Cambridge Street separate to the vehicle crossover. Internal to the site, a 1m wide pedestrian route will be delineated along the southern side of the 6m shared driveway via an alternative pavement finish

to provide pedestrian connectivity to each townhouse unit. The driveway will effectively function has a shared area with clear sight lines achieved along the entire length for drivers and pedestrians.

3.3.3 Servicing

The TAPS PSP specifies the regular access service vehicle for a Multiple Dwelling as a Refuse Collection Vehicle (RCV) and occasional access service vehicle as Large Rigid Vehicle (LRV). The proposed development will provide opportunity for on-site standing and loading for heavy vehicles on the northern side of the driveway. A designated RCV loading area has been provided with a minimum width of 3.5m, suitable to accommodate Council's Rear Loading RCV as per Table 12 of the TAPS PSP.

It is noted that the RCV is likely to drive forward into the site to allow bin loading to be undertaken at the rear of the truck directly adjacent to the bin storeroom. The loading area will be open to the sky and provide a clear height in excess of 3.6m to accommodate the operational height of Council's Rear Loading RCV. Swept path assessment demonstrating successful site access and egress for Council's RCV with appropriate manoeuvring clearance to obstructions, has been attached in **Appendix D**.

It is acknowledged that Council's acceptable outcome is for a 6.5m wide Type B2 crossover based on the development providing access for an RCV, however, the proposal seeks a performance outcome for a reduced crossover which will still comfortably accommodate access for the largest anticipated service vehicle. Refer to Section 3.6 of the Traffic Report, attached under **Appendix D**, for further information.

3.3.4 Car Parking

As discussed in the Traffic Report (**Appendix D**), residential car parking will be provided on-site for the proposed multiple dwellings in generally accordance with the TAPS PSP. The proposed development accommodates all resident car parking spaces within enclosed garages (total 10 spaces) and two (2) open visitor car parks are accommodated adjacent to Townhouse 1 at the front of the site.

Swept path assessment has been provided in **Appendix D** to demonstrate that Council's design vehicle, a B85, is able to successfully access and egress the double-width garages. The swept path assessment demonstrates that a B85 can perform a two-point reverse-in manoeuvre and single forward-out manoeuvre suitable for a Class 1A parking space under AS2890.1.

3.3.5 Bicycle Parking

Bicycle parking for residents will be provided within the double garages via a wall mounted hook at the closed end of the garage. The garages have been designed with suitable internal width to ensure the volumetric bicycle parking envelope (0.5m wide and 1.2m long in vertical orientation) can be stored on a wall mounted hook without any impact to the standard car parking envelopes. This is reflected by the proposed internal garage width of 6m, which is 0.7m above Council's minimum internal width requirement of 5.3m. The provision of bicycle parking for each resident within the garages will provide the most secure and conveniently located facility for each resident.

Bicycle parking for visitors has been provided on the northern side of the driveway near the bin storeroom, directly accessible via Cambridge Street. These bicycle parking spaces will be designed generally in accordance with AS2890.3 with a minimum clear access area of 1.5m directly to the east.

3.3.6 Traffic Impact

The proposed development is anticipated to generate up to two (2) trips (combined in and out) during both the AM & PM commuter peak hours. This represents approximately one (1) trip every 30 minutes, which will have a negligible impact on the surrounding road network. On this basis, no further traffic analysis is deemed necessary.

Refer to the Traffic Report, attached under **Appendix D**, for further discussion.

3.4 Urban Infrastructure

3.4.1 Sewerage & Water Reticulation

There is existing sewer and water infrastructure available to service the proposed development site, including an existing 100mm diameter water main in the western verge of Cambridge Street, and a 225mm diameter sewer main traversing the site south to north.

The proposed development will be serviced via the 100mm diameter water main for water connections, and the 225mm diameter sewer main for sewer connections. It is proposed remove any existing redundant sewer and water connections. A concept Civil Engineering Servicing Plan has been prepared and is enclosed in **Appendix E** to illustrate the proposed servicing arrangements for the development.

3.4.2 Stormwater Management

Runoff currently generated from the site sheet flows east to an overland flow path located at the common boundary of the subject site and 101 Jones Road (Lot 0 on SP239470). Runoff then flows north, before discharging to open park space approximately 25m north of the site.

As discussed in the Stormwater Management Plan, attached under **Appendix F**, the proposal will generally maintain the existing discharge arrangements by directing site generated runoff to the eastern boundary of the site via new underground stormwater drainage and headwall outlet (**Figure 7**). The proposed development will incorporate suspended townhouses and road pavement within the flooding extent to minimise impact on the existing overland flow path / available flood storage.

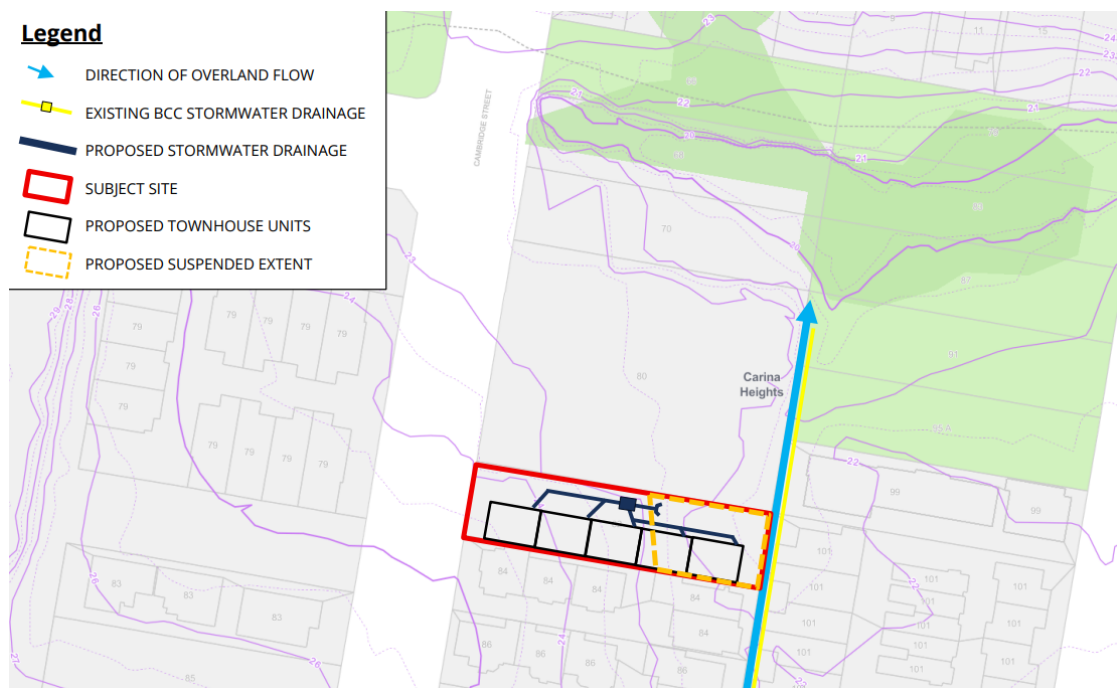


Figure 7 Proposed Stormwater Discharge Arrangement

Source: Excerpt from Stormwater Management Plan attached under Appendix E

As the proposed development will result in an increase in overall impervious area when compared with existing conditions, it is anticipated flow attenuation will be required to mitigate the increase of peak runoff from the development site. It is proposed to detain the runoff generated from the post-developed site up to the 10yr ARI storm event to offset the increased peak discharge from the development. Flows above the 10yr ARI peak runoff flow will by-pass the detention tank. Therefore, it is proposed to over-detain the Q10 flows to offset the impact of the major storm events on downstream properties. It is proposed that the on-site detention tank is located below the shared driveway above the site flood level. The details for the proposed stormwater arrangements and detention tank are shown in the Civil Engineering Plans under **Appendix E**. As the proposed development will only involve the construction of five new

townhouse dwellings over 911m² of land, stormwater quality treatment for the development is not required.

Refer to the Civil Engineering Report, attached under **Appendix E**, and the Stormwater Management Plan, attached under **Appendix F**, for further information.

3.5 Overland Flow Flooding

Based on 2019 LiDAR Data (QLD DNRM), the site ranges between approximately RL 21.5m AHD to RL 24.5m AHD. The western portion of the site is generally flat, with ground levels ranging from approximately RL 23.1m AHD to RL 24.5m AHD across the slab-on-ground area. The eastern portion of the site is characterised by a natural channel feature, defined by a steep change in grade from approximately RL 23.1m AHD down to RL 21.5m AHD. This channel provides natural storage and conveyance capacity for overland flows traversing the site from the south.

According to Council's Flood Awareness mapping, the subject site is impacted by overland flow within the rear (eastern) portion of the lot (**Figure 8**). It is noted that the site is not identified within the Flood Overlay under the *Brisbane City Plan 2014*.

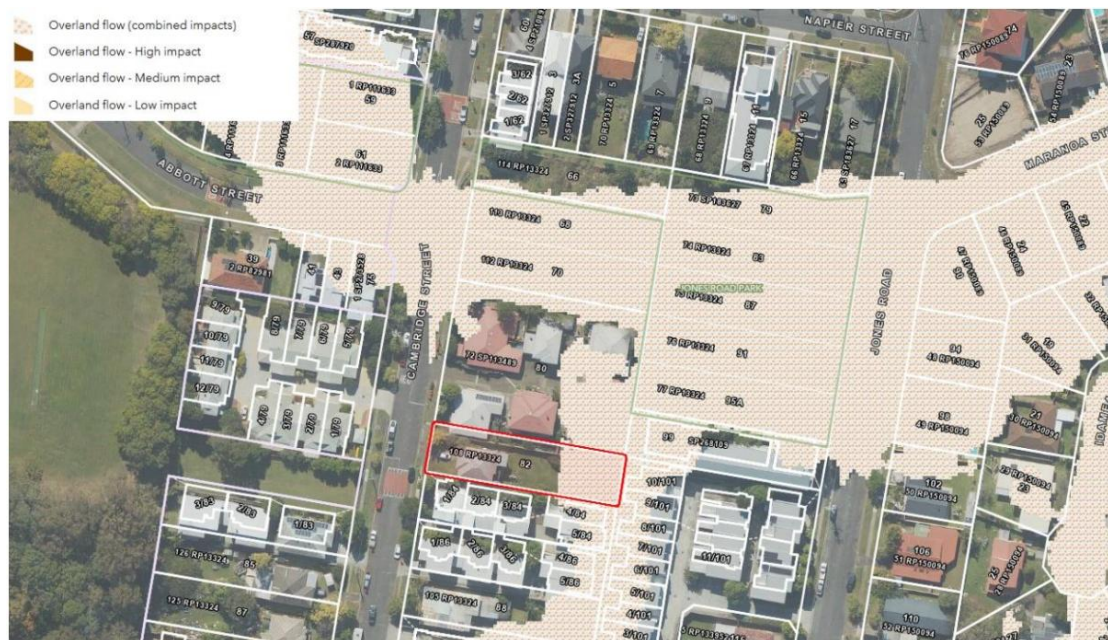


Figure 8 Overland Flow Flood Mapping

Source: BCC Flood Awareness Mapping, March 2026

The proposed development will involve suspending the proposed townhouses and road pavements above the flood level, where located within the flooding extent. As discussed in the Hydraulic Impact Assessment, attached under **Appendix G**, the 2% AEP peak flood level within the undercroft footprint is RL 22.55m AHD (conservatively picked on the upstream side). The proposed soffit level of RL 23.25m AHD clears the 2% AEP peak flood level, providing approximately 0.8m of clearance. The minimum habitable and non-habitable levels as per Table 9.4.9.3.A of the BCC Stormwater Code (**Appendix G**).

It is highlighted that whilst not triggering the Flood Overlay Code, the proposed undercroft has been designed with the principles of the Flood Overlay Code, by locating the undercroft within the eastern portion of the site, so as to not impede the primary overland flow path. The open column arrangement allows free conveyance of overland flows through the undercroft without impedence. The proposed detention tank and stormwater culverts will also be located at or above the flood level to ensure free draining can occur. No adverse off-site impacts are anticipated, with no material change to the underlying surface anticipated in the proposed stormwater and earthworks design.

Refer to the Hydraulic Impact Assessment, attached under **Appendix G**, for further information.

3.6 Earthworks

As discussed in the Civil Engineering Report, attached under **Appendix E**, it is anticipated that bulk earthworks and retaining will be required to provide suitable levels for the proposed development. It is anticipated that retaining walls will be required in areas along the boundaries of the site and between the proposed townhouse units for the non-suspended portion of the site. It is anticipated the proposed retaining walls will have a maximum height of 1.1m along the northern boundary. Given that the site currently fronts existing developments to the north, south and east, it is not expected that the retaining walls will cause any amenity impacts.

All earthworks for the development will be carried out in accordance with the Brisbane City Council requirements and the AS3798-2007 Guidelines on Earthworks for Commercial and Residential Developments. An Erosion Hazard Assessment Form has also been prepared for the proposed development and is enclosed in **Appendix Et**. This assessment indicates that the project poses a “medium risk” with respect to Erosion and Sediment Control.

Refer to the Civil Engineering Report, attached under **Appendix E**, for further information.

4 Town Planning Framework

4.1 Planning Act 2016

This section provides an overview of the legislative context of the application under the provisions of the *Planning Act 2016* and under related legislation including the *Planning Regulation 2017* and the *Development Assessment Rules*.

4.2 Categories of Development and Benchmarks

The development proposed by this application includes a Material Change of Use that is made Impact Assessable under the *Brisbane City Plan 2014*, in accordance with section 45 (2) of the *Planning Act 2016*.

In this regard, section 45(5) (a) of the Act has been considered as part of this report.

“(5) An impact assessment is an assessment that—

(a) must be carried out—

(i) against the assessment benchmarks in a categorising instrument for the development; and

(ii) having regard to any matters prescribed by regulation for this subparagraph; and

(b) may be carried out against, or having regard to, any other relevant matter, other than a person’s personal circumstances, financial or otherwise.”

The relevant assessment benchmarks are described in section 30 of the *Planning Regulation 2017*, and state:

“(1) For section 45(5)(a)(i) of the Act, the impact assessment must be carried out against the assessment benchmarks for the development stated in schedules 9 and 10.

(2) Also, if the prescribed assessment manager is the local government, the impact assessment must be carried out against the following assessment benchmarks—

(a) the assessment benchmarks stated in—

(i) the regional plan for a region, to the extent the regional plan is not identified in the planning scheme as being appropriately integrated in the planning scheme; and

(ii) the State Planning Policy, part E, to the extent part E is not identified in the planning scheme as being appropriately integrated in the planning scheme; and

(iii) a temporary State planning policy applying to the premises;

(b) if the development is not in a local government area—any local planning instrument for a local government area that may be materially affected by the development;

(c) if the local government is an infrastructure provider—the local government’s LGIP.

(3) However, an assessment manager may, in assessing development requiring impact assessment, consider an assessment benchmark only to the extent the assessment benchmark is relevant to the development.”

The category of development and the relevant assessment benchmarks are identified in **Section 1.1** of this report. Furthermore, the application is made Impact Assessable and the relevant benchmarks are addressed in **Section 6** of this report.

The proposal is not made assessable under Section 10 of the *Planning Regulation 2017*.

4.3 Public Notification

As identified in **Section 1.1** of this report, the application is Impact Assessable and requires formal public notification in accordance with section 53 of the *Planning Act 2016*.

4.4 Referral Agencies

The Referral Agencies triggered by this proposal and their jurisdictions have been established with reference to section 55(2) of the *Planning Act 2016* and Schedules 9 and 10 of the *Planning Regulation 2017*. No referral triggers are applicable.

4.4.1 State Development Assessment Provisions

The proposed development does not trigger referral to the Department of Infrastructure, Local Government and Planning and consequently does not require assessment against the State Development Assessment Provisions.

4.5 South East Queensland Regional Plan

The SEQ Regional Plan defines a spatial framework for the region and allocates land into one of five regional land use categories. Under the SEQ Regional Plan the site is contained within the 'Urban Footprint'. As the proposal is for a Material Change of Use for Multiple Dwelling within an established residential area, it is clearly appropriate for the development of "urban activities".

4.6 State Planning Policy

The State Planning Policy has been reviewed relative to the subject site, in particular the development assessment requirements within Part E. The applicant considers that the SPP is not applicable due to the location of the site and the nature of the works being proposed. Furthermore, the subject site is situated within the Brisbane City Council administrative area, and the application is made assessable under the *Brisbane City Plan 2014*. Part 2, section 2.1 of the planning scheme identifies that the SPP was integrated into the planning scheme and no further conflict has been identified.

4.7 Local Government Infrastructure Plan

The proposal is not subject to a Local Government Infrastructure Plan.

4.8 Temporary State Planning Policy

The proposal is not subject to a Temporary State Planning Policy.

5 Categorising Instrument – Brisbane City Plan 2014

5.1 Strategic Framework

The proposed development is Impact Assessable, and accordingly, the application is assessable against the entire Planning Scheme, including the Strategic Outcomes in Part 3 of the *Brisbane City Plan 2014*. As demonstrated in the following sections, the proposal complies with the relevant parts of the planning scheme, including the zone code and neighbourhood plan code, and therefore the broader planning scheme's strategic framework.

The Strategic Framework sets the policy direction for the planning scheme and forms the basis for ensuring appropriate development occurs in the planning scheme area for the life of the planning scheme.

The Strategic Framework outlines five (5) themes that collectively represent the policy intent of the scheme, these are:

Theme 1: Brisbane's globally competitive economy;

Theme 2: Brisbane's outstanding lifestyle;

Theme 3: Brisbane's clean and green leading environmental performance;

Theme 4: Brisbane's highly effective transport and infrastructure;

Theme 5: Brisbane's CityShape.

The five (5) themes outline the strategic outcomes, elements, specific outcomes and land use strategies for the City. Although each theme has its own section, the strategic framework in its entirety represents the policy intent for the planning scheme.

Section 6.2.1.2(3) of the Low-Medium Density Residential Zone Code articulates that development in the zone supports the implementation of the policy direction set in the Strategic Framework, in particular:

- **Theme 2:** Brisbane's Outstanding Lifestyle, Element 2.2 – Brisbane's Housing and Accommodation Choices;
- **Theme 5:** Brisbane's CityShape, Element 5.3 – Brisbane's Major Centres, Element 5.5 – Brisbane's Suburban Living Areas, and Element 5.8 – Brisbane's Growth Nodes on Selected Transport Corridors.

The proposed development is consistent with the themes in the Strategic Framework. The following sections undertake an assessment against the relevant parts of the Strategic Framework.

5.1.1 Five (5) Strategic Framework Themes

Table 6 Brisbane City Plan 2014 – Strategic Framework Themes

Strategic DEO	Proposal Compliance
<i>Brisbane's globally competitive economy</i> <i>Brisbane's economy has experienced some of the strongest growth of mature world cities. Brisbane offers a diverse range of accessible employment opportunities in the City Centre and other well-located growth areas that provide access to jobs and support the economic growth of Brisbane, the South East Queensland region and Queensland.</i>	Complies This application is for a Multiple Dwelling development comprising five (5) x three-bedroom townhouses which are three (3) storeys. The development is located in the suburb of Carina Heights, in proximity to a range of retail activities and community uses, supporting access to employment opportunities. The additional residential density will support the economic growth of Brisbane and the SEQ region.
<i>Brisbane's outstanding lifestyle</i> <i>By 2031, all of the characteristics that made Brisbane an outstanding lifestyle city in 2006 are</i>	Complies This proposed development provides an architectural form built on the principles of

Strategic DEO	Proposal Compliance
<i>still strongly evident. While Brisbane is firmly on the stage as a world city, suburbs of Brisbane still have an identifiable sense of place, and the city is accessible and inclusive to all, and is a tolerant and culturally vibrant place.</i>	subtropical design, high aesthetic standard and visual appeal contributing to a vibrant, high quality public domain and streetscape. The development features a contemporary façade that reflects the city location, creating a landmark along Cambridge Street. Element 2.2 of this theme has been assessed in Section 5.1.2 below.
Brisbane's clean and green leading environmental performance <i>Brisbane remains a clean and green, subtropical city with a Greenspace System that reinforces the ecological, lifestyle and scenic amenity values of the city. Brisbane is still characterised by forested hilltops and hillsides, the Brisbane River, waterways and Moreton Bay.</i>	Complies This application is for Multiple Dwellings, being 5 x townhouses, located in an established urban area. The development will deliver landscaping and deep planting focusing on sub-tropical species that contribute to the scenic amenity values of the city.
Brisbane's highly effective transport and infrastructure <i>Brisbane hosts a series of soft infrastructure networks such as social and volunteering networks and hard infrastructure networks such as public and active transport networks and community facilities.</i>	Complies The proposed development is for a Multiple Dwelling development within an established urban area, which has a high level of access to established public transport facilities, active transport networks, and other social infrastructure.
Brisbane's City Shape <i>This strategic framework has a planning horizon of 2031. By this time Brisbane has taken advantage of a unique window of opportunity to double its economic value, leveraging off world-class infrastructure and facilities while maintaining and enhancing the enviable Brisbane lifestyle.</i>	Complies The proposed development is for a Multiple Dwelling development within an established and intensifying urban area. Element 5.8 has been assessed in Section 5.1.3 below.

5.1.2 Theme 2: Brisbane's Outstanding Lifestyle

The proposed development is for Multiple Dwellings and directly responds to housing demand in a strategically positioned location, leveraging both established and planned infrastructure to deliver meaningful benefits. The inclusion of 5 x townhouse units on the subject site will increase housing diversity and contribute to well-designed infill development that is responsive to the subtropical climate. The proposal advances the intent of Element 2.2 by providing housing that supports the changing needs of a growing residential community.

Table 7 below undertakes an assessment against Element 2.2: Brisbane's Housing and Accommodation Choices.

Table 7 Strategic Framework – Theme 2 – Element 2.2

Specific Outcomes	Land Use Strategies
SO1 Brisbane's dwelling needs for future populations are met by matching growth to the existing and planned infrastructure in the city.	L1 Increased densities within Growth Nodes on Selected Transport Corridors are identified through a neighbourhood planning process and are in accordance with the Brisbane CityShape theme to accommodate anticipated future population.
Complies The site is mapped as being adjacent to the Old Cleveland Road and Eastern Busway Transport Corridor to the north, the Carina (C2) and Carindale (C3) Future Growth Nodes to the north and north-east, and the Major Centre at Carindale further to the north-east. Accordingly, the proposed	

Specific Outcomes	Land Use Strategies
development for multiple dwellings will support the anticipated future population, matching the growth and increasing demand for housing in Carina Heights.	
SO2 Brisbane's housing is diverse in type and form, offering choice to different household types and individuals with specific housing needs.	L2 Residential development contributes to housing diversity, particularly supporting ageing in place, within each neighbourhood and across the city, as outlined in the applicable zone or neighbourhood plan.
Complies The proposal is for multiple dwellings which will contribute to the diversity of housing choice in the locality through the inclusion of three-bedroom dwelling unit typologies. The proposal consolidates residential density in close proximity to existing services and infrastructure.	
SO3 Brisbane provides its temporary population ready access to suitable accommodation for business visitors, tourists and students.	L3.1 A range of accessible accommodation opportunities catering to a growing number of visiting professionals, temporary business visitors, tourists and students are conveniently located at or in proximity to major business and tourism destinations.
	L3.2 There are opportunities for accommodation of employees in residential precincts in proximity to centres.
	L3.3 New hotels and extensions to existing hotels are facilitated in the City Centre and other appropriate locations.
Not Applicable While the proposed development does not involve temporary accommodation, the townhouses are conveniently located in proximity to existing infrastructure, services, and major businesses, and appeals to wide variety of future occupants who require easy access to these amenities.	
SO4 Brisbane's existing Rural Neighbourhoods are maintained without expansion.	L4 Given the challenges in providing infrastructure in Rural Neighbourhoods they are not envisaged to expand.
Not Applicable The subject site is not located within a Rural Neighbourhood.	
SO5 Brisbane's last remaining greenfield development areas are well planned and well delivered.	L5 Future Suburban Living Areas exhibit a strong sense of place and demonstrate best-practice urban design outcomes, including building on the landscape features of the locality and a high degree of legibility and permeability.
Not Applicable The site is not an identified future suburban living area.	

Specific Outcomes	Land Use Strategies
SO6 Brisbane provides a variety of accommodation and housing near the city's major institutions and other Special Centres.	L6.1 Land is identified for a range of housing types including rooming accommodation, suitable to tertiary and international students, staff and visitors to major special-purpose centres or community institutions, such as hospitals, at appropriate locations proximate to education campuses or health institutions or along high-frequency public transport routes and with good access to urban services.
	L6.2 Outside activity centres, Growth Nodes on Selected Transport Corridors and geographically nominated locations, rooming accommodation for students is supported where the surrounding amenity is maintained and there is good access to higher education campuses by way of public or active transport.
	L6.3 Other special purpose institutions, for example defence bases, establish accommodation either on site or nearby where well served by transport and other urban facilities, as required to meet the particular housing choice needs for staff and visitors.
Not Applicable The proposal is for multiple dwellings (5 x townhouses) and will not be associated with a major special-purpose centre or community institution.	

5.1.3 Theme 5: Brisbane's CityShape

The CityShape theme states the outcomes for Brisbane's urban form and structure that integrates in a spatial context the four themes that underpin Brisbane's emergence as a new world city – namely its globally competitive economy, outstanding lifestyle, clean and green leading environmental performance and highly effective transport and infrastructure networks.

As outlined in **Figure 9** below, the site is mapped as being adjacent to Brisbane's Growth Nodes on Selected Transport Corridors (Element 5.8), being the Old Cleveland Road and Eastern Busway Transport Corridor to the north, the Carina (C2) and Carindale (C3) Future Growth Nodes to the north and north-east, and the Major Centre at Carindale further to the north-east.

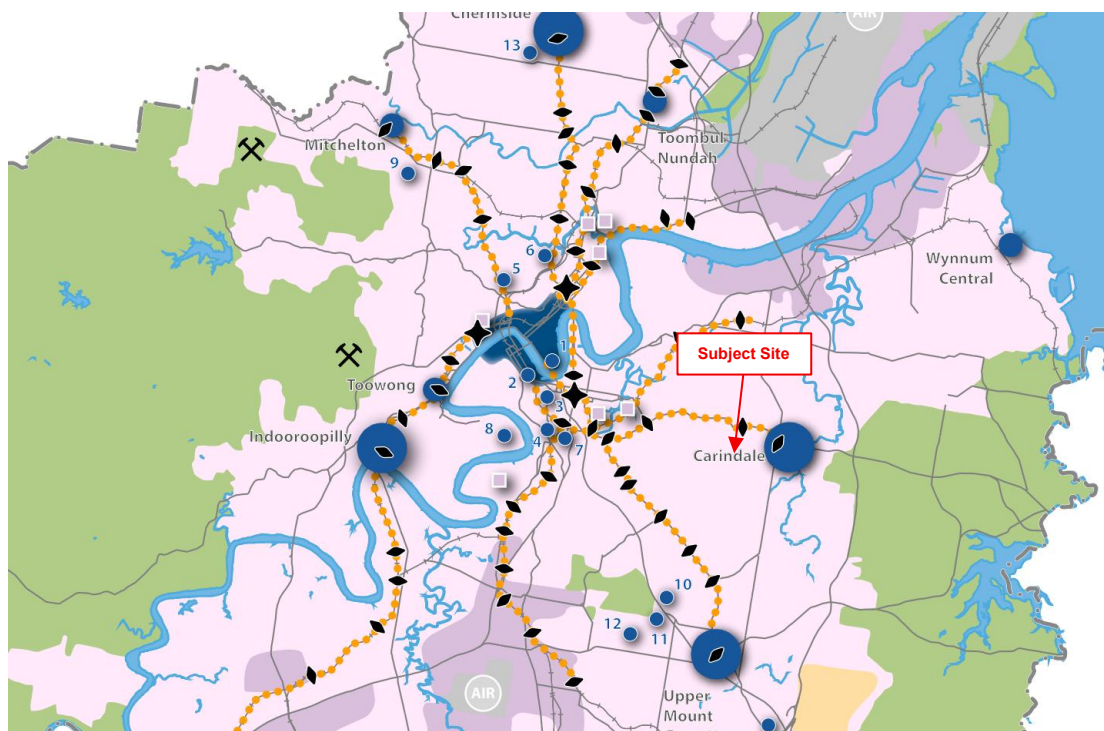


Figure 9 Strategic Framework Mapping

Source: Brisbane City Plan 2014

The development responds to the land use strategies and specific outcomes for Element 5.8 by delivering a low-medium density residential development that reflects the strategic context of the site, which has superior access to existing and planned major infrastructure including high-frequency public transport, active transport networks, centre activities, educational establishments, employment opportunities, public open space, and community activities. The proposed development directly responds to the increasing housing demand in a strategically positioned location, leveraging both established and planned infrastructure to deliver meaningful benefits. The proposal will increase housing diversity and contribute to well-designed infill development that is responsive to the subtropical climate.

Table 8 below undertakes an assessment against Element 5.8: Brisbane's Growth Nodes on Selected Transport Corridors.

Table 8 Strategic Framework – Theme 5 – Element 5.8

Specific Outcomes	Land Use Strategies
SO1 Growth Nodes on Selected Transport Corridors provide opportunities for a range of more intense urban form, mix of land uses and activities that are tailored to the locality and catchment's community needs in accordance with the applicable land use strategies.	L1.1 Growth Nodes on Selected Transport Corridors, identified on the Brisbane selected Transport Corridors and Growth Nodes Strategic Framework Map, are focused on land within the centre zone on the following transport corridors that are described in more detail below: - Logan Road transport corridor—Kangaroo Point to Upper Mount Gravatt; - Gympie Road and Northern Busway transport corridor—Royal Brisbane Hospital to Carseldine; - Old Cleveland Road and Eastern Busway transport corridor—Stones Corner to Carindale; - Brisbane South Rail transport corridor—Princess Alexandra Hospital to Coopers Plains;

Specific Outcomes	Land Use Strategies
	e. Kingsford Smith Drive transport corridor—Newstead to Hamilton; f. Brisbane South-west Rail transport corridor—Milton to Wacol; g. Enoggera Road and North-west Rail transport corridor—Kelvin Grove to Mitchelton; h. Brisbane North-east Rail transport corridor—Bowen Hills to Northgate; i. Brisbane East Rail transport corridor—Buranda to Cannon Hill.
	L1.2 Planned Growth Nodes on Selected Transport Corridors provide for future growth in accordance with a neighbourhood plan.
	L1.3 Future Growth Nodes on Selected Transport Corridors are: a. to be the subject of the following: i. a future neighbourhood plan prepared by the Council during the life of the planning scheme; or ii. a comprehensive planning process which involves a local area and precinct approach, community consultation and consideration of the planning matters consistent with the scope of a neighbourhood plan prepared by the Council; b. only to be developed for future growth beyond the character, scale and density provided for in the current balance of zones in the planning scheme area where the following are satisfied: i. development is on land other than land in the Low density residential zone or identified in the Traditional building character overlay; ii. development is within: A. 400m walking distance from the edge of a centre zone other than the Neighbourhood centre zone; or B. 400 metres walking distance from a zone that provides for the Special Centres identified in section 3.7.5.1.1 L1.1 in Theme 5 of the Strategic Framework; iii. the subject site of development is predominantly on land with an area greater than 5,000m²; iv. the infrastructure required to deliver the future growth has been identified, costed and provided for by an infrastructure agreement or an amendment to an applicable infrastructure planning and delivery

Specific Outcomes	Land Use Strategies
	mechanism such as the Local government infrastructure plan; v. development delivers all land use strategies within this element. Note—The Structure Planning planning scheme policy and the Social and Health Impact Assessment planning scheme policy provides guidance and assistance on the scope of matters that should be considered in order to support this land use strategy. Community consultation should be consistent with current approaches to neighbourhood planning in terms of the process, activities, scale, timing and outcomes being applied.
L1.1 Complies The site is mapped as being adjacent to the Old Cleveland Road and Eastern Busway Transport Corridor to the north, the Carina (C2) and Carindale (C3) Future Growth Nodes to the north and north-east, and the Major Centre at Carindale further to the north-east. Accordingly, the proposed development for multiple dwellings will support the anticipated future population, matching the growth and increasing demand for housing in Carina Heights. The proposal pursues a residential density to support the growth node activities. L1.2 Complies The proposed development is for multiple dwellings at a density which supports the major centre activities in the area. The proposal represents infill residential development in accordance with the surrounding Carina Heights area. L1.3 Not Applicable The site is not located in a future growth node.	
SO2 Growth Nodes on Selected Transport Corridors provide an integrated urban form and exhibit leading practice in urban and public domain design and social and environmental outcomes.	L2.1 Development provides for a mix of uses, densities and urban form which support walkable, self-contained communities that: a. reduce vehicle-based trips; b. provide choice of housing types; c. provide access to employment, retail and commercial services, recreational opportunities and community facilities; d. protect residential amenity commensurate with its location.
	L2.2 Development for some limited commercial uses in a Growth Node may be provided for within the applicable neighbourhood plan, to act as a separating buffer for residential development from adverse air and noise impacts created by the transport corridors.
	L2.3 Development in a Growth Node is to face lower order streets as identified in any existing neighbourhood plan and not just address the road or railway line within the transport corridor.
	L2.4 Development is of a scale and density that is commensurate with the capacity of the transport network and reflects capital, recurrent and planned expenditure on infrastructure networks.
	L2.5 Development provides an enhanced standard of urban and public domain and environmental and social outcomes.
	L2.6 Mixed use development offers a choice of housing types and appropriate community infrastructure.

Specific Outcomes	Land Use Strategies
Not Applicable The subject site is not located in a Growth Node. The proposed development is for multiple dwellings on a well-located site, in a high growth area, suitable to provide housing options for the surrounding community. The overall scale of the development is commensurate with the diverse mix of building heights in the surrounding area.	
SO3 Growth Nodes on Selected Transport Corridors are based on railway stations and land within the centre zone which are focus points of activity, accessibility and employment.	L3 Centres within Growth Nodes: - reflect their distinctive identity, built form, intensity and land use mix; - are intensive mixed use nodes of commercial, retail and residential activities and local services and facilities; - are developed in accordance with agreed transit oriented development principles in the applicable neighbourhood plan; - are developed using design principles aimed at protecting health and amenity for residents and workers and protecting environmental values; - have high-quality access to high-frequency public transport services within a walkable catchment; - have a high-quality public domain which provides high levels of pedestrian and cycle accessibility and permeability with safe and direct connections between public transport stops, the centre and surrounding neighbourhoods; - provide a variety of housing types that accommodate the community's different life stages including aged-care accommodation and dwellings of various configurations and sizes; - provide a network of high-quality public spaces such as urban commons and local recreation parks to satisfy local community needs.
Not Applicable The subject site is not located within a Centre. The proposed development is for multiple dwellings on a well-located site, in a high growth area, suitable to provide housing options for the surrounding community. The overall scale of the development is commensurate with the diverse mix of building heights in the surrounding area.	
SO4 Growth Nodes on Selected Transport Corridors protect the character and amenity of the surrounding Suburban Living Areas within which they are located.	L4 Development is of a scale and mass that provides an appropriate transition in building height and bulk to the Suburban Living Areas in particular those adjoining neighbourhoods that are sensitive to the physical and visual character and amenity of adjoining neighbourhoods with lower development intensities and building heights.
Complies The proposed development has a scale and mass that provides an appropriate transition of building height and bulk to protect character and amenity. The proposal promotes a high-quality design that is well separated from adjoining buildings respecting adjacent development intensities and building heights. As discussed in Section 3 of this report, the proposed building height is consistent with existing and approved building heights in the immediate area.	

5.2 Low-Medium Density Residential Zone

5.2.1 Purpose

Section 6.2.1.2(1) of the *Brisbane City Plan 2014* states:

The purpose of the Low-medium density residential zone is to provide for:

- a. *a variety of dwelling types, including dwelling houses and low to medium density multiple dwellings; and*
- b. *community uses, and small-scale services, facilities and infrastructure, to support local residents.*

The proposed multiple dwelling development, comprising 5 x three-bedroom townhouses, will deliver a greater mixture of dwelling types on land within close proximity to public transport, centre activities and community facilities. The site is ideally located for a townhouse development of this scale, providing greater housing choice to the local area whilst protecting the amenity of existing dwelling houses. The proposed outcome of the development aligns with the purpose of the Low-Medium Density Residential Zone.

5.2.2 Overall Outcomes

The following section provides an assessment against the overall outcomes of the Low-Medium Density Residential Zone Code and the specific outcomes relating to the 2 or 3 Storey Mix Zone Precinct.

Table 9 Low-Medium Density Residential Zone – Zone Role Overall Outcomes

Overall Outcome	Applicant Response
(a) <i>Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular:</i> i. <i>Theme 2: Brisbane's outstanding lifestyle and Element 2.2 – Brisbane's housing and accommodation choices;</i> ii. <i>Theme 2: Brisbane's outstanding lifestyle and Element 2.2 – Brisbane's housing and accommodation choices.</i>	Complies The proposal is compliant with all relevant overall outcomes applicable to development in the Low-Medium Density Residential Zone and therefore remains in accordance with the strategic direction of the <i>Brisbane City Plan 2014</i>. Refer to Section 5.1 of this report for assessment against the Strategic Framework.
(b) <i>Provide for a mix of dwelling types supported by compatible small-scale non-residential uses that are positioned along identified active frontages or individually located.</i>	Complies The proposal is not within 200m of a public transport hub and is not required to include non-residential uses.

Table 10 Low-Medium Density Residential Zone – Overall Outcome Assessment

Overall Outcome	Applicant Response
(4) Development location and uses overall outcomes are:	
(a) <i>Development comprises a mix of low and low-medium rise, low-medium density residential development.</i>	Complies The proposal provides a three-storey townhouse development that positively contributes to a mix of low-medium rise development within the area.
(b) <i>Development allows for urban consolidation and better use of physical and social infrastructure.</i>	Complies The proposal is for infill development within the Low-Medium Density Residential Zone and ensures the efficient use of existing infrastructure.
(c) <i>Development supports the creation of a walkable neighbourhood with the potential for residents to live within walking distance of regular public transport, nearby centres,</i>	Complies As discussed within Section 2 of this report, the proposed development is located within walking distance of public transport infrastructure, nearby

Overall Outcome	Applicant Response
<i>recreational opportunities and community facilities, and reduces vehicle-based trips to work, shops or centres.</i>	retail uses, recreational opportunities, and community facilities.
(d) <i>Development provides for co-existence of dwelling houses, dual occupancies or multiple dwellings.</i>	Complies The proposal provides multiple dwellings in an area which is characterised by a mixture of low to medium scale development. The proposal maintains a height of three storeys, which can appropriately co-exist amongst higher density multiple dwellings and nearby dwelling houses within the street.
(e) <i>Development retains an existing dwelling house that is located on land within the Traditional building character overlay, Heritage overlay or Pre-1911 building overlay.</i>	Not Applicable The proposal does not include a dwelling house affected by the Traditional Building Character Overlay.
(f) <i>Development for alternative housing types, such as rooming accommodation, a residential care facility or a facility together with ancillary convenience activities and allied services (care co-located uses), which provide housing diversity and enable people to find suitable accommodation throughout their life cycle:</i> <i>i. meets amenity expectations of residents;</i> <i>ii. meets the bulk and building height requirements of the Multiple dwelling code or any applicable neighbourhood plan and is not adjoining a dwelling house if rooming accommodation for 6 persons or more;</i> <i>iii. meets the bulk and building height requirements of the Retirement and residential care facility code if a residential care facility or retirement facility.</i>	Not Applicable The proposed development is not for alternative housing types.
(g) <i>Development for complementary residential accommodation options including short-term accommodation support, and meet the needs of visitors to, nearby destinations such as hospitals and is located in highly accessible locations fronting an arterial or suburban road that carries more than 6,000 vehicles per day in the Up to 3 storeys zone precinct or the 2 or 3 storey mix zone precinct.</i>	Not Applicable The proposed development is not for short-term accommodation.
(h) <i>Development for a relocatable home park or tourist park may continue to operate and expand on existing sites in the Up to 3 storeys zone precinct or 2 or 3 storey mix zone precinct to provide housing diversity.</i>	Not Applicable The proposed development is not for a relocatable home park or tourist park.
(i) <i>Development for a dwelling unit may occur as part of a non-residential use.</i>	Not Applicable The proposed development is for residential uses.
(j) <i>Development reflects and supports the level of comfort, quiet, privacy and safety (including impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation)</i>	Complies The proposed development has been designed in a manner that is sensitive to the adjoining land uses and the expected level of amenity and

Overall Outcome	Applicant Response
<i>reasonably expected within a low-medium density, but predominantly permanent residential environment.</i>	privacy within the surrounding area, in accordance with the requirements of the Multiple Dwelling Code.
(k) <i>Development for an active frontage use on land within the Active frontages in residential zones overlay is to comply with the Active frontages in residential zones overlay code.</i>	Not Applicable The subject site is not identified as involving an active frontage.
(l) <i>Development for commercial character building activities on land within the Commercial character building overlay is to comply with the Commercial character building (activities) overlay code.</i>	Not Applicable The proposed development is not for commercial character building activities and is not located within the Commercial Character Building Overlay.
(m) <i>Development for a compatible and individual small-scale non-residential use which is a community care centre, community use, health care service, office, shop or veterinary service (together with any associated caretaker's accommodation or dwelling unit) where not on land within the Commercial character building overlay or the Active frontages in residential zones overlay, is to:</i> <i>i. have a gross floor area of less than 250m²;</i> <i>ii. serve local residents' day-to-day needs;</i> <i>iii. not undermine the viability of a nearby centre.</i>	Not Applicable The proposed development is for residential uses.
(n) <i>Development which would result in the co-location of new non-residential uses may only occur along an active frontage identified on the Active frontages in residential zones overlay map or where located in two or more adjoining commercial character buildings.</i>	Not Applicable The proposed development is for residential uses only.
(o) <i>Development for a home-based business may operate in a dwelling house, dual occupancy or multiple dwelling and is of a scale and nature that protects the amenity of adjoining residents.</i>	Not Applicable The proposed development does not involve a home-based business.
(p) <i>Development for any other non-residential use serves a local community facility need only such as a childcare centre or a substation.</i>	Not Applicable The proposed development is for residential uses only.
(5) Development form overall outcomes are:	
(a) <i>Development for a residential building occurs on appropriately sized and configured lots and is of a height, bulk, scale and form which is tailored to its specific location and to the characteristics of the site within the Low-medium density residential zone and the relevant zone precinct and reinforces a distinctive subtropical character of low to low-medium rise buildings with a landscaped streetscape and recreation areas.</i>	Complies The proposal has been designed in accordance with the requirements of the Multiple Dwelling Code. The proposed townhouse development is located on an appropriately sized and configured lot to ensure an acceptable height, bulk, scale and built form outcome. The proposal adopts suitable boundary setbacks, site cover, building height, and landscaping that responds to the site context and the Low-Medium Density Residential Zoning of the local area.

Overall Outcome	Applicant Response
(b) Development provides for a building to have a building height and bulk that responds to: i. the nature of adjoining dwellings; ii. site characteristics, including the shape, frontage, size, orientation, slope, and nature of adjoining dwellings.	Complies The proposed development is limited to three storeys and has adopted a site coverage and setbacks that ensure the bulk and scale is sympathetic to the nature of adjoining residences and the site characteristics.
(c) Development provides for setbacks which suitably buffer a residential use from an activity in an adjoining non-residential zone.	Not Applicable The subject site does not adjoin land in a non-residential zone.
(d) Development supports a subtropical character by ensuring that: i. the building form, spacing, orientation and design ensure dwellings are well designed and sensitive to the city's climate; ii. residents on the site, as well as residents of existing or future dwellings on adjoining sites, have sufficient privacy and good access to daylight, sunlight and breezes to enable the intended use of indoor and outdoor spaces.	Complies Development promotes subtropical design and character through building separation, orientation, internal layout, location of windows and balconies, and the inclusion of landscaping as dictated by the Multiple Dwelling Code.
(e) Development provides quality private and public open spaces and landscaping, including deep planting that softens the scale of the dwellings, provides spaces for outdoor activity areas and encourages outdoor living.	Complies The proposal provides quality private open space areas and landscaping to soften and balance the hardstand areas and promote outdoor living.
(f) Development provides for a building design that interfaces with the street and other adjoining public spaces, including via habitable uses at ground level (with parking located below or behind buildings unless a dwelling house or dual occupancy) which provides surveillance and encourages activation of parks and streets.	Complies The proposed development design promotes passive surveillance to Cambridge Street with windows and balconies overlooking the street.
(g) Development provides for a residential dwelling that fronts a heavily trafficked road or other noise source to be: i. suitably located and orientated on the site; ii. designed and finished to minimise noise intrusion while maintaining some opportunities for interface with and surveillance of the street.	Complies The subject site does not front a heavily trafficked road; however, the development will be designed to minimise noise intrusion whilst maintain opportunities for interface with and surveillance on the street.
(h) Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.	Complies The proposed development is responsive to the site constraints, including the applicable overlays, and integrates appropriately with the character of the surrounding area.
(7) 2 or 3 storey mix zone precinct overall outcomes are:	
(a) Development comprises a mix of dwelling types including dwelling houses, 2 to 3 storey low rise multiple dwellings (such as apartments and row houses) and dual occupancy, to provide housing diversity and a	Complies The proposed development is limited to three storeys and located on a suitably sized lot.

Overall Outcome	Applicant Response
<i>sensitive transition both to adjoining sites that contain dwelling houses and between busier roads or centres and lower density residential areas.</i>	Refer to Section 3.2.1 for further discussion regarding building height.
(b) <i>Development of low-medium rise, low-medium density residential buildings:</i> <i>i. are of predominantly 2 storeys, or of up to 3 storeys in height where located within easy walking distance of a public transport node;</i> <i>ii. are located on suitable sites, in accessible locations, near to public transport and larger centres or key destinations.</i>	Complies The proposal is for five townhouses with a maximum building height of three storeys. The site is suitably located in close proximity to public transport (bus) services and key centres along Old Cleveland Road. Refer to Section 3.2.1 for further discussion regarding building height.
(c) <i>Development for a residential use other than a dwelling house is of a scale and bulk that co-exists comfortably with an adjoining dwelling house, even though it might have a bulk and scale greater than a dwelling house.</i>	Complies The proposal is of a bulk and scale which comfortably co-exists with surrounding built form. The proposed townhouses are designed to remain sensitive to existing residential development in the area.
(d) <i>Development design, height and setbacks provide a sensitive transition at the edge of the site to an adjoining dwelling house or land in a lower density zone or zone precinct.</i>	Complies The development incorporates appropriate landscaping, adopts an appropriate site coverage and includes design measures to ensure the proposal is not overbearing on the adjoining residential properties.
(e) <i>Development for a residential use other than for a dwelling house incorporates setbacks and landscaping which contribute to a cohesive and compatible human-scale streetscape.</i>	Complies The proposal provides front setbacks and landscape design which are responsive to the zone requirements and respectful to the streetscape character.
(f) <i>Development responds to local characteristics, such as protection of view corridors, reinforces a green landscape character and responds to the surrounding character and architecture.</i>	Complies The proposal is for infill development for five new townhouses. The proposal provides an appropriate landscape design which is integrated within the context of the surrounding area.

6 Development Codes

The proposal triggers assessment against the following development codes contained within the *Brisbane City Plan 2014* document:

6.1 Primary Codes

- **Multiple Dwelling Code** – addressed by DTS Group QLD under **Appendix A**
- **Low-Medium Density Residential Zone Code** – addressed by DTS Group QLD under **Section 5.2** above

6.2 Secondary Codes

- **Filling and Excavation Code** – addressed by L+R under **Appendix E**
- **Infrastructure Design Code** – addressed by L+R under **Appendix E**
- **Landscape Work Code** – addressed by DTS Group QLD under **Appendix A**
- **Outdoor Lighting Code** – addressed by DTS Group QLD under **Appendix A**
- **Park Planning and Design Code** – the proposed development does not involve the creation of a park, accordingly, no further assessment of this code is required
- **Stormwater Code** – addressed by L+R under **Appendix E**
- **Transport, Access, Parking and Servicing Code** – addressed by L+R under **Appendix D**
- **Wastewater Code** – the proposed development will be connected to reticulated sewer infrastructure, accordingly, no further assessment of this code is required

6.3 Overlay Codes

- **Airport Environs Overlay Code** – addressed by DTS Group QLD under **Appendix A**
- **Community Purposes Network Overlay Code** – addressed by DTS Group QLD under **Appendix A**
- **Road Hierarchy Overlay Code** – addressed by DTS Group QLD under **Appendix A**
- **Streetscape Hierarchy Overlay Code** – addressed by DTS Group QLD under **Appendix A**

7 Conclusion

This assessment report has identified and analysed the relevant planning matters for the proposed development at 82 Cambridge Street, Carina Heights for a Material Change of Use for Multiple Dwellings.

The conclusions that can be drawn from this assessment report are as follows:

- The development application has been made in accordance with the requirements for development under the *Planning Act 2016*.
- This report clearly outlines the development's compliance with the *Brisbane City Plan 2014*. The proposal achieves a subtropical design outcome that has a building form, scale and character consistent with the intended character of the local area and previously approved development.
- The proposal demonstrates that the development will contribute to the relevant elements of the *Brisbane City Plan 2014* as well as the purpose of the Low-Medium Density Residential Zone.
- The development incorporates generous and varied boundary setbacks which will maintain privacy and amenity for adjoining residents as well as occupants of the proposed townhouses who will benefit from the well-considered unit layouts and design measures which provide high levels of access to natural air, ventilation and sunlight.
- The building form responds to the scale of the street and the surrounding area. The proposal involves extensive deep planting and general landscaping to soften and screen the external facades. The proposed landscaping will create a lush, green environment and will contribute to the subtropical character of the development.
- The report has been accompanied by several specialist reports which addresses key technical areas such as civil engineering, traffic and landscaping matters.
- The proposal achieves a high level of compliance with the acceptable outcomes of the Multiple Dwelling Code, prescribed secondary codes, and applicable overlay codes. Where a non-compliance with an acceptable solution is proposed, this has been extensively justified against the corresponding performance outcome and existing precedent within close vicinity.

This Assessment Report supports the development application, and it is recommended to Council as the Assessment Manager for the approval subject to reasonable and relevant conditions.



Appendix A
Code Assessment

Appendix B
Architectural Plans

Appendix C
Landscape Concept Plan

Appendix D
Traffic Report

Appendix E
Civil Engineering Report

Appendix F
Stormwater Management Plan

Appendix G
Hydraulic Impact Assessment



Brisbane

Level 1, SWI, 32 Cordelia Street
South Brisbane Qld 4101

PO Box 3128
West End Qld 4101

Ph: **07 3118 0600** | Fax: 07 3118 0699
brisbane@dtsqld.com.au

ABN 27 101 000 842

dtsqld.com.au

Members of:



Planning
Institute
Australia

Accredited Consultants:

LOGAN CITY COUNCIL DEVELOPMENT ASSESSMENT

ExpressSeal
✓ PLAN SEALING

LOGAN CITY COUNCIL DEVELOPMENT ASSESSMENT

RiskSmart
✓ PLANNING

ACCREDITED CONSULTANT

Moreton Bay
Regional Council
mb+
Plan Sealing

Certifications:

