

Town Planning Report

299 Coronation Drive, Milton

Multiple Dwelling and Food and Drink Outlet

Silverstone Developments No 18 Pty Ltd



Project Perspective prepared by Woods Bagot

Client: **Silverstone Developments No 18 Pty Ltd**
 Project: **299 Coronation Drive, Milton**
 Project No: **22-8031**
 Date: **February 2025**
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1.0 Executive Summary

1.1 Project Overview

This Town Planning Report has been prepared by Urban Strategies Pty Ltd, on behalf of Silverstone Developments No 18 Pty Ltd, in association with a Development Application seeking approval for a Material Change of Use (Development Permit) for the purpose of a Multiple Dwelling and Food and Drink Outlet over land at 299 Coronation Drive, Milton.

The subject site comprises an irregular shaped parcel consisting of a single lot (Lot 1 on RP211215). The property contains a land area of 2,339m², with frontages to Coronation Drive of approximately 60.4m and to Graham Street of approximately 32.2m. The site is currently improved by a 4 storey commercial office building and associated vehicle parking and manoeuvring areas. Vehicular access to the site is gained from Graham Street.

Under the *Brisbane City Plan 2014* (City Plan), the subject site is included in the Mixed Use (Inner City) Zone and the Office 3a sub-precinct (CPP-003a) of the Office Precinct (NPP-003) in the Milton Neighbourhood Plan.

The proposed development is ideally located within 1.8km of the Brisbane Central Business District and on the perimeter of the Milton Urban Enterprise Area. The site has direct access to major road networks, public transport infrastructure (including the Milton Ferry Terminal and the Milton Railway Station) and active transport infrastructure along the Brisbane River (Bicentennial Bikeway). The proposal seeks to maximise the locational advantages available to the site by providing a high-quality development that will provide much needed residential accommodation whilst being of a form that contributes to the emerging urban fabric of Milton and the City's Western inner city corridor.

The proposed building, designed by Woods Bagot, is of architectural merit, taking design cues from locally significant architecture and incorporating the elements established in Brisbane City Council's *New World City Design Guide: Buildings that Breathe*. The development, acknowledged to be larger than historically found in the locality, shall further the intent for the precinct, by contributing to the rejuvenation of land and recognising the key role of Milton for the growing city, whilst providing a market driven outcome that responds housing supply shortages. The development shall remain subordinate to the city centre and form part of an emerging cluster of new buildings along Coronation Drive. The proposal furthers the intents of emerging Council policy, including *Brisbane's Housing Supply Action Plan*, *Brisbane's Inner City Strategy*, *Brisbane: Our Productive City* and *Brisbane's Sustainable Growth Strategy*.

It is noted that the subject site benefits from a recent Development Approval for an office tower, extending to 26 storeys (vide: A006315084). The approved office tower is of a commensurate form and overall building height to that of the current proposal, with the additional number of storeys in the current proposal reflecting differing floor to ceiling needs for the differing land uses. The current proposal reflects a need to reconsider the

development outcome for the site in a rapidly changing market. The ability to feasibly deliver high quality development has changed and the approved development is no longer considered viable to develop. The proposal presents an opportunity to deliver an in-demand land use, in the form of 192 residential units, to a market which is currently well documented as being undersupplied and at a time where housing demands are high.

1.2 Proposal

The Applicant seeks to construct a new residential building, with a Food and Drink Outlet on the ground floor. The proposal incorporates the following key components:

- An architecturally-designed 30-storey building comprising of a 4-storey podium and 26 storey tower element;
- 192 Dwellings, comprising 48 x 2 bedroom and 144 x 3 bedroom apartments;
- 7 levels of car and bicycle parking comprising 3 basement levels and 4 podium levels, incorporating:
 - 291 vehicle spaces (including 6 PWD spaces);
 - Ground level servicing areas including refuse storage and collection; and
 - Ground level bicycle parking;
- A gross floor area of 25,905m² (1,535% of the site area);
- A site cover of 81% (podium) and 61% (tower);
- A deep planting area of 8.5% (198m²) of the site area; and
- Communal open space area of 1,362m².

1.3 Legislative Requirements

City Plan 2014, the Categorising Instrument, categorises this Development Application as Assessable Development. Further City Plan 2014 identifies the application to be subject to Impact Assessment in accordance with Section 45 (5) of the Planning Act 2016.

The site is contained within the Mixed Use MU1 (Inner City) Zone and within Office a sub-precinct of the Office precinct in the Milton Neighbourhood Plan. Comment with respect to the manner in which the proposal responds to this zoning and Neighbourhood Plan can be found within Section 6.4.3 of this report.

The Centre or Mixed Use Code and the Milton Neighbourhood Plan Code are triggered and are assessed in Appendix B of this report.

In accordance with Part 5, Table 5.3.5.1 of City Plan 2014, the above Development Code triggers the following Prescribed Secondary Codes:

- Filling and Excavation Code
- Infrastructure Design Code
- Landscape Work Code
- Multiple Dwelling Code
- Outdoor Lighting Code
- Park Planning and Design Code
- Retirement and Residential Care Facility Code

- Stormwater Code
- Transport, Access Parking and Servicing Code
- Wastewater Code.

Where applicable, these Prescribed Secondary Codes have been addressed within this report and/or in the accompanying consultant documentation.

The following Overlays are identified to be relevant to the site:

- Airport Environs Overlay
- Bicycle Network Overlay
- Community Purposes Network Overlay
- Critical Infrastructure and Movement Network Overlay
- Flood Overlay
- Industrial Amenity Overlay
- Road Hierarchy Overlay
- Streetscape Hierarchy Overlay
- Transport Air Quality Corridor Overlay
- Transport Noise Corridor Overlay.

Where applicable, these Overlay Codes have been addressed within the body of this report in and/or in the accompanying consultant documentation.

The proposal is consistent with the relevant Assessment Benchmarks and furthers the purpose of the *Planning Act 2016*. Further the proposal is consistent with and does not compromise the Strategic Framework of City Plan 2014. Relevant components of the Strategic Framework have been addressed within Section 6.4.2 of this report.

1.4 Supporting Documentation

This application is supported by the accompanying plans and documents as described in Table 1 overleaf.

Description	Author
Town Planning Report	Urban Strategies
Architectural Report	Woods Bagot
Architectural Proposal Plans	Woods Bagot
Landscape Concept Plan	Dunn and Moran Landscape Architects
Serviceability Report	Bornhorst and Ward
Site Based Stormwater Management Plan	Bornhorst and Ward
Traffic Engineering Report	Colliers
Operational Waste Management Plan	Colliers
Transport Air Quality Corridor Report	Trinity Consultants
Acoustic Report	Acoustic Works

Table 1 – Application Plans and Documents

Note: A summary of the findings of the accompanying consultant reports can be found within Section 5.3 of this report.

1.5 Conclusion

The proposal is considered to be in accordance with the intent of the relevant Codes, the Strategic Framework and the Milton Neighbourhood Plan. Consequently, this Development Application meets the relevant Assessment Benchmarks and requirements of the Planning Regulations and should be approved subject to reasonable and relevant conditions. To the extent there is considered to be a degree of conflict with the planning scheme, this conflict is considered to be of a minor and technical basis and reasonably able to be overcome when considering the relevant matters in support of the proposal, including but not limited to, the architectural merit of the proposal, the well documented need for residential development in the midst of a housing crisis, the degree of community benefit provided by the proposal and the lack of negative impact arising from the proposal.

2.0 Summary

Address of Site: 299 Coronation Drive, Milton																			
Name of Ward: Paddington																			
Real Property Description: Lot 1 on RP211215																			
Area of Site: 2,339m ²																			
SEQ Regional Plan Land Use Category & State Assessment Triggers: Urban Footprint; Coastal Area – Erosion Prone Area, Threshold Exemption Area, Energex Easement adjoining the site																			
Zone: Mixed Use (Inner City) MU1 Zone																			
Neighbourhood Plan: Milton Neighbourhood Plan (NPP-003a – Office a sub-precinct of NPP-003 Office Precinct)																			
Name of Owner: Silverstone Developments No 18 Pty Ltd																			
Type of Application: <table border="1"> <thead> <tr> <th rowspan="2">Aspects of Development</th> <th colspan="2">Type of Approval Requested</th> </tr> <tr> <th>PA</th> <th>DP</th> </tr> </thead> <tbody> <tr> <td>MCU</td> <td></td> <td>X</td> </tr> <tr> <td>RoL</td> <td></td> <td></td> </tr> <tr> <td>BW</td> <td></td> <td></td> </tr> <tr> <td>OW</td> <td></td> <td></td> </tr> </tbody> </table>		Aspects of Development	Type of Approval Requested		PA	DP	MCU		X	RoL			BW			OW			Prelodgement / Consultation: No formal prelodgement advice has been requested from the Council.
Aspects of Development	Type of Approval Requested																		
	PA	DP																	
MCU		X																	
RoL																			
BW																			
OW																			
Variation Request:																			
Brief Description / Purpose of Proposal: Multiple Dwelling and Food and Drink Outlet																			
Staged Development: No																			
Referral Agencies: Not Applicable																			
Category of Assessment: Impact Assessment																			
Public Notification: No																			
Superseded Planning Scheme Application: No																			
RiskSmart: No																			
Assessment Manager / Council Officer Previously Involved: Shirley Mills																			
Applicant Contact Person: James Hey / Geoff Gibbons																			

3.0 Pre-Application Consultation and Development History

3.1 Pre-application Consultation

Formal prelodgement consultation with the Council has not occurred as part of the Development Application at hand. The Applicant has however recently secured a Development Permit for over the site for a 26 storey commercial office building (vide: A006315084). Prior to the submission of the Development Application for the office building the Council provide prelodgement advice related to the development of the site.

On 10 June 2022, Council confirmed that:

- A Material change of use for Centre Activities (office) triggers Code assessment if involving a new premises or an existing premises with an increase in gross floor area, whether or not the number of storeys and building height complies with that specified in Table 7.2.13.2.3.B of the Milton neighbourhood plan code;
- The maximum plot ratio of 150% of the site area specified for the Office Precinct in the Milton Neighbourhood Plan is not applicable to the subject site as the site is included in the Mixed Use Zone rather than the Centres Zone Category;
- Development should demonstrate compliance with overall outcome 6(a) of the Milton Neighbourhood Plan, which envisages Medium-rise office development with supporting community facilities. It was noted that Council at the time referenced that they considered Medium-rise development to include building heights of around 5-storey; and
- It was acknowledged that the established density in the vicinity of the site exceeds 5 storeys and thus assessment of a future design proposal will consider the building design and its merits with regards to the surrounding development.

3.2 Development History

As referenced above, the subject site benefits from a recent Development Approval for a 26 storey commercial office building.

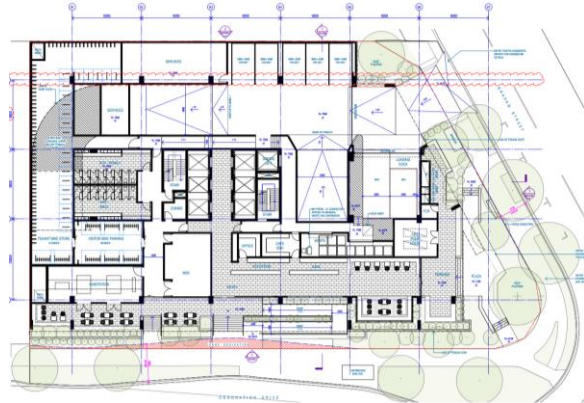
The current proposal takes on board the feedback provided by the Council through their assessment of the office application. The following are noted with respect to the existing Development Approval over the site and that of the current proposal:

Design Element	Approved (office)	Proposed (Residential)	Notes/ Council feedback addressed
Building Height (RL)	RL110.05m	RL110.05m	No change, maintains approved height
Setbacks	Podium Coronation Dr – 3.55*m Graham – 5.05m Side (north & west) – 0m Tower Coronation Dr – 5m Graham – 5.69m Side (north) – 4.5m Side (west) – 5m	Podium Coronation Dr – 4.25m* Graham – 6m* Side (north a& west) – 0m Tower Coronation Dr – 5m Graham – 6m* Side (north) – 4.5m Side (west) – 5m	Setbacks to both street frontages increase slightly. Setbacks to side boundaries remain consistent.
Street Activation	Café, plaza and office reception	Café, plaza and residential reception	Commercial switch board room removed and replaced with large residential lobby
Site Access	Site access and location remains consistent.		
Public Plaza & Landscape	Plaza amended to provide an improved interface with the street frontage.		
Design rationale	The proposed residential development maintains a volumetric footprint that is largely consistent with the previously approved commercial office building. However, due to the inherent nature of residential use, the architectural treatment of the building edges has been refined and enhanced. The introduction of habitable rooms and private balconies has resulted in an increased number of openings, contributing to a more articulated and visually engaging façade. This refinement improves passive surveillance, enhances amenity for future residents, and promotes a more human-scaled interface with the surrounding urban environment. While the fundamental massing and overall built form remain similar, the residential proposal delivers a more permeable and activated building edge, fostering a greater connection with the streetscape and reinforcing a high quality built form outcome.		
Podium Treatments	The previously approved commercial office development incorporated planters along both street frontages, providing a softening landscape treatment at the podium level. In contrast, the proposed residential development features a stepped façade along the Coronation Drive frontage, which serves to break up the building's massing and introduce greater architectural articulation. This refined design approach delivers a more dynamic and visually engaging streetscape presence, mitigating the need for a continuous landscaped treatment. The stepped façade provides depth and variation, creating a play of light and shadow that enhances the building's visual interest. Additionally, this approach allows for improved spatial efficiency and optimised car parking layout. While the landscaped planters have been removed from the Coronation Drive frontage, the enhanced façade modulation offers a comparable outcome in terms of streetscape interest, human scale, and architectural quality. This ensures that the podium remains responsive to its prominent location while reinforcing a robust urban design outcome.		

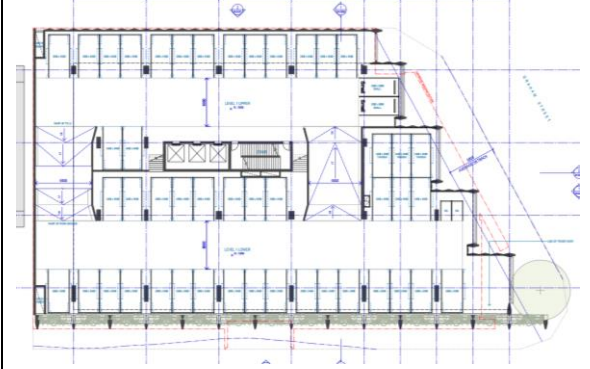
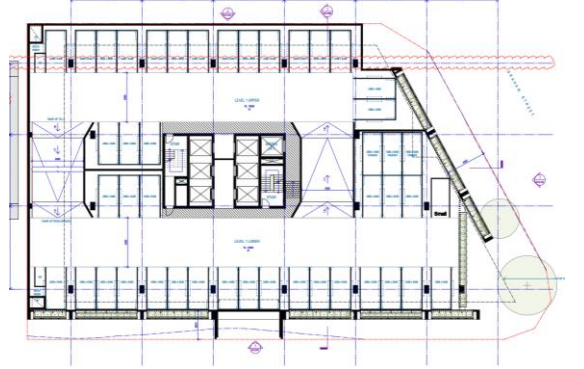
Approved Development

Current Proposal

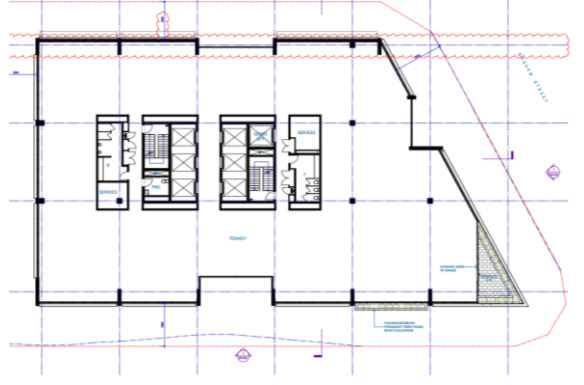
Ground Floor Plan



Typical Podium Plan



Typical Tower Plan



4.0 Site Information and Analysis

4.1 Physical Description

The subject site is an irregular shaped parcel comprising a single lot (Lot 1 on RP211215) with a total land area of 2,339m². The site has frontages to Coronation Drive of approximately 60.4m and to Graham Street of approximately 32.2m (see Figures 1 and 2).

The land is currently improved by a four storey commercial building and associated vehicle access and parking areas.

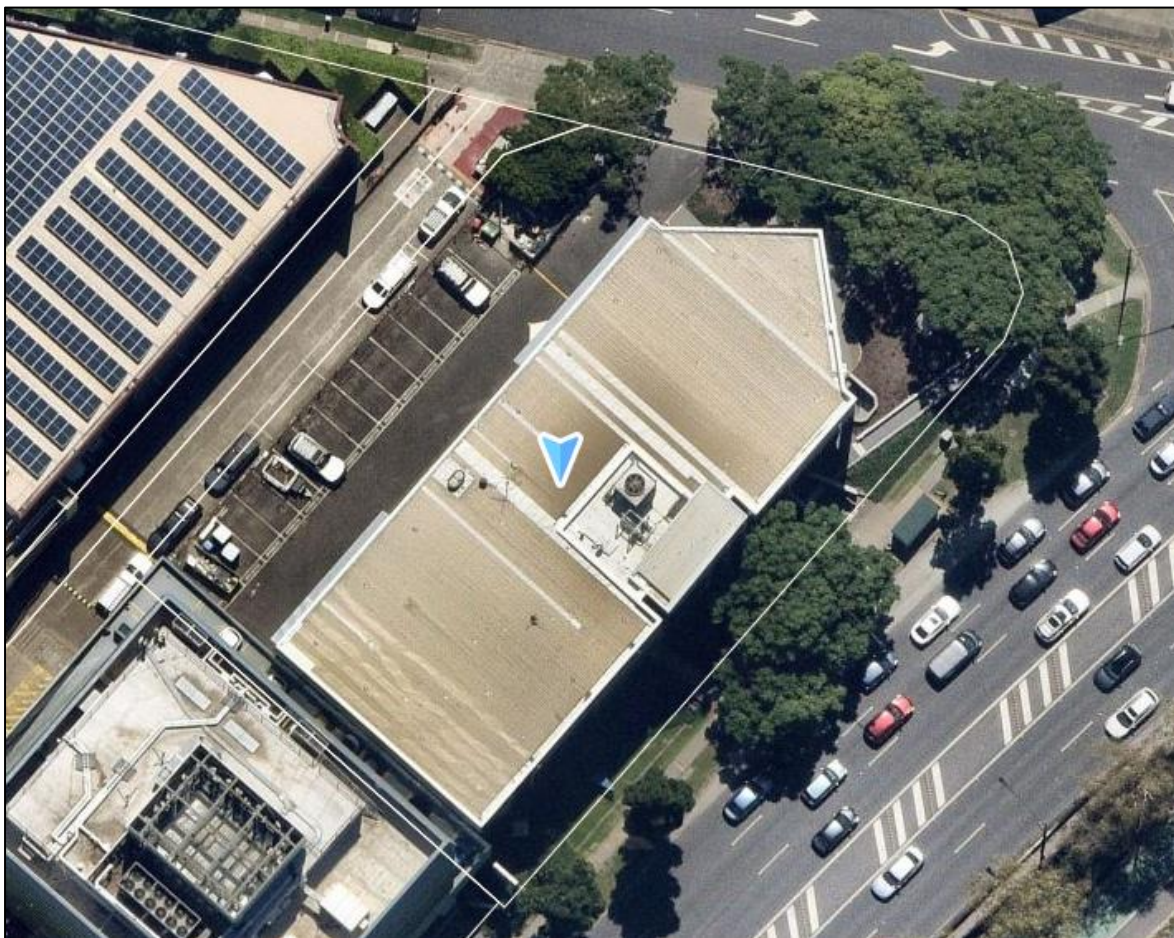


Figure 1: Subject site (Source: NearMap - image captured 17 March 2023)



Figure 2: Subject site and immediate adjoining development (Source: NearMap - image captured 17 March 2023)

The site is essentially flat (see Figure 3) and contains established vegetation along the site frontages. The site's primary frontage is to Coronation Drive (arterial road), however vehicular access is gained from a single driveway to Graham Street (neighbourhood road).



Figure 3: Site contours (Source: eBimap)

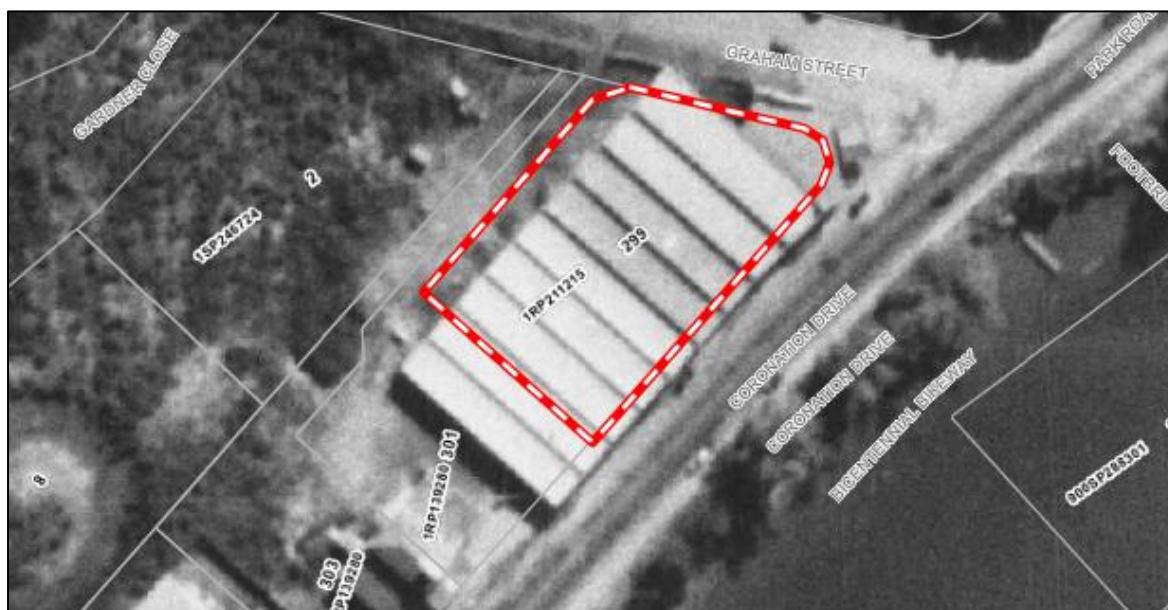


Figure 5: 1946 aerial imagery showing previous built form on the land, most likely for industrial purposes

4.4 Exemption Certificates

The site is not the subject of any exemption certificates.

4.5 Easements and Encumbrances

The site is not burdened by or benefitted from any easements or encumbrances (see Figure 6). It is noted that the land adjoins a driveway access shared by the buildings at 301 and 303 Coronation Drive, with easement B also noted to benefit Energex.



Figure 6: Easement for access and services adjoining the subject site (Source: eBimap)

4.6 Site Context and Planning Circumstances

4.6.1 Site Context

The site is ideally located approximately 1.8km to the south-west of the Brisbane Central Business District (measured along Coronation Drive). It is situated in a locality predominantly containing uses of a commercial and industrial nature, as well as supporting community services (see Figures 7 and 8).

The site has excellent access to major road networks (Coronation Drive arterial) which connects with Milton Road and the broader higher order road system, including the Western Freeway (provides access to Brisbane's western suburbs, Springfield and Ipswich), the Pacific Motorway (providing access to Brisbane's southern and eastern suburbs and ultimately to the Gold Coast), Hale Street and the Inner City Bypass (providing access to Brisbane's northern suburbs and ultimately the Sunshine Coast, as well as the Brisbane Airport) and the Go Between and Grey Street Bridges (providing access to the South Brisbane and West End districts).

The site also has excellent access to major public and active transport networks, including bus routes utilising Coronation Drive, the Milton ferry terminal opposite the site at the end

of Graham Street, Milton Railway Station (approximately 670m to the north-east) and the Bicentennial Bikeway adjoining the Brisbane River.

A variety of retail and community facilities are also located close to the site, including the established food and drink precinct along Park Road (within 400m) and convenience shops on Baroona Road (within 600m), open space and recreation facilities including the Brisbane River, Park Road Park, Dunmore Park to the south-west and Milton and Frew Parks to the north. The major entertainment venue Suncorp Stadium is located approximately 1km to the north-east, whilst The Wesley Hospital and Medical Centre is approximately 950m to the south-west.

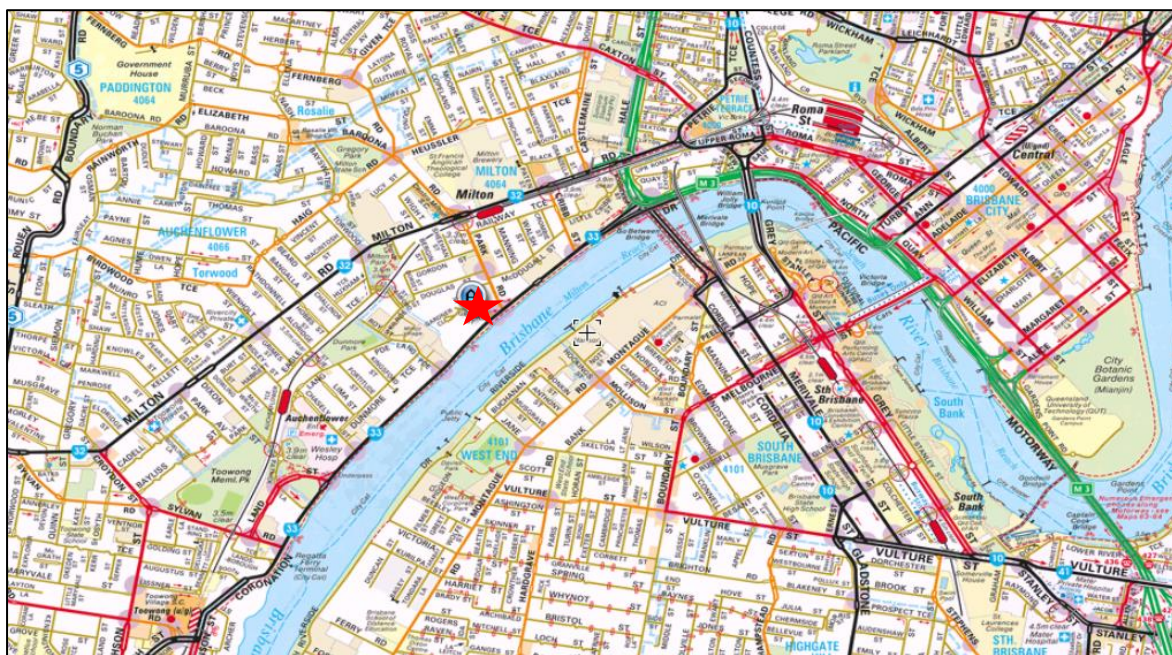


Figure 7: Site's development context (Source: www.streetdirectory.com.au) (red star used to identify the subject site)

In the immediate vicinity, the following land uses surround the subject site:

- North – Predominantly commercial tenancies, as well as a Club (Polish Association of Queensland) and a child care facility (Edge Early Learning Centre);
- East – Directly east is the Brisbane River and Milton Ferry Terminal, but to the north-east is a mix of commercial premises, short-term apartments and restaurants (from Park Road);
- South – Directly south is the Brisbane River, but to the south-west is a mix of commercial premises, a service station and residential apartments (from Lang Parade);
- West – Predominantly commercial and/or light industrial premises plus small cafes servicing those uses.



Figure 8: Aerial image of the site in the context of the CBD and Toowong (Source: Nearmap image captured 17 March 2023) (red star used to identify the subject site)

4.6.2 Planning Circumstances

The subject site is included in the MU1 Mixed Use (Inner City) Zone and is surrounded by land in that same zone (see Figure 9). Zoning in the wider locality (south of the railway corridor) includes Low Impact Industry, Medium Density Residential, High Density Residential, District Centre (Corridor) and Sport and Recreation. Further detail on the planning intent of the site's zoning is included in Section 6.4.3 of this report.

The site is also included in the Milton Neighbourhood Plan area (see Figure 10). More specifically, it is identified in the Office a Sub-precinct of the Office Precinct (NPP-003). Further detail on the planning intent of these designations is included in Section 6.4.3 of this report.



Figure 9: Site zoning

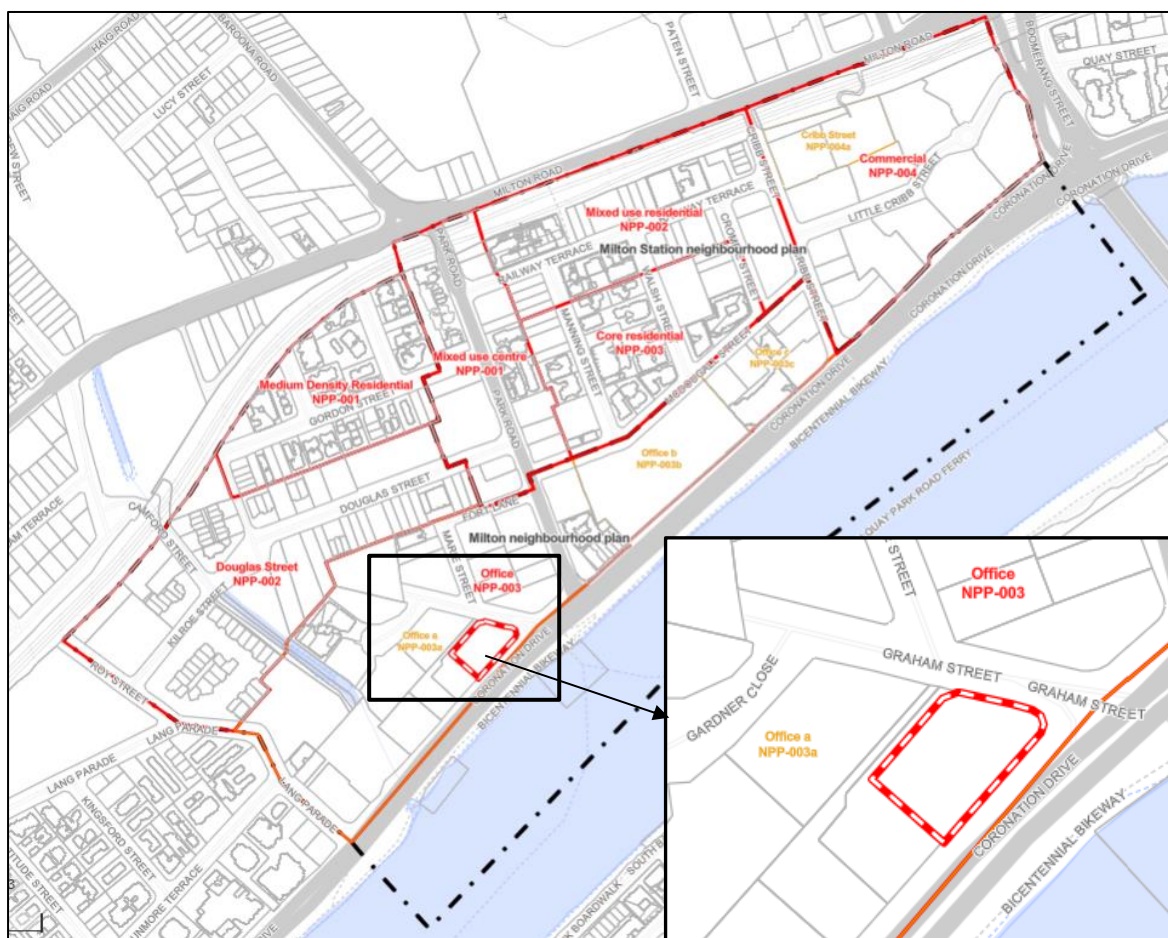


Figure 10: Milton Neighbourhood Plan area showing precincts and sub-precincts

The site is also included in the mapping of a number of Overlays, including:

- Airport Environs Overlay
- Bicycle Network Overlay
- Community Purposes Network Overlay
- Critical Infrastructure and Movement Network Overlay
- Flood Overlay
- Industrial Amenity Overlay
- Road Hierarchy Overlay
- Streetscape Hierarchy Overlay
- Transport Air Quality Corridor Overlay
- Transport Noise Corridor Overlay.

Further detail on the planning intent and applicability of these Overlays to the proposal is included in Section 6.4.3 of this report.

5.0 Proposal Details

5.1 General Description

The Applicant seeks to construct a new mixed-use building comprising a residential tower and a Food and Drink Outlet at ground level. The proposal incorporates the following key components:

- An architecturally-designed 30-storey building comprising of a 4-storey podium and 26 storey tower element;
- 7 levels of car and bicycle parking comprising 3 basement levels and 4 podium levels incorporating:
 - 291 vehicle spaces (including 6 PWD spaces);
 - Ground level servicing areas including refuse storage and collection; and
 - Ground level bicycle parking;
- A gross floor area of 35,905m² (1,535% of the site area);
- A site cover of 81% (podium) and 61% (tower);
- A deep planting area of 8.5% (196 m²) of the site area; and
- Communal open space area of 2,324m².

Further detailed discussion about the proposal is included below.

5.2 Key Planning Considerations

5.2.1 Proposed Uses

The proposed development seeks approval for a 30 storey residential tower, delivering high quality dwellings within a well-connected, mixed-use inner city location. The transition from commercial office development to a residential outcome is consistent with broader strategic planning objectives that encourage increased housing density in well located inner city areas.

Milton is undergoing continued urban renewal, with Brisbane City Council actively promoting high density residential development in well serviced locations to support population growth, housing supply, and economic growth. The site's strategic positioning within close proximity to employment nodes, high frequency public transport, and key lifestyle destinations makes it an ideal location for residential intensification, reinforcing Milton's transformation into a thriving, mixed-use neighbourhood.

This proposal is supported by Brisbane City Council's broader strategic policies, including Brisbane's Inner City Strategy (BICS), the Sustainable Growth Strategy, and the Housing Supply Action Plan, which prioritise and incentivise high density residential development in transit-oriented locations in higher order zones. Further discussion on the proposal's consistency with these key policy directions is provided in Section 7 – Emerging and Non-Statutory Policy.

By delivering new housing stock in a strategically positioned and highly accessible location, the proposal supports Council's long term vision for Brisbane's inner-city areas as dynamic, mixed-use communities that accommodate Brisbane's growing population in a sustainable and well considered manner.

5.2.2 Design Philosophy and Compatibility with Streetscape

The proposal offers a modern, high-quality development that sensitively responds to the specific circumstances of the site and capitalises on the locational advantages of the site with regard to proximity to the Brisbane Central Business District, Milton Urban Enterprise Area, essential community services (The Wesley Hospital), established road and public transport networks and recreational/open space opportunities.

The proposed design of the building draws inspiration from the site context, with particular reference given to two distinctive Heritage Places fronting Coronation Drive; the Cook Terraces on the corner of Park Road and the Regatta Hotel at Toowong. Further explanation of the proposal's design philosophy is included in the Architectural Report prepared by Woods Bagot.

The development offers a built form compatible with that occurring in the immediate locality by providing:

- a building comprising podium and tower elements consistent in scale with nearby commercial development;
- fine architectural details, materials and finishes that reflect and are compatible with development in the locality;
- an attractive ground plane that integrates with adjoining development, by maintaining a similar ground floor height and through the use of compatible landscaping solutions.

5.2.3 Height

The development proposal offers a finished building height of 30 storeys (including ground level but excluding rooftop level). The proposed height of the development is considered to be an appropriate response to the Council's strategic direction for the western inner city corridor and the existing and anticipated height of development within this corridor. More specifically, it meets the overall planning outcomes and performance outcomes specified in development Codes applicable to the site's Mixed Use zoning, the Milton Neighbourhood Plan and the proposed use. This is discussed in greater detail under the following headings:

- a. Relevant City Plan code height provisions;
- b. The site's development context;
- c. Council's strategic vision for the locality; and
- d. Community expectations.

a) Relevant City Plan Code Height Provisions:

The following relevant sections of City Plan pertain to height of development:

i. Milton Neighbourhood Plan:

Acceptable Outcome 1 of the Milton Neighbourhood Plan specifies that building height must accord with those included in Table 7.2.13.2.3.B. The corresponding Performance Outcome (PO1) provisions are therefore applicable:

Development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is:

- a. consistent with the anticipated density and assumed infrastructure demand;*
- b. aligned with the community expectations about the number of storeys to be built;*
- c. proportionate to and commensurate with the utility of the site area and frontage width;*
- d. designed to avoid a significant and undue adverse amenity impact to adjoining development;*
- e. sited to enable existing and future buildings to be well separated from each other and to avoid affecting the potential development of an adjoining site.*

Response to Milton Neighbourhood Plan Code Performance Outcome 1:

Performance Outcome 1 of the Milton Neighbourhood Plan Code specifies Council's expectations with regard to height where the acceptable outcome is not applicable or not complied with. The proposed development responds to these items in the following manner:

Performance Outcome Requirement	Proposal Response
Development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is:	Overall outcome (a) of the Neighbourhood Plan references the need to capitalise on the locality's proximity to public transport, the City Centre and the Brisbane River. The proposed development, located opposite the Milton Ferry Terminal, offers a primarily residential building with an overall height which, although greater than development within its immediate context, is appropriate for its 'landmark' location along Coronation Drive and compatible with the height of existing and proposed development located within the site's wider built context incorporating the Milton Urban Enterprise Area and Coronation Drive. More specifically, it is noted that the office and high density residential pocket of land east of Park Road to the Goodwill Bridge contains a considerable mix of building heights up to a maximum of 28 storeys (near Milton Railway Station). Recent approvals issued for land fronting Coronation Drive have supported heights of 19 – 22 storeys, whilst recent approvals over land in McDougall Street achieve heights of 25 storeys to 37 storeys. The proposal's design incorporates a podium and tower built form consistent with that of the adjoining 14 storey buildings to ensure a cohesive streetscape presentation. The proposed design draws on the strong vertical and horizontal lines and the fine architectural details evident in nearby heritage properties. This architectural form, combined with the use of high-quality materials and finishes and ground level and podium landscaping, ensures the building will positively contribute to the character and amenity of the locality.
a. consistent with the anticipated density and assumed infrastructure demand;	A Service Advice Notice has been requested from Urban Utilities to confirm the capacity of water and sewerage network infrastructure. Furthermore, with recent Council policies regarding housing supply and well serviced locations, there is an expectation for increased density in inner city locations.
b. aligned to community expectations about the number of storeys to be built;	Community expectation should be informed by the planning scheme and development occurring within the locality. It's our opinion that the community should reasonably expect and accept a built form offering a greater height than that already existing in this location given: - the locational advantages of the site; - existing approvals and recent development applications seeking increased heights of development along Coronation Drive; - the existing development approval over the site for a 24 storey commercial building which has a similar volumetric footprint; and - Council's strategic planning direction supporting more intensive development within the inner city precincts and corridors of Brisbane.

Performance Outcome Requirement	Proposal Response
c. proportionate to and commensurate with the utility of the site area and frontage width;	The development is proposed on a generously-sized land parcel of 2,339m ² with 2 street frontages; one to Coronation Drive and the other to Graham Street. The building's podium element is setback 4.25m (setback to existing boundary) to 6m to both street frontages whilst the tower element steps back between 5m and 6m from the site's frontages. The bulk and scale of the building at street level is proportionate to and consistent with other development within the vicinity and the existing development approval over the site (vide: A006315084)
d. designed to avoid a significant and undue adverse amenity impact to adjoining development;	The proposed development adjoins existing commercial buildings located to the west and south-west. The proposal is designed in a manner that limits overlooking of neighbouring buildings. The building's shadows will predominantly be cast across the Brisbane River and thus won't adversely impact on the amenity of nearby buildings.
e. sited to enable existing and future buildings to be well separated from each other and to avoid affecting the development potential of adjoining sites.	The proposal seeks to construct the podium element of the new building to the boundary line of the two side boundaries (noting that the site adjoins to the north-west an open driveway servicing the two towers located to the south-west of the site at 301 and 303 Coronation Drive). The tower element will be set back to approximately 5m to the south-west and 4.5m to the north-west. These distances are sufficient to provide a visible break between buildings fronting Coronation Drive and to ensure that the development potential on adjoining sites is unaffected.

Response to Relevant Milton Neighbourhood Plan Overall Outcomes

In the absence of a specific maximum height of development, assessment of the suitability of the development's height must also consider the Plan's relevant overall outcomes. It is considered that the proposed development also appropriately responds to the following overarching planning intents of the Milton Neighbourhood Plan:

Overall outcome 6

Overall outcome 6 pertains to the Office Precinct and specifies:

6(a) Medium-rise office development is provided, together with supporting community facilities.

Response: It is our opinion that the determination of what constitutes 'medium-rise' development should reflect the unique locational circumstances of the property as well as the site's wider development context.

As discussed further below, a building height of 30 storeys is reasonably considered to be 'medium-rise' and thus satisfy the intent of overall outcome 6(a) within the existing and proposed built form context stretching from Coronation Drive to the Central Business District and across the Brisbane River in the Kurilpa Precinct.

Overall outcome 3:

Overall outcome 3 pertains more broadly to the whole Neighbourhood Plan area and specifies the following:

“3(a) Development capitalises on the area’s proximity to public transport, the City Centre and the Brisbane River.”

Response: The subject site is ideally located within 1.8km of the Brisbane City Centre, directly opposite the Brisbane River, on an arterial road serviced by high-frequency bus routes, opposite the Milton Ferry Terminal and within walking distance of the Milton Railway Station. Development of a 30 storey residential building will ensure the ongoing utilisation and support of these existing services and facilities.

3(b) The intensity of office and residential development in the neighbourhood plan area encourages a focus on and active use of the river and associated parkland along Coronation Drive for commuting.

Response: The proposed building is orientated to maximise its aspect towards the Brisbane River. The building’s ground floor provides an external terrace oriented towards the site’s 2 frontages to maximise outlook towards the River. The subject site is ideally located next to the Coronation Drive and Graham Street intersection which provides direct pedestrian and cyclist access to the Bicentennial Bikeway, which is a commuter active transport route along the Brisbane River.

“3(d) Development is of a height, scale and form which is consistent with the amenity and character, community expectations and infrastructure assumptions intended for the relevant precinct, sub-precinct or site and is only developed at a greater height, scale and form where there is both a community need and an economic need for the development.”

Response: Assessment of the suitability of the development’s proposed height should consider the relative heights of development in the locality and whether the proposed building height ‘sits comfortably’ within that context, having regard to the locality’s existing and future amenity and character and the community’s expectations.

In addition, it’s reasonable to assume that the general public might not be concerned by the construction of taller buildings on properties fronting Coronation Drive, given the height and form of existing development along this major transport network and Council’s widely-announced intentions to support greater development height within close proximity to the CBD.

Furthermore, the development can be seen to meet the intents of emerging guidelines which promote increased growth in well supported locations, with the site ideally located with respect to accessibility, services and places of residence.

b) Development Context

It is considered that the primary determinant of the proposal's suitability with regard to height should be whether this proposal 'sits comfortably' within the site's wider development context. Accordingly, this report examines the height of both existing and approved developments within the locality (with a particular focus on sites fronting Coronation Drive). Mapping of heights of development in the locality is presented graphically in Figure 11 below, while the broader map incorporating the Central Business District is included within the Architectural Report prepared by Woods Bagot.

This context analysis reveals that buildings of substantial height already exists or will be constructed within 100m of the subject site. Specifically, the site's immediate development context includes a 14-storey building and a 12-storey (adjoining to the south-west) and a 6-storey building in Fort Lane. In the Milton Urban Enterprise Area to the north-east (containing land zoned High Density Residential and Mixed Use) approved building heights range from 5 storeys to 28 storeys, with recent development approvals presenting heights up to 37 storeys.

The context map clearly confirms that Council supports a transition of development height along Coronation Drive, with the built form of development increasing as the Central Business District is approached (noting that a maximum development height of up to 274m AHD is permitted in the CBD). Existing development in the western end of the CBD (east of the Grey Street Bridge) present with heights ranging from 25 to 35 storeys, whilst buildings fronting Coronation Drive (in the Office b sub-precinct) have approved heights of 20 and 22 storeys, up to 37 storeys.



Figure 11: Height of development (5 storeys and above) close to the subject site

Council recently approved a Development Application seeking building height greater than 20 storeys within the Office Precinct (NPP-003) of the Milton Neighbourhood Plan, including up to 37 storeys on 50 McDougall Street (Kings Row redevelopment, vide: A006291436). Additionally, 25 storeys at 28 McDougall Street (vide: A006105655) is currently under assessment. Both of these projects have offered similar contextual justification for the heights of development being sought. Notably, prelodgement advice provided to the applicant for the Kings Row redevelopment confirmed that Council is prepared to consider a performance outcome for heights greater than 20 storeys, and following this advice, 37 storeys building height was supported.

Given the proximity of this development context, the proposal offers an appropriate height of development that will positively contribute to the expansion of Brisbane's Western inner city corridor.

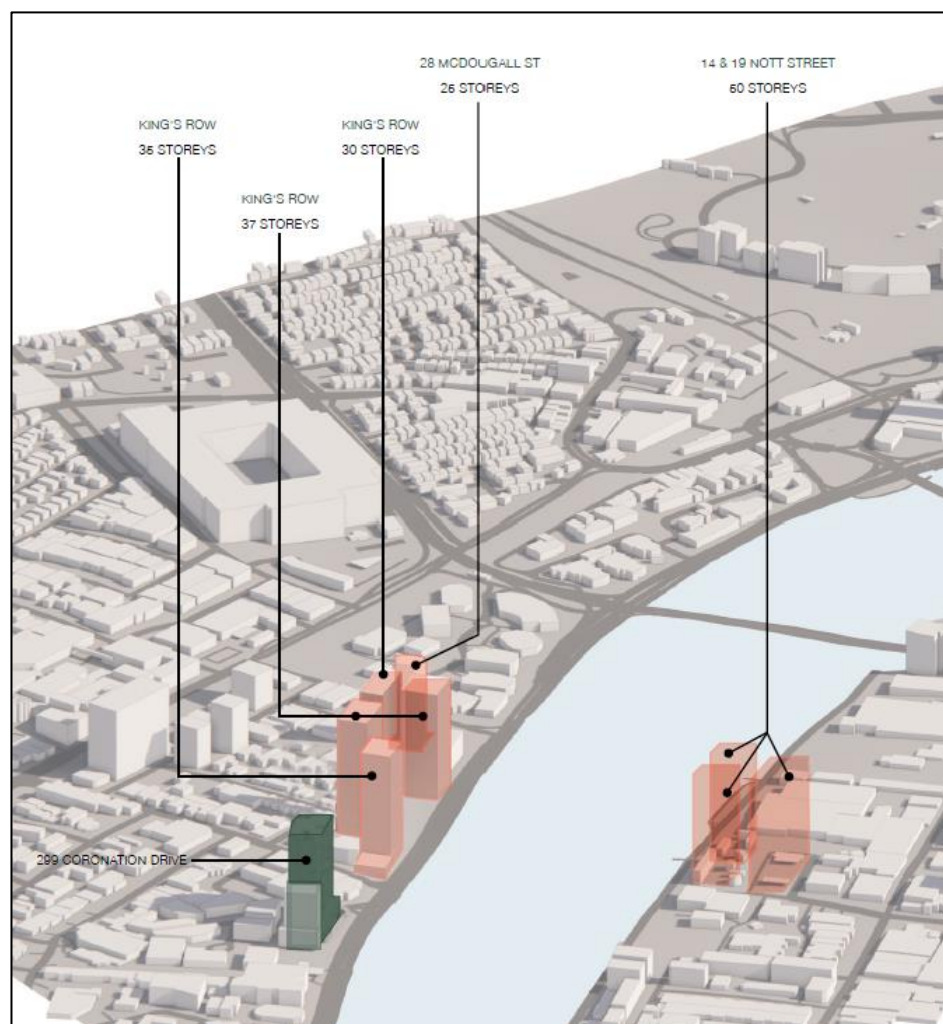


Figure 12: Height of development in proximity to the site (approved and proposed)

c) Council's Strategic Vision

Development across the City is also guided by Council's Strategic Vision for Brisbane, as expressed in numerous strategies, policies and guidelines, including:

- Brisbane Vision 2031;
- Brisbane's Sustainable Growth Strategy;
- Brisbane's Inner City Strategy; and
- City Plan 2014 Strategic Framework.

A more comprehensive summary of Council's key strategic documents is provided in section 7.

In summary, these documents seek to manage the form and location of development required to respond to anticipated significant increases in growth across the City arising from interstate and international migration, high birth rates, the availability of employment, favourable climate and lifestyle conditions and the Brisbane 2032 Olympic and Paralympic Games.

To efficiently and sustainably respond to these drivers of growth, Council's strategic direction for the City focusses on the intensification of development within inner city precincts radiating from the Brisbane Central Business District, including to the south-west along Coronation Drive.

The proposed development responds to this Vision by seeking an increase to the height and intensity of its built form as a means of maximising the site's unique locational opportunities available within this corridor, including its proximity to the City Centre and the Brisbane River, its location on the perimeter of the Milton Urban Enterprise Area and its excellent access to road, public and active transport infrastructure networks (including Milton Ferry Terminal, Milton Railway Station and the Bicentennial Bikeway).

d) Community Expectations

Community expectations are an intangible aspect of planning assessment that are frequently considered where development proposals seek a performance outcome under the relevant City Plan Codes. It suggests that the local and wider community are either familiar with the intended planning outcomes for a locality (either in their own 'backyard' or more generally) or have sufficient interest in the City's growth to examine the suitability of a development proposal against the relevant City Plan requirements. Most commonly, community expectation reflects the question of 'how will it affect me?' rather than 'how will it affect the City?' To that end, Council must be the arbiter of whether a proposal offers sufficient community or City-shaping outcomes whilst also responding appropriately to its immediate surrounding to warrant approval against the planning scheme's performance outcomes.

Council, in its prelodgement advice for the recently approved development application over Kings Row (50 McDougall Street), acknowledged that community expectations for

building heights with the Office precinct would reasonably be guided by the existing approval permitting development of 20 and 22 storeys (issued in 2012).

However, given the incremental increase in development intensity and building height that has occurred within the Milton locality over the last decade, it is also reasonable to assume that the Brisbane community would anticipate development of this nature to continue within this corridor, given its proximity to the City Centre and major transport infrastructure networks. Furthermore, Council's recent announcements regarding its intent to support significantly increased building heights in the Kurilpa and South Brisbane localities reinforce the expectation of greater development intensity on the opposite side of the Brisbane River. Notably, a Code assessable development application for three 50 storey buildings at Mott Street, South Brisbane, is currently under assessment, further contributing to the evolving visual context of the area.

It is also our opinion that the achievement of attractive and complementary built form at the podium level of development (that is, up to 5 storeys) might reasonably be of greater importance to the community than overall height, given that the lower portions of a building have the greatest visual impact in the ground level public realm.

In Summary:

It is considered that the proposed development of a high-quality, 30 storey residential building is appropriate on the basis that:

- it is consistent with the height of existing and approved development within 500m of the site;
- the subject site is greater than 2000m² and thus offers a generously sized lot capable of accommodating a taller built form set within attractively landscaped grounds;
- the subject site is a prominent corner position on Coronation Drive deserving of a landmark development;
- the site is adjoined to the south-west by an existing 14 storey building and a 12 storey building, both of substantial bulk and scale;
- the site is located opposite the Milton Ferry Terminal and within close proximity of bus and rail public transport networks and the walking/cycling path along the Brisbane River;
- the proposed height of development is consistent with that occurring on sites fronting Coronation Drive between the site and Brisbane's CBD and throughout the Milton Urban Enterprise Area; and
- the development will help define the outermost perimeter of the Milton Urban Enterprise Area and the south-western inner city growth precinct.

It is concluded that the locality is undergoing a transition towards a taller and more intensive built form in response to the strategic planning intent for the Milton Urban Enterprise Area expressed in Brisbane's Inner City Strategy (see Section 7 of this report). The subject proposal also presents an attractive building of architectural distinction that

will positively contribute to the streetscape and capitalise on its unique locational opportunities close to the CBD, the Brisbane River and public transport networks.

5.2.4 Bulk and Scale - Plot Ratio, Gross Floor Area and Site Cover

Plot Ratio and Gross Floor Area

Acceptable Outcome AO2 of the Milton Neighbourhood Plan prescribes that development in the Office precinct has a maximum plot ratio of 150%. The Centre or Mixed Use Code specifies that development is to have a maximum gross floor area or plot ratio as specified in any applicable Neighbourhood Plan.

The proposed development seeks approval for a plot ratio of 1535%, based on the building's total gross floor area of 35,905m² on a site with a total area of 2,339m². The proposal therefore seeks approval for an alternative outcome.

PO2 of the Milton Neighbourhood Plan states:

"Development size and bulk is low rise where in a zone in the centre zones category and the Low impact industry zone or General industry A zone precinct of the Industry zone."

The above performance outcome is not applicable to the proposal, as the subject site is included in the Mixed Use Zone which is identified in the Other Zones Category and not in the Centre Zones Category.

It is considered that the proposed plot ratio and gross floor area is appropriate for the site's development context and its unique locational characteristics, on the basis that:

- the site is ideally located within close proximity to established mixed use and high density residential localities (described as the Milton Urban Enterprise Area) and the Brisbane City Centre, as well as public and active transport routes along Coronation Drive and the Brisbane River;
- the increased bulk and scale of the built form is appropriate for the site's prominent corner location and frontage to Coronation Drive;
- the building offers a podium and tower built form that is consistent with adjoining development and will integrate with the existing streetscape; and
- the proposed building bulk and scale will not result in unacceptable impacts on the privacy or amenity of adjoining existing or future development.

Site Cover

Neither the Milton Neighbourhood Plan nor the Mixed Use Zone Code include any specific requirements pertaining to site cover. The Centre or Mixed Use Code specifies that where there are no Neighbourhood Plan requirements, the maximum building footprint or site cover is 90%.

The proposed development offers a total site cover of 81% (building's podium footprint) and a tower site cover of 61%. The proposal therefore offers a compliant solution with regard to total site cover.

5.2.5 Setbacks

Building Setbacks:

The Milton Neighbourhood Plan does not contain any specific requirements with regard to building setbacks. Table 9.3.3.3.C of the Centre or Mixed Use Code specifies the following boundary setback requirements for residential buildings:

Boundary Setback Assessment

Code Requirements				Comment on Compliance
Minimum Boundary Setback (m)				
Level	Front	Side	Rear	
Ground-floor storey and to 4.5m	0 3 (Arterial Road)	1.5	4.5	Primary Frontage: <i>Complies</i> – 4.25m setback to primary building entry elements from the pre-dedication Coronation Drive frontage; Secondary Frontage: <i>Complies</i> – 4m setback to primary building entry elements from Graham Street frontage; Side: <i>Complies</i> - 0m to screened internal parking spaces (northern boundary) and bike store (western boundary); Rear: <i>Not applicable</i> , as no rear boundary where there are two street frontages
Podium or up to 5 storeys	0 3 (Arterial Road)	0 if blank; 3m if non-habitable; 5m if habitable or to balconies	6	Primary Frontage: <i>Complies</i> – 4.25m setback to the proposed screening elements from the pre-dedication Coronation Drive frontage; Secondary Frontage: <i>Complies</i> - 6m setback to Graham Street frontage; Side: <i>Complies</i> - 0m to screened internal parking spaces (northern and western boundaries); Rear: <i>Not applicable</i> , as no rear boundary where there are two street frontages
Tower - Above 5 storeys to 15 storeys	6 8 (Arterial Road)	6	10	Primary Frontage: <i>Performance Outcome</i> - 5m setback from the pre-dedication site boundary; Secondary Frontage: <i>Complies</i> - 6m setback from the Graham Street boundary Side: <i>Performance Outcome</i> – 0m setback to external terrace (northern and western boundaries) on Level 4 only; 4.5m to external façade to western boundary (Level 5+); 5m to external façade to western boundary (Level 5+); Rear: <i>Not applicable</i> , as no rear boundary where there are two street frontages

In summary, the proposal seeks a performance outcome for the following setbacks:

- To the frontages for Levels 4 and above; and
- To the northern and western side boundaries for Levels 4 and above.

It is considered that the proposed development offers an appropriate response to the applicable Performance Outcomes PO24, PO25 and PO26 of the Centre or Mixed Use Code, as discussed further below:

- The proposal provides a defined street edge created by enclosed lobby spaces or raised external terrace areas bound by podium planters presenting to both the Coronation Drive frontage;
- The ground floor front boundary setbacks are consistent with that of the adjoining property at 301 Coronation Drive;
- The ground level setbacks are sufficient to accommodate necessary accessible connections between the building and footpaths in the public realm;
- The proposed dedication of a portion of the Coronation Drive frontage provides additional space for waiting areas associated with the existing bus stop;
- The site offers sufficient space to accommodate new in-ground planting;
- The proposed building does not adjoin any residential buildings, thus the reduced side boundary setbacks won't interfere with the privacy or amenity of residents; and
- The proposed side boundary setbacks won't compromise the future redevelopment of the neighbouring sites.

Car Parking Setbacks:

In addition, AO41.1 of the Centre or Mixed Use Code specifies that development provides car parking that is not visible from the street, other public spaces or adjoining properties and set back from the front, rear and side boundaries in compliance with a neighbourhood plan or if no neighbourhood plan applies or no requirements are specified in a neighbourhood plan, the requirements in Table 9.3.3.3.D.

Table 9.3.3.3.D specifies that where the height of the wall or parking is above ground by greater than 3 storeys and 10.5m, no acceptable outcome is proposed. The proposal is considered to meet the requirements of PO41 by:

- minimising the potential impact of adjoining streetscapes or public spaces by appropriately screening views of the car parking from the public realm (Coronation Drive and Graham Street) with the use of recessed glazing, metal screening and a substantial amount of climbing and/or cascading podium planting on the street-facing facades;
- constructing blank built to the boundary walls to the side boundaries; and
- retaining the existing site access in Graham Street, to minimise the impacts of vehicle movement on the primary covered external gathering spaces.

5.2.6 Building Separation

The Milton Neighbourhood Plan does not include provisions pertaining to building separation, thus the Centre or Mixed Use Code determines the minimum requirements.

Unlike the previously approved commercial office development, which primarily featured blank facades and non-habitable spaces, the proposed residential development introduces habitable rooms and balconies, necessitating an alternative approach to building separation.

An assessment of the proposed building against these provisions is included in the following table.

Building Height	Separation Acceptable Outcome	Comment on Compliance
Ground to 4.5m	Non habitable rooms with windows or blank walls 0 if blank with no windows 1.5 if non-habitable with windows	Northern Boundary: Complies – The proposed building is separated from the adjoining northern building by an existing 7m wide driveway service 301 and 303 Coronation Drive. Western Boundary: Complies – The proposed incorporates a built to boundary response with on-habitable spaces and appropriate screening.
2 storeys to 7.5m	Non habitable rooms with windows or blank walls 0 if blank with no windows 3 if non-habitable with windows	Northern Boundary: Complies – The existing 7m-wide driveway provides sufficient separation. Western Boundary: Complies – The proposal maintains a built-to-boundary response with non-habitable spaces.
3-5 storeys	Non habitable rooms with windows or blank walls 0 if blank with no windows 6 if non-habitable with windows Habitable rooms or balconies facing non-habitable rooms with windows or blank walls 9	Northern Boundary: Complies – The Level 4 (fifth storey) wall is setback 4.5m and the terrace is located on the boundary. Western Boundary: Complies – The western façade incorporates blank walls for non-habitable spaces at Level 3 and a 5m setback at Level 4, ensuring an appropriate interface. Terraces are located at the western side, however these are secondary balcony spaces.
6-8 storeys	Habitable rooms or balconies facing non-habitable rooms with windows or blank walls 12	Northern Boundary: Complies – The existing driveway continues to provide appropriate separation. Western Boundary: Performance Outcome– A 5m setback to the building façade is maintained, with the adjoining western building setback approximately 6m from the boundary.
9+ storeys	Habitable rooms or balconies facing non-habitable rooms with windows or blank walls 18	Northern Boundary: Complies – The adjacent building is limited to 4 storeys, reducing the need for greater separation. Western Boundary: Performance Outcome – A 5m setback is proposed to the building façade, with the adjoining western building setback approximately 6m.

The proposal seeks a performance outcome for building separations at the western side boundary for Levels 6 and above (up to 14 storeys based on the height of the adjoining building).

It is considered that the proposed development offers an appropriate response to the applicable Performance Outcomes PO27 of the Centre or Mixed Use Code, given that neither of the existing buildings on the adjoining sites to the north or west currently contain, or are likely to contain in the future, a residential use. The proposal therefore is not required to mitigate any potential loss of privacy or amenity resulting from reduced building separation distances.

5.2.7 Landscaping / Open Space

Site landscaping:

The proposal is accompanied by a Landscape Concept Plan prepared by Dunn and Moran Landscape Architects.

The Milton Neighbourhood Plan is silent with regard to preferred landscaping outcomes, thus the provisions of the Centre or Mixed Use Code are applicable. This Code seeks a minimum of 10% of the site area for deep planting, with these spaces to be of sufficient size and aspect to allow for the growth of spreading canopy trees. Landscaping is also required to provide an attractive interface with all boundaries and to screen service and parking areas. Above-ground landscaping is also required on the building, and particularly in spaces used for communal open space.

The proposal provides a total landscaped area of 1,039m² (44.4% of the site area), including ground level spaces and above ground podium planting across all levels. Separate deep planting areas total 198m², which represents 8.5% of the site area.

Communal open space:

The proposed development delivers exceptional communal amenities that far exceed the minimum requirements of the Multiple Dwelling Code, which prescribes 5% of the site area (117m²) for communal recreation space. Instead, the proposal provides generously scaled, high quality communal spaces across the two uppermost levels.

These premium amenities include a large swimming pool, outdoor dining areas, a steam room, sauna, and a lounge deck with a fireplace. Further enhancing the communal offering, the development integrates indoor and outdoor areas, a gym, home office facilities, private meeting rooms and a dedicated cinema room. Additionally, expansive indoor lounge areas provide comfortable social and recreational spaces, reinforcing the development's commitment to delivering a high level of amenity.

The scale and quality of these communal facilities significantly enhance resident amenity, social engagement, and overall liveability.

5.2.8 Access/ Car Parking / Site Servicing / Waste Management

Site access, parking and servicing is regulated by the Transport, Access, Parking and Servicing Overlay Code and Policy. A detailed assessment of the proposals compliance with these requirements is included in the Traffic Engineering Report prepared by Colliers, and a summary of this assessment is provided below.

Further the proposal is accompanied by an Operational Waste Management Plan, prepared by Colliers, and summarised below.

Site access:

The Traffic Impact Assessment report confirms that the proposal seeks to gain vehicular access exclusively from Graham Street, which is classified as a Neighbourhood Road (Minor Road) in Council's Road Hierarchy Overlay mapping.

This represents the most appropriate access scenario achievable for the site when balancing intersection separation, separation from adjoining crossovers and the desire to gain access from lower order frontages.

It is considered that the existing road network is suitable to accommodate additional traffic generated by the proposal.

Car parking:

The Council's TAPS Planning Scheme Policy determines the minimum required vehicle parking spaces for residents, visitors and users of the commercial premises.

In determining applicable parking rates, it is noted that the subject site is identified in the City Frame under Figure a. of the Transport, Access, Parking and Servicing Code.

In accordance with Table 13 of the Transport, Access, Parking and Servicing Planning Scheme Policy, where in the City Frame, uses other than multiple dwelling, rooming accommodation and short term accommodation, are provided with a maximum of 1 space per 100m² of gross floor area.

Based on a total gross floor area of 143m², to comply, the Food and Drink Outlet component of the development can be provided with up to 2 car spaces.

The acceptable outcomes for parking supply are defined below for Multiple Dwelling land-uses:

- Minimum 1.1 spaces per 2-bedroom dwelling.
- Minimum 1.3 spaces per 3 or above bedroom dwelling.
- Minimum 0.15 spaces per dwelling for visitor parking.
- Tandem parking spaces allowed where 2 spaces are provided for 1 dwelling.
- Minimum 50% of visitor parking is provided in communal areas, not in tandem with resident parking.

The following additional parking supply provisions are also outlined in the TAPS PSP:

- A minimum of 2% of the required parking supply be provided in the form of motorcycle parking. Given, however, a maximum parking rate is applicable within the 'City Frame' this would imply that no minimum requirement for motorcycle parking would also be applicable.
- A minimum of 1 PWD space per 50 standard parking spaces is provided.

As stated within the accompanying Traffic Impact Assessment prepared by Colliers, a minimum parking supply of 241 parking spaces is required and the proposal provides 273 parking spaces, which meets/exceeds the Council's requirements.

With regard to visitor parking, the minimum parking supply of 29 parking spaces is required and the proposal provides 18 parking spaces, with a shortfall of 11 parking spaces. The proposed supply of visitor parking is considered adequate due to the following:

- It is understood that the Council has proposed to amend the city core and city frame boundaries. It is expected that this change will be adopted within the timeframe for the development of this proposal. With this change, the site is located within 70m of the City Core Boundary, where Park Road falls within the City Core. The parking requirement for visitor spaces in City Core is *"one space per 20 dwelling units"*, which would require 10 parking spaces.
- The proposed development provides 18 visitor parking spaces, which is between the 29 spaces required in the frame and the 11 spaces required in the core. This midpoint provision is considered an appropriate outcome for use adjacent to the boundary of these precincts, where transport outcomes are relatively consistent. Colliers also note that the city core rate for residential parking is equivalent to 0.5 spaces per bedroom. This applied to the mix of proposed units, increases the residential parking provision to 264 residents. Additionally, the proposed development is near public transport and active transport, promoting the use of both.
- The above proposal of reduction in visitor parking space complies with the Performance Outcome PO12 which states that:

"Development in the City core and City frame as identified in Figure A provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport."

Overall, the proposed parking arrangement is considered adequate for the proposed development.

In addition to vehicle parking, the development is to be provided with 270 bicycle spaces. This is in line with the TAPS PSP, where the development is required to provide employee cycle parking at a rate of 1 space per 200m² and visitor cycle parking at a rate of 1 / 500m². The proposed Food and Drink Outlet has a GFA of 143m², as such a maximum of 2 spaces is permitted.

Site Servicing and Waste Management:

As documented in the Traffic Engineering Report, the proposal provides an appropriate site servicing response by accommodating on-site manoeuvring for a Refuse Collection Vehicle, medium and small rigid vehicles and vans.

At ground the development shall be provided with 1 x MRV bay within the loading area.

Waste Management:

An Operational Waste Management Plan has been prepared by Colliers and accompanies this application.

In summary, a refuse storage room is proposed at ground level directly adjoining the refuse loading area, a maximum collection frequency of 3 days per week has been used to calculate required storage.

5.2.9 Reverse Amenity

The proposed development has been designed to achieve a high standard of residential amenity while appropriately responding to potential reverse amenity considerations associated with nearby land uses, including the nearby service station and XXXX brewery.

The built form incorporates appropriate setbacks, orientation, and acoustic treatments to mitigate potential impacts from surrounding activities, ensuring a comfortable living environment for future residents.

From a reverse amenity perspective, the proposal has been designed to ensure that the introduction of residential uses does not unreasonably constrain the operation of existing businesses. The development maintains a considered interface with the service station and brewery, ensuring that appropriate separation, ventilation, and operational allowances are in place to minimise potential land use conflicts. The planning framework supports a mixed-use inner city environment, and the proposal aligns with these expectations by delivering a well balanced outcome that supports both residential and commercial activities.

Overall, the development appropriately manages both amenity and reverse amenity considerations, ensuring high quality living conditions for residents while maintaining the functionality and ongoing operation of existing surrounding land uses.

5.2.10 Infrastructure Demand

Infrastructure demand associated with the proposal has been considered through the design process. To this regard, the following is noted:

- Stormwater – the proposal results in no material change to the existing extent of hardstand and as such has no negative impact on stormwater discharge. Stormwater is to be discharged directly to infrastructure discharging to the Brisbane River. When considering that the proposal will provide considerable on site rainwater harvesting, for the irrigation of landscaping, there is expected to be

a reduction in stormwater discharge from the site as compared to the existing situation and hence a reduced impact on the trunk infrastructure network.

- **Transport** – the subject site is ideally located within very close proximity to high frequency public transport in the form of bus stops, a ferry terminal and a train station. Proximity to existing high frequency public transport is considered to be significant benefit of the project and uses of these facilities is considered to assist in ensuring the viability of these networks whilst reducing private vehicle dependence, hence an increase in density is considered a positive with respect to this trunk infrastructure component. Notwithstanding the proposal provides a voluntary land dedication to widen the verge of Coronation Dr to 5m to assist in allowing for pedestrian movement and provides a seating wall (between the access ramp and verge of Coronation Drive) to assist in providing options for persons waiting to catch a bus without blocking the footpath. Of note the subject site is contained within the City Frame and hence car parking provision is limited and not reasonably considered to place a disproportionate impact on the trunk road network.
- **Parks** – The subject site benefits from direct adjacency to the Bicentennial Bikeway, which functions as an extensive linear park, providing a continuous recreational corridor with connections to the Botanical Gardens, South Bank, West End Riverside Drive, and other key destinations. Additionally, the site is well-serviced by a range of local parks, including Milton Park, Frey Park, Moorlands Park, and Toowong Memorial Park, ensuring ample access to public open space. The proposal incorporates significant communal open space areas at both the rooftop and ground levels, providing high-quality recreational opportunities for future residents and thereby reducing reliance on the surrounding public park network. The communal open space provision substantially exceeds the minimum quantitative requirements set by the planning scheme, further reinforcing the development's self-sufficiency in meeting recreational needs. Moreover, the development delivers a publicly accessible plaza at the corner of Coronation Drive and Graham Street, enhancing community benefit and alleviating pressure on the broader trunk park network by offering an additional urban space for passive recreation
- **Community Facilities** – The subject site is well located in proximity to a range of established community facilities, ensuring convenient access to essential services and amenities. Key facilities within the surrounding locality include the Toowong Library, Brisbane Boys' College, Toowong State School, and The Wesley Hospital, all of which contribute to the area's strong social infrastructure. Additionally, the site benefits from direct access to active transport connections, including the Bicentennial Bikeway, which facilitates connectivity to a broader range of community and cultural assets in the Brisbane CBD, South Bank, and surrounding inner city precincts. The proposal enhances local amenity through the provision of a publicly accessible plaza at the corner of Coronation Drive and Graham Street, further integrating the development with the surrounding urban fabric and contributing to the public realm. Given the availability of existing community facilities and the development's contribution to the urban realm, the proposal appropriately supports and integrates with the local community facilities.

- Water and sewer – no water or sewer supply or capacity concern has been identified. In the event water or sewer supply upgrades are considered necessary, these will be provided as part of the development. In Urban Utilities being responsible for water and sewer matters discussions relating to these infrastructure types will occur with Urban Utilities. In the event an extra trunk infrastructure cost is found to be required this charge will reasonably be imposed by Urban Utilities and will be established at the time of the issue of the Water Approval.

5.2.11 Urban Design

The proposed development has been designed to achieve a high quality urban outcome that responds to the site's strategic location, its interface with the Bicentennial Bikeway, and the broader cityscape. The built form has been carefully articulated to provide a visually engaging and contextually appropriate contribution to the streetscape, incorporating a combination of materiality, architectural detailing, and modulation to ensure a refined and contemporary presentation. The tower element has been designed to provide a slender and elegant profile, minimising bulk while maximising view corridors and natural light penetration. At the lower levels, the podium is activated through a combination of an active tenancy, high quality landscaping, and integrated seating, reinforcing a pedestrian friendly environment and contributing to the vibrancy of the public realm.

The proposal delivers a publicly accessible plaza at the intersection of Coronation Drive and Graham Street, improving permeability and providing a valuable transition between the private and public domains. The development incorporates extensive landscaping, including green walls, deep planting zones, and rooftop communal spaces, which enhance visual amenity and contribute to green urban outcomes. The built form has been designed to integrate seamlessly with surrounding development while also providing a distinct architectural identity that reinforces the precinct's evolving character. Through its thoughtful design response, the proposal achieves a balance between density and liveability, promoting a high level of residential amenity while positively contributing to the broader urban fabric.

5.3 Community Benefit

The proposed development delivers a range of significant community benefits that directly respond to Council's strategic objective. The proposal contributes to addressing the current housing shortage by introducing a high quality residential offering that supports housing diversity and choice within an established, well serviced inner city locality.

The development enhances pedestrian connectivity and public amenity through the provision of a 5m wide footpath, exceeding the 3.75m width required under the planning scheme. This wider footpath, along with the associated land dedication, facilitates efficient pedestrian movements, particularly given the site's proximity to a high frequency bus stop. In addition, high-quality footpath treatments and verge upgrades are proposed, exceeding standard requirements to provide an enhanced pedestrian experience. The development also retains a seating ledge along Coronation Drive, recognising the constrained space

available at the dedicated bus shelter and ensuring improved comfort for public transport users.

The publicly accessible plaza, which was incorporated following previous discussions with Council, is maintained with refinements to better accommodate deep planting. This space has been carefully designed to create an open and inviting interface between public and private domains, enhancing pedestrian amenity. The proposal also features creative lighting elements to highlight key architectural aspects of the building, reinforcing its visual prominence and contributing to the vibrancy of the streetscape.

Architecturally, the development incorporates high quality façade treatments at the podium level, ensuring a refined and contemporary presentation to the street. Additionally, the proposal aspires to achieve a 4 star Green Star rating, demonstrating a commitment to sustainability and enhanced environmental performance.

Overall, the development represents a well considered and balanced outcome that not only delivers high-quality urban design but also provides meaningful community benefits that exceed standard planning requirements. The combination of improved public realm infrastructure, pedestrian focused design, and sustainability initiatives reinforces the proposal's consistency with Council's broader objectives while delivering a positive contribution to the city's built environment.

5.4 Summary & List of Supporting Specialist Reports

The application is accompanied by the following technical reports:

- **Architectural Report** prepared by Woods Bagot, including a general site analysis which highlights the proximity of the site to the city centre and increasing building heights along Coronation Drive; an explanation of the design concept including themes from locally historic buildings; addressing the Council's Buildings that Breathe documentation; and providing a general development summary.
- **Architectural Plans** prepared by Woods Bagot including; perspectives, location plan, site plan, shadow studies, floor plans, elevations, sections, façade detail plans, area plans showing site cover, GFA, landscape plans and existing building areas.
- **Landscape Concept Plan** prepared by Dunn and Moran Landscape Architects, detailing;
 - Ground level landscape works, including the retention of existing and planting of new street trees, footpath upgrade works, new deep planting areas along the two frontages of the site and raised planters around outdoor seating areas
 - Podium planting at levels 1, 2, 3 and 4, providing screening to podium car parking
 - Tower landscaping, inclusive of planters to outdoor terrace areas to soften the built form
 - Roof top landscaping, including extensive landscape planters and outdoor recreation spaces

- **Serviceability Report** prepared by Bornhorst and Ward, outlining that the site has access to existing sewer and water connections, with the future connections associated with the development to be determined during detailed design and following advice from Urban Utilities. The report also includes a Preliminary Civil Services Plan and addresses the Filling and Excavation Code and the Infrastructure design Code.
- **Site Based Stormwater Management Plan** prepared by Bornhorst and Ward outlining that stormwater runoff from the exposed building surfaces and roof shall be captured and directed to a new sub and manhole via internal hydraulics and will continue to a new gully pit within Coronation Drive. From there it shall connect up to existing infrastructure and discharge into the Brisbane River. This report also includes a preliminary civil services layout, a completed Erosion Hazard Assessment Form and addresses the Stormwater Code and Flood Overlay Code
- **Transport Engineering Report** prepared by Colliers, outlining the appropriateness of site access, compliance of car parking and service vehicle areas, the appropriateness of the proposed development with respect to the surrounding road network and in particular the intersection at the front of the site; and suitable access to public and active transport networks.
- **Operational Waste Management Plan** prepared by Colliers, providing an outline of proposed storage capacity, intended collection frequency and general management.
- **Transport Air Quality Corridor Report** prepared by Trinity Consultants, concluding that the overall building design has sufficient roughness elements on the outside to promote turbulence and mixing air, with a good separation of building to the north, south and east and vegetation between the road and building to assist with dispersion of road traffic air pollutants.
- **Air Quality Review** prepared by Trinity Consulting, concluding that the site is suitably separated from surrounding industrial uses to ensure compliance with the Industrial Amenity Overlay.
- **Acoustic Report** prepared by Acoustic Works, which provides recommendations for carpark finished surfaces; secure drainage grates; delivery hours; glazing thickness; and restrictions to background music; to ensure that the development achieves compliance with the assessment criteria at the nearest sensitive receivers.

5.5 Staging

No staging is proposed as part of the proposal.

5.6 Infrastructure Charges

In accordance with the Brisbane Adopted Infrastructure Charges Resolution (No. 13) 2024, infrastructure charges are to be imposed in the following manner. The below charges and credits relate to those to be imposed by Brisbane City Council and their associated distributor-retailer, Urban Utilities.

Credits for Existing or Previous Uses:

Credit use	Credit unit	Total value per demand unit	BCC value per demand unit	UU value per demand unit	Number of credit units	Value of Credit
Office	m ² GFA	\$155.40	\$115.44	\$39.96	3,369	\$523,542.60
	m ² Impervious Area	\$12.16	\$12.16		2,002	\$24,344.32
Total Credit:						\$547, 886.92

Demand Charges:

Demand use	Demand unit	Total value per demand unit	BCC value per demand unit	UU value per demand unit	Number of demand units	Demand Value
Multiple Dwelling	1 or 2 bedroom dwelling	\$22,200	\$11,100	\$11,100	48	\$1,065, 600
	3 or more bedroom dwelling	\$31, 080	\$15,540	15,540	144	\$4,475,520
Food and Drink Outlet	m ² GFA	\$199.80	\$159.84	\$39.96	143	\$28,571.40
Gross Charge:						\$5,569,691.40
Credits:						\$547, 886.92
Net Charge:						\$5,021,804.48

Trunk Infrastructure / Offsets

No land or works associated with trunk infrastructure are considered to be relevant to the proposal at hand.

5.7 Approval Requirements

In accordance with Section 85 of the Planning Act 2016, a Currency Period of 6 years is requested for the first Material Change of Use applied for.

6.0 Legislative Framework

6.1 Purpose of the Planning Act 2016

The Planning Act 2016 identifies a Purpose of achieving Ecological Sustainability. In accordance with Section 5 of the Planning Act 2016, an entity that performs a function under the Act must perform the function in a way that advances the purpose of the Act. Further Section 4 of the Act outlines the system to facilitate the achievement of ecological sustainability to include:

- State Planning Policies;
- Regional Plans;
- Planning Schemes;
- Temporary Local Planning Instruments;

- Planning Scheme Policies; and
- The Development Assessment System.

The manner in which the proposal responds to each of these items, and consequently furthers the Purpose of the Act, can be seen within the following sections of this report.

6.2 Development Assessment System

The Development Application is categorised as Impact Assessment and as such will be assessed in accordance with Section 45 (5) of the Planning Act 2016.

Parts 1, 3, 4 and 5 of the Development Assessment Rules are consequently applicable to this development application. Of note, the Applicant does not choose to opt out of receiving an Information Request and consequently the decision as to whether to issue an Information Request is left at the discretion of the Council.

6.3 State Planning Instruments

6.3.1 State Planning Policies

The State Planning Policy is a State Planning Instrument outlining matters of State Interest. In accordance with the Planning Act 2016, a Local Government in assessing a development application must give consideration to any relevant components of the State Planning Policy if the Planning Scheme has not yet appropriately integrated the relevant State Interest Policies. Part E of the State Planning Policy outlines 5 themes and 17 State Interest Policies and associated Assessment Benchmarks to which development is to be assessed. The manner in which the proposed development responds to these State Interest Policies and Assessment Benchmarks can be seen below:

State Interest Policy	Project Assessment and Compliance
Liveable Communities and Housing	
▪ Housing Supply and Diversity	Not applicable
▪ Liveable Communities	The proposal will contribute to the supply of additional housing and services that in turn support the liveability of surrounding residential districts.
Economic Growth	
▪ Agriculture	Not applicable
▪ Development and Construction	Not applicable
▪ Mining and Extractive Resources	Not applicable
▪ Tourism	Not applicable
Environment and Heritage	
▪ Biodiversity	Not applicable
▪ Coastal environment	Not applicable
▪ Cultural heritage	Not applicable
▪ Water quality	Not applicable
Safety and Resilience to Hazards	
▪ Emissions and Hazardous Activities	Not applicable
▪ Natural Hazards, Risk and Resilience	Not applicable
Infrastructure	
▪ Energy and Water Supply	Not applicable

State Interest Policy	Project Assessment and Compliance
▪ Infrastructure Integration	Not applicable
▪ Transport Infrastructure	Not applicable
▪ Strategic Airports and Aviation Facilities	The site addresses potential impacts on airports via the Airport Overlay Code
▪ Strategic Ports	Not applicable

6.3.2 Regional Plan

The subject site is contained in the Urban Footprint within the *South East Queensland Regional Plan*. The intent of the Urban Footprint is to accommodate a range of urban uses in the forms of housing, industry, businesses, infrastructure, community facilities and urban open space. The proposal is for Multiple Dwelling and Food and Drink Outlet, thus the application is consistent with the intentions of the Urban Footprint.

6.3.3 Referral Agencies

A review of the State Government's Development Assessment Mapping System (DAMS) and *Planning Regulations 2017* confirms that neither the site nor the nature of development triggers referral of the proposal to the State Assessment and Referral Agency (SARA) for assessment.

6.4 Local Planning Instruments

6.4.1 City Plan 2014

The site is contained within the Brisbane City Council Local Government Area and is assessable under the Local Government's Planning Scheme, City Plan 2014.

6.4.2 Strategic Framework

Part 3, Strategic Framework, of City Plan 2014 sets the policy directions 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. Part 3, Strategic Framework, of City Plan 2014 sets the policy directions 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 identifies a Strategic Intent and specifies 5 Themes which reflect the policy intent. Different parts of the Strategic Intent and different Elements of the Themes are identified within the Planning Scheme to be applicable to different types of development applications. Triggers with respect to the applicable Elements of themes are linked to the Zone in which the site is located and the applicable Overlays. For this proposal the following Elements are triggered:

- Brisbane's industrial economy
- Brisbane's population-serving economy
- Brisbane's identity
- Brisbane's housing and accommodation choices
- Brisbane's healthy and safe communities
- Brisbane's environmental quality and sustainable design

- Brisbane's transport infrastructure networks
- Brisbane's other infrastructure networks
- Brisbane's coordinated infrastructure planning and delivery
- Brisbane's City Centre
- Brisbane's Major Industry Areas
- Brisbane's Major Centres
- Brisbane's Greenspace System
- Brisbane's Growth Nodes on Selected Transport Corridors.

A detailed assessment against the above Elements can be found within Appendix A of this report. The proposal is consistent with and does not compromise the Strategic Framework or the relevant Elements of the Themes.

6.4.3 Category of Assessment

The proposed development is categorised as Impact Assessment in accordance with Part 5 of the City Plan 2014.

City Plan 2014 is structured such that an Overlay can alter the Category of Assessment to which a Development Application is subject to. Applicable Overlays and the associated Category of Assessment is as follows:

Applicable Overlays and Category of Assessment

Overlay	Level of Assessment in accordance with Part 5.10
Airport Environs Overlay	OLS – No change PANS – No change BBS – No change
Bicycle Network Overlay	No change
Community Purposes Network Overlay	No change
Critical Infrastructure and Movement Network Overlay	No change
Flood Overlay	No change
Industrial Amenity Overlay	No change
Potential and Actual Acid Sulfate Soils Overlay	No change
Road Hierarchy Overlay	No change
Streetscape Hierarchy Overlay	No change
Transport Air Quality Corridor Overlay	No change
Transport Noise Corridor Overlay	No change

The highest category of assessment afforded to the proposal is Impact Assessment and as such the proposal will be assessed in accordance with the Impact Assessment procedures of Section 45 (5) of the Planning Act 2016.

In accordance with Section 45 (5) of the Act this Impact Assessable development application must be assessed against the assessment benchmarks, and having regard to any matters prescribed by regulation or having regard to any other relevant matters such as planning need or the current relevance of the assessment benchmarks in light of changed circumstances.

6.4.4 General Assessment Provisions

The proposal has been assessed against Version 31/2024 of the Brisbane City Plan 2014 (effective 6 December 2024.)

Zones

The subject site is located in the MU1 Mixed Use (Inner City) Zone.

The purpose of the Mixed Use zone is to provide for a mixture of development including business, retail, residential, tourist accommodation and associated services, service industry and low impact industrial uses. More specifically, the Inner City Zone Precinct seeks to capitalise on the proximity the City Centre and inner City specialised centres and support new uses that respond to the site's particular locational circumstances.

The proposal is considered to further the intent for this zone and is in accordance with the overall outcomes of the Mixed Use MU1 zone. A response to the particular elements of the Mixed Use MU1 zone is as follows:

Response to Outcomes of the Mixed Use Zone Code

Mixed use zone code	
Overall Outcome	Proposal
Zone role overall outcomes	
(a) Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular: (i) Theme 1: Brisbane's globally competitive economy and Element 1.3 – Brisbane's population-serving economy; (ii) Theme 2: Brisbane's outstanding lifestyle and Element 2.2 – Brisbane's housing and accommodation choices; (iii) Theme 5: Brisbane's CityShape, Element 5.3 – Brisbane's Major Centres and Element – Brisbane's Growth Nodes on Selected Transport Corridors.	The proposal will provide additional residential dwellings and services, thereby providing additional housing choice in the Milton locality. The site is ideally located in a Transport Corridor that is well-served by both public transport (including Milton Railway Station, Coronation Drive bus routes and Milton ferry terminal) and active transport networks (including the Bicentennial Bikeway).
Development location and uses overall outcomes	
(a) Development provides for commercial, retail, residential, government, service, community and cultural activities with the preferred mix and emphasis of uses: (i) activating the Mixed use zone at different times of the day and week to create a vital and vibrant environment and enabling a level of economic and social activity to serve the intended mix of visitors, workers and residents; (ii) tailored to the specific location, role and function of the individual area; (iii) consistent with the location-specific provisions in the relevant neighbourhood plan;	The proposed development will predominantly cater for residential uses. A small café space is also provided to service the building and surrounding premises.

Mixed use zone code	
Overall Outcome	Proposal
(iv) suited to co-exist with residential uses.	
(b) Development for retail functions complements rather than competes with centres and does not contain large-scale supermarkets unless specified in a neighbourhood plan.	The proposal provides only a small retail tenancy which will not reasonably compete with other retailing in the locality.
(c) Development supports transit-oriented destinations at public transport focal points located along selected transport corridors immediately surrounding significant centres served by high-frequency public transport, or in the inner city within walking distance of key destinations.	The subject site is well-served by both public transport (including Milton Railway Station, Coronation Drive bus routes and Milton ferry terminal) and active transport networks (including the Bicentennial Bikeway).
(d) Development for a use that involves a high dependency on cars, including parking stations where a car park, car wash or service station, or that is located in an area that does not benefit from high public transport accessibility is not accommodated in the Mixed use zone.	The proposal does not include any uses that involve a high dependency on cars, particularly when considering the inner-city location and proximity to public and active transport options.
(e) Development for entertainment functions operating for extended hours or uses that have the potential to generate wider patronage, such as hotels and nightclub entertainment facilities, are not accommodated within the Mixed use zone.	The proposal does not include any entertainment uses.
(f) Development for a restaurant is appropriately scaled, positioned and operated to serve the residents and patrons of the Mixed use zone.	The proposal includes a small ground floor café space to service the building and surrounding premises.
(g) Development for a residential use: (i) does not compromise the provision of an active street frontage where identified in a neighbourhood plan; (ii) supports the creation of a walkable centre with the potential for residents to live within walking distance of high-frequency public transport, employment, entertainment and community facilities existing within the Mixed use zone and reduces vehicle-based trips to work, shops and centres; (iii) provides a wide choice in housing sizes and housing adaptability that meets the needs of a diverse population and responds to residents' changing life-cycle needs; (iv) may include a home based business where it is of a scale and nature that protects the amenity of adjoining residents.	The proposed development does not compromise the provision of an active street frontage. While the site is primarily intended for residential use, the design incorporates ground-level activation through high-quality landscaping, pedestrian pathways, and communal spaces that enhance public engagement. Additionally, where applicable, retail or communal uses may be integrated at the podium level to maintain vibrancy at the street interface. The development supports the creation of a highly walkable centre by positioning residents within convenient walking distance of high-frequency public transport services, employment hubs, and community amenities. The site's strategic location ensures direct connectivity to major transit corridors, thereby minimising reliance on private vehicles and encouraging sustainable transport modes, including walking and cycling. The proposal delivers a diverse range of dwelling sizes and layouts, catering to varying household structures and life-stage needs. The development allows for home-based businesses in accordance with planning scheme provisions.
(h) Development for residential accommodation such as rooming accommodation, a residential care facility or a retirement facility may be suitable within the Mixed use zone where it is consistent	Not Applicable. The development proposal is for Multiple Dwelling and Food and Drink Outlet.

Mixed use zone code	
Overall Outcome	Proposal
with the urban form and primary functions of the area as identified in neighbourhood plans.	
(i) Development is designed, sited and constructed to minimise noise, odour and air-quality impacts on residents consistent with its location in the Mixed use zone, although residents cannot expect to enjoy the same level of noise, odour and air-quality amenity as the low density suburban areas (due to the levels of activity envisaged during the day and evening).	The proposed development is designed, sited, and constructed to appropriately manage noise, odour, and air-quality impacts, consistent with its location in the Mixed Use zone. Given the site's urban context and the anticipated levels of activity throughout the day and evening (particularly with respect to vehicle traffic, noise and air quality impacts), the design incorporates a range of mitigation measures to enhance residential amenity while acknowledging the inherent characteristics of a high-density, mixed-use environment.
(j) Development for a use that is often provided in a large format such as hardware and trade supplies, garden centre or showroom: (i) is limited in area and frontage; (ii) provides the level of activation and interface with the street expected of other non-residential uses in the Mixed use zone.	The proposal does not include any large format retail uses.
Development form overall outcomes	
(a) Development of buildings is of a height, bulk, scale and form tailored to its specific location and to the characteristics of the site including: (i) the nature of the surrounding neighbourhood; (ii) proximity to and frequency of public transport networks and services.	The proposal's design responds to and is appropriate for its development context. It is considered that, owing to the site's proximity to high-frequency public transport networks and established centres offering retail and entertainment services (Park Road), the proposed height, bulk and scale is appropriate for this location. Additional discussion on the proposal's suitability within its built context is included in section 5.2 of this report.
(b) Development ensures an intensity and form that is tailored to an individual area, respects existing heritage, character and grain and transitions sensitively to surrounding residential areas.	The proposal's height responds to the existing multi-storey built form in the surrounding locality (including two commercial towers immediately adjoining the site to the south-west and residential towers close to the Milton Railway Station and towards The Wesley Hospital). The building's form and fine architectural elements acknowledge and draw on distinct elements of nearby heritage properties (Cook Terraces).
(c) Development provides a built form that creates a consistent and cohesive streetscape and continuous pedestrian connections and shelter.	The proposal offers a podium and tower built form that is consistent with that of the adjoining properties at 301 and 303 Coronation Drive. Continuous pedestrian shelter in the public realm does not exist in the immediate locality and thus is not proposed for this building.
(d) Development addresses and interfaces with the street and other adjoining public spaces and provides surveillance of the public domain.	The building has been designed with active ground-floor spaces including a café with associated dining area that extends from Coronation Drive around the corner to Graham St. These spaces will ensure an appropriate interface with the surrounding public domain.
(e) Development provides consistent and cohesive landscape and streetscape treatments, including deep planting that reinforce the Mixed use zone identity and functionality of public spaces and footpaths, provide breathing spaces and encourage outdoor activity.	The proposal provides deep planting around the site's street frontages that will contribute to the existing streetscape of established trees and ground level green spaces.
(f) Development on large sites:	The subject site presents to two street frontages which provide connectivity to nearby uses and public transport

Mixed use zone code	
Overall Outcome	Proposal
(i) is integrated and coordinated both within the site and in relation to surrounding land uses; (ii) provides clear, direct, safe and comfortable internal fine-grained connectivity for pedestrians to key destinations in the vicinity, including to public transport services, active transport links and to public spaces within surrounding land uses.	networks. No additional connectivity through the site is considered necessary.
(g) Development provides vehicular access arrangements that minimise impacts on surrounding land, including amenity and pedestrian connectivity, and protects the functionality of both local and higher order road networks.	The proposal retains the single vehicle access point from Graham Street. No access is proposed to Coronation Drive in order to ensure the functionality of this arterial route.
(h) Development is sensitively designed and operated to avoid or mitigate any potential adverse impact on an adjoining use.	The proposal has been designed in a manner that minimises potential noise, air and light impacts to adjoining properties.
(i) 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.	The subject site does not have any significant constraints or other specific characteristics or values that warrant protection and/or a bespoke design response.

The proposal is in accordance with the overall outcomes of the Inner city zone precinct.

Mixed use zone code – Inner city zone precinct	
Overall Outcome	Proposal
Inner city zone precinct overall outcomes	
(a) Development capitalises on proximity to the City Centre and inner-city specialised centres and Special purpose zone precincts in the Inner city zone precinct.	The proposal offers delivery of a large number of residential dwellings ideally located close to the CBD. As discussed in Section 7 of this report, the subject site is located within an inner city growth area and more specifically, on the edge of the Milton Urban Enterprise Area (see Brisbane's Inner City Strategy 2023). The proposal seeks to capitalise on its unique locational opportunities by offering a building with a height and floor space greater than nearby existing development. The proposal will contribute to the creation of a productive and attractive inner city corridor adjoining the Brisbane River.
(b) Development provides for a specific mix of uses that respond to a particular location within the inner city and ensure that the use is appropriate given its proximity to the City Centre and surrounding specialised centres, Special purpose zone precincts and residential areas.	The proposed building will accommodate Food and Drink Outlet and Multiple Dwelling. These uses are appropriate for the site's immediate locality and the surrounding Urban Enterprise Area centred around Milton Railway Station.

Neighbourhood Plans

The site is contained within the Office a Sub-precinct of the Office Precinct (NPP-003) of the Milton Neighbourhood Plan area.

The overall outcomes for the neighbourhood plan area are:

- a. Development capitalises on the area's proximity to public transport, the City Centre and the Brisbane River.*
- b. The intensity of office and residential development in the neighbourhood plan area encourages a focus on and active use of the river and associated parkland along Coronation Drive for commuting.*
- c. Development of lands involving Western Creek protect this asset and contribute to its re-naturalisation.*
- d. Development is of a height, scale and form which is consistent with the amenity and character, community expectations and infrastructure assumptions intended for the relevant precinct, sub-precinct or site and is only developed at a greater height, scale and form where there is both a community need and an economic need for the development.*

The overall outcomes sought for the Office precinct are:

- a. Medium-rise office development is provided, together with supporting community facilities.*
- b. To protect this precinct's commercial role, residential development including short-term accommodation is not consistent with the outcomes sought for this precinct."*

The proposed development represents a logical and strategic response to the evolving urban context of the Milton locality, delivering much needed housing stock in a well connected, inner city location. While the Milton Neighbourhood Plan identifies the site within the Office Precinct, the broader strategic planning framework for Brisbane recognises the need for increased residential density in well serviced, transit oriented locations. The subject site is located in close proximity to Milton Railway Station, high frequency bus services, and key employment hubs, reinforcing its suitability for high density residential development that aligns with the city's broader objectives of housing supply, affordability, and sustainability.

The built form context of Milton has undergone significant transformation in recent years, with a clear trend towards higher density mixed use development that integrates residential and commercial uses to enhance vibrancy and economic activity. The proposed development responds to this shift by contributing to a diversified land use mix while ensuring a high quality urban outcome that complements existing and emerging built form. Notably, Council's recent policy directions, including its support for increased development heights in Kurilpa and South Brisbane, indicate an evolving approach to density and land use, recognising the role of well-located sites in accommodating population growth.

A detailed context analysis reveals that buildings of substantial height already exist or have been approved within 500 metres of the subject site, reinforcing the appropriateness of a high density residential outcome in this location. The immediate development context Within the Milton Urban Enterprise Area, which contains land zoned High Density Residential and Mixed Use, approved building heights range from 5 storeys to 28 storeys, with recent development approvals reaching up to 37 storeys. This demonstrates a clear planning and market driven shift towards increased height and density in Milton, further supporting the proposal's consistency with the evolving urban context.

While the Office Precinct designation seeks to preserve commercial functions, the proposed development does not undermine this intent, as it contributes to the economic vitality of the area through increased population density, which in turn supports local businesses, enhances after hours activation, and promotes a more sustainable commercial environment. The inclusion of ground floor activation elements further ensures that the site positively contributes to the public realm, reinforcing its role as part of a dynamic mixed-use corridor. Given the critical need for new housing stock in inner city Brisbane, coupled with the site's strategic location and changing built form context, the proposal represents a logical and forward thinking approach to urban development that aligns with the broader objectives of the City Plan.

The proposed height of development is considered to be appropriate for the site's wider built form context of the Central Business District and the Milton Urban Enterprise Area. Further discussion on the proposal's design compatibility is included in section 5.2 of this report.

An assessment against the relevant Acceptable Outcomes and Performance Outcomes of this Neighbourhood Plan can be found within Appendix B of this report.

Development Codes

The Multiple Dwelling and Centre or Mixed Use Code are triggered and assessed in Appendix B of this report.

In accordance with Part 5, Table 5.3.5.1 of City Plan 2014, the above Development Code triggers the following Prescribed Secondary Codes:

- Filling and Excavation Code
- Infrastructure Design Code
- Landscape Work Code
- Multiple Dwelling Code
- Outdoor Lighting Code
- Park Planning and Design Code
- Retirement and Residential Care Facility Code
- Stormwater Code
- Transport, Access Parking and Servicing Code
- Wastewater Code.

Where applicable, these Prescribed Secondary Codes have been addressed below or within the accompanying consultant documentation.

Filling and Excavation Code

This code has been addressed within the Serviceability Report prepared by Bornhorst and Ward.

Infrastructure Design Code

This code has been addressed within the Serviceability Report prepared by Bornhorst and Ward

Landscape Work Code

This code has been addressed in the preparation of the Landscape Concept Plan prepared by Dunn and Moran Landscape Architects.

Outdoor Lighting Code

The development can be conditioned to comply with any relevant requirements associated with outdoor lighting.

Park Planning and Design Code

This code is not considered applicable to the proposed development as is intended for Centre Activities in the form of Office and Food and Drink Outlet only.

Retirement and Residential Care Facility Code

This code is not considered applicable to the proposed development as is intended for Centre Activities in the form of Office and Food and Drink Outlet only.

Stormwater Code

The Stormwater Code has been addressed in the attached Site Based Stormwater Management Plan prepared by Bornhorst and Ward.

Transport, Access Parking and Servicing Code

The Transport, Access, Parking and Servicing Code has been addressed in the attached Traffic Engineering Report prepared by Colliers.

Wastewater Code

This code is not considered to be applicable as the site has access to mains sewer infrastructure.

Overlay Codes

The following Overlays have been identified as applicable to the site in Assessment criteria Column of Section 5.10 of City Plan 2014. Relevant development provisions contained in these Codes are addressed below or in the accompanying specialist consultant documentation.

- Airport Environs Overlay
- Bicycle Network Overlay
- Community Purposes Network Overlay
- Critical Infrastructure and Movement Network Overlay
- Flood Overlay
- Industrial Amenity Overlay
- Potential and Actual Acid Sulfate Soils Overlay
- Road Hierarchy Overlay
- Streetscape Hierarchy Overlay
- Transport Air Quality Corridor Overlay
- Transport Noise Corridor Overlay

Airport Environs Overlay

The subject site is included in the Airport Environs Overlay and, more specifically, within the Obstacle Limitation Surface (OLS) – Horizontal limitation surface boundary, Procedures for air navigation surfaces (PANS) and the Bird and Bat Strike (BBS) zone. The purpose of this overlay is to ensure that development protects the safety and functioning of operational airspace associated with Brisbane and Archerfield Airports.

The subject site is not located within close proximity to either the Brisbane or Archerfield Airports. The proposed building height (approximately RL110m AHD) is less than the limitations specified in the part of the City of RL254-406.4m AHD. The proposed building height will not impact upon the Obstacle Limitation Surface.

Refuse storage spaces are located on ground level within the building in order to avoid encouraging the nesting of birds and bats. No further assessment against this Overlay Code is therefore required.

Bicycle Network Overlay

The purpose of the Bicycle Network Overlay is to ensure development contributes to the safe and efficient operation of the existing and planned bicycle network and does not compromise the completion of the bicycle network. Cycle routes and pathways are integrated, connected, direct, convenient, legible, safe and suitably shaded to cater for cyclists of all skill levels and fulfil transit functions.



Figure 12: Bicycle network (Source: BCC Interactive Mapping)

The site is ideally located close to the Bicentennial Bikeway, which is the primary bicycle network in the urban reaches of Brisbane (see Figure 12). Access is available to this network via the intersection of Coronation Drive and Graham St. Graham St is not identified within the network and no work are required to extend the network in the locality. No further assessment against this Overlay Code is therefore required.

Community Purposes Network Overlay

The purpose of the Community Purposes Network Overlay is to complete the network through the provision of existing and planned infrastructure for the parks and community facilities network.

The proposed development is not indicated as being required to construct trunk or non-trunk infrastructure or to dedicate land towards the achievement of the parks and community facilities network in the locality. No further assessment against this Overlay Code is therefore required.

Critical Infrastructure Movement Network Overlay

The purpose of the Critical Infrastructure and movement network overlay is to ensure development contributes to highly effective transport and infrastructure of Brisbane and that the site can be easily accessed in the event of an emergency.

The proposed development will support public transport options currently servicing the locality (including the Milton Railway Station, Milton Ferry Terminal and bus routes along Coronation Drive). The development can be easily accessed by emergency services in the event of disaster and is within 800m of major medical facilities (The Wesley Hospital). No further assessment against this Overlay Code is therefore required.

Flood Overlay

The purpose of the Flood Overlay is to minimise exposure of people and property to unacceptable risk from flood hazards in all flood events.

The subject site is identified within the Brisbane River Flood Planning Area and specifically the area 5 sub-category.

Noting that the development is not for a vulnerable use, difficult to evacuate use or essential community infrastructure, assessment against the Flood Overlay Code is not required.

Notwithstanding, the Flood Overlay Code has been addressed in the attached Site Based Stormwater Management Plan prepared by Bornhorst and Ward.

Industrial Amenity Overlay

The purpose of the Industrial Amenity Overlay is to protect Brisbane's industrial areas to ensure their integrity and effective operation. This is achieved by limiting the establishment of sensitive uses in locations that are potentially impacted upon the existing industrial uses.



Figure 13: Industrial amenity overlay mapping (Source: BCC Interactive Mapping)

The subject site is included within the mapping for an industrial amenity investigation area around the service station located at 319 Coronation Drive as well as the XXXX Brewery on Milton Road. It is not expected that the proposed development will prejudice the ability for the existing industrial uses to continue operating in the future, acknowledging that notice of the application shall need to be provided to the Registrar of Titles as a result of the site being located within an identified Urban Encroachment Area.

As assessment against the provisions of the Industrial Amenity Overlay Code is provided in the accompanying Air Quality Report prepared by Trinity Consultants.

Potential and Actual Acid Sulphate Soils

The purpose of the Potential and Actual Acid Sulfate Soils Overlay is to ensure that the release of acid and associated metal contaminants is avoided when excavating or removing soil or ground water or when filling.

The subject site has a surface level identified as being above 5m AHD and below 20m AHD. The development will require the disturbance of soils below 5mAHD, involving excavation greater than 100m³ to facilitate the construction of two basement levels for car parking. All earthworks and associated investigations of soil acidity will be undertaken in the early stages of construction in accordance with BCC requirements and the AS3798-2007 Guidelines on Earthworks for Commercial and Residential Developments. This process should occur in response to any reasonable and relevant condition of approval.

Road Hierarchy Overlay

The purpose of the Road Hierarchy overlay is to ensure development contributes to the safe and efficient operation of the existing road hierarchy and to the function of the road as part of Brisbane's public domain.

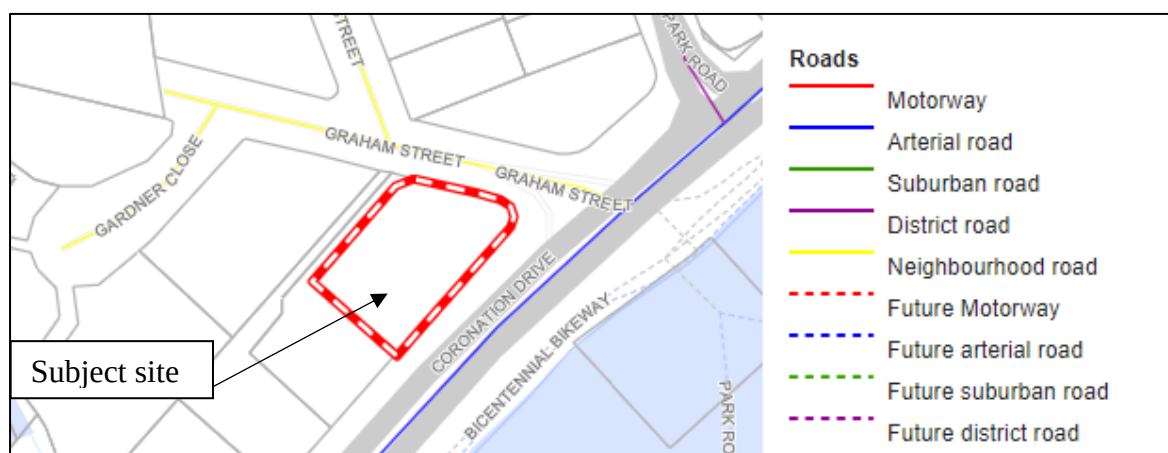


Figure 14: Road Hierarchy Network (Source: BCC Interactive Mapping)

The subject site fronts Coronation Drive (identified as an Arterial Road) and Graham Street (identified as a Neighbourhood Road) (see Figure 14). The proposal maintains a single crossover to the site from Graham Street. Critically, no access is provided from Coronation Drive so that the existing functionality of this road is maintained. The Traffic Engineering Report prepared by Colliers confirms that there is not expected to be any noticeable change to the intersection performance in the vicinity of the subject site as a result of the development.

Streetscape Hierarchy Overlay

The purpose of the Streetscape hierarchy overlay is to ensure that verges are wide enough to support high levels of pedestrian movement and have sufficient space to accommodate large subtropical street tree plantings.

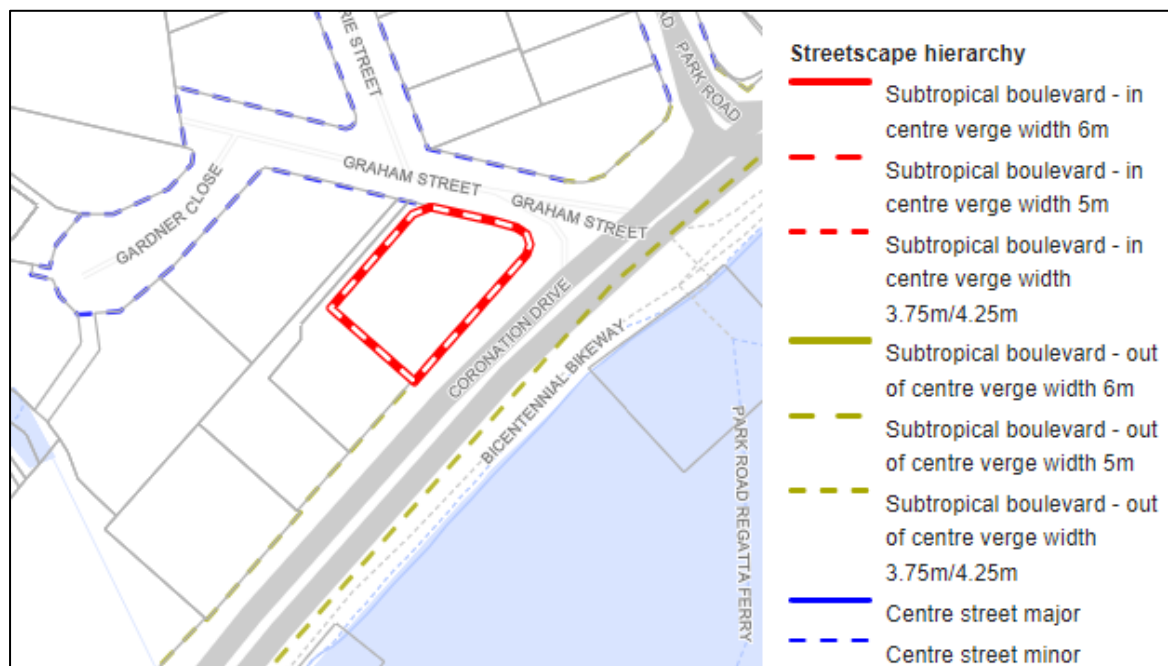


Figure 15: – Streetscape Hierarchy Network (Source: BCC Interactive Mapping)

The subject site fronts Coronation Drive (identified as a Subtropical boulevard – out of centre verge width 3.75m) and Graham Street (identified as a Centre Street Minor) (see Figure 15). The site is serviced by existing footpaths on both sides of the street. The verge in Graham Street is of sufficient width to accommodate expected usage. The Applicant is voluntarily widening the verge in Coronation Drive 5m to provide improved pedestrian connectivity. Accordingly, a portion of the site will be dedicated to achieve a 5m minimum width verge along this frontage. These works are reflected in the proposal plans and are discussed further in the Traffic Engineering Report prepared by Colliers. No further assessment against this Overlay Code is therefore required.

Transport Air Quality Corridor

The purpose of the Transport Air Quality Corridor Overlay is to ensure that site layout and building design minimise the impacts of air pollution from vehicle traffic, especially within residential areas or sensitive receiving environments. Boundary setbacks are proposed to maximise wind movement to aid the disbursement of pollutants.

The subject site is located in the Transport air quality corridor A and B designations (See Figure 16). The proposed building has been designed with variation in the building façade, and landscape elements that shall maximise wind movement around the buildings and the dispersion of road traffic air pollutants. This is further discussed in the attached Transport Air Quality Corridor Report prepared by Trinity Consultants.

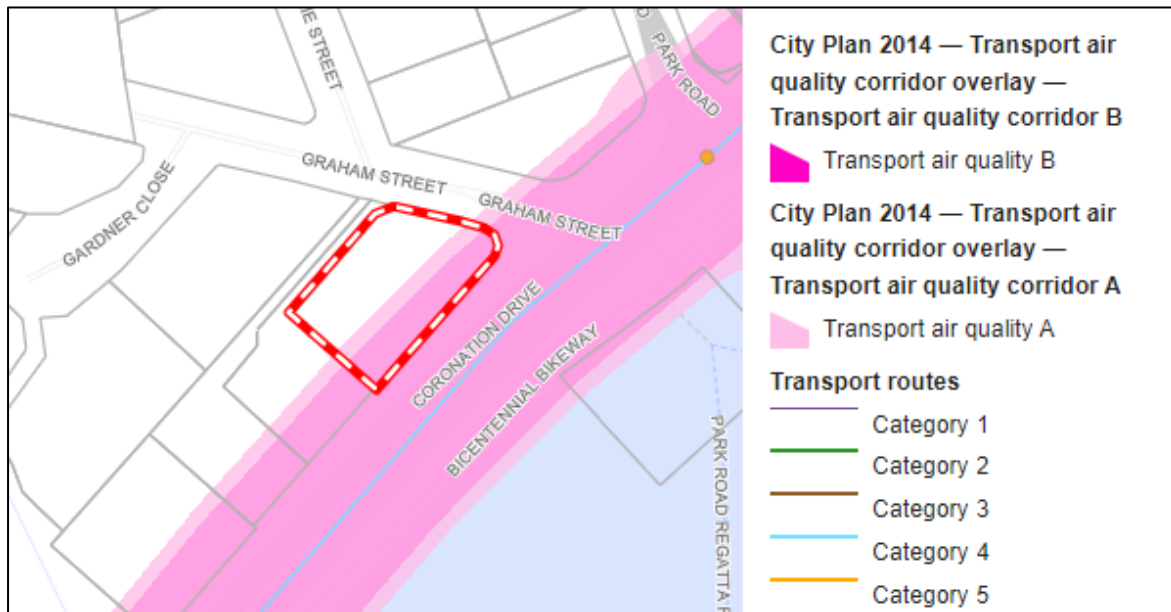


Figure 16: Transport Air Quality Corridor mapping (Source: BCC Interactive Mapping)

Transport Noise Corridor

The purpose of the Transport Noise Corridor Overlay is to ensure that the intrusion of transport noise into passive recreation spaces of residential uses is appropriately managed.



Figure 17: Transport Noise Corridor mapping (Source: BCC Interactive Mapping)

The subject site is located in the Noise Corridor – Brisbane – QDC MP4.4 Noise Category 3 (see Figure 17). A number of recommendations for construction and operation, including glass thickness have been made in the attached Acoustic Report prepared by Acoustic Works. Refer to the Acoustic Report for further detail.

Planning Scheme Policies

Further the following Planning Scheme Policies have been considered and seen to be suitably complied with through the preparation of this development application:

- SC6.10 – Crime Prevention Planning Scheme Policy – see proposal plans prepared by Woods-Bagot;
- SC6.16 - Infrastructure Design Planning Scheme Policy – see Serviceability Report prepared by Bornhorst and Ward;
- SC6.17 – Landscape Design Planning Scheme Policy – see Landscape Concept Plans prepared by Dunn and Moran;
- SC6.21 – Noise Impact Assessment Planning Scheme Policy – see Acoustic Report prepared by Acoustic Works;
- SC6.26 - Refuse Planning Scheme Policy – see Operational Waste Management Plan prepared by Colliers;
- SC6.31 - Transport, Access, Parking and Servicing Planning Scheme Policy – see Traffic Engineering Report prepared by Colliers;
- SC6.32 – Transport Air Quality Corridor Planning Scheme Policy - see Transport Air Quality Corridor Report prepared by Trinity Consultants.

6.5 Local Laws

The site is not included in any mapping associated with a Local Law.

It is intended existing street trees be retained where possible. Where street trees are to be interfered with, separate NALL approval will be sought.

7.0 Emerging and Non-Statutory Policy

7.1 Brisbane's Inner City Strategy

On 27 April 2023, Brisbane City Council released the Brisbane Inner City Strategy (BICS), setting the strategic direction for the transformation and renewal of Brisbane's inner city over the coming decades. The strategy focuses on shaping vibrant, well-connected precincts that support economic growth, lifestyle, culture, and sustainability, guiding Council's infrastructure and precinct planning initiatives. The strategy applies to key inner-city suburbs and growth corridors radiating from the Central Business District, including Milton, which is recognised for its proximity to major employment nodes, transport infrastructure, and lifestyle destinations.

The BICS identifies four key pillars that underpin the future of Brisbane's inner city:

- Celebrating Brisbane's subtropical lifestyle;
- Curating cultural experiences;
- Connecting places and transport; and
- Creating inner-city neighbourhoods.

The changing built form context, evolving economic conditions, and Council's broader push towards increased residential densities in inner-city locations support high density residential development at this location. The proposal for a 30 storey residential building is consistent with the strategic intent of the BICS by delivering new housing stock in a well connected, highly accessible precinct, reinforcing Milton's role as a growing, mixed-use inner city neighbourhood.

Consistency with the BICS Strategic Objectives

1. Enhancing Brisbane's Subtropical Lifestyle

The proposed development embraces Brisbane's subtropical character through its architectural design, high-quality outdoor and communal spaces, and integration of subtropical landscaping. The inclusion of balconies, open spaces, and green infrastructure enhances the liveability of the building while contributing to Milton's evolving urban landscape.

2. Supporting Cultural and Lifestyle Experiences

Milton is recognised for its proximity to key lifestyle destinations, including Park Road, Suncorp Stadium, and the Brisbane River, making it an ideal location for residential intensification. The development will enhance activation within the precinct by introducing a resident population that supports local businesses, restaurants, cafes, and entertainment venues.

3. Strengthening Connectivity and Transport Integration

The site benefits from excellent public transport access, being located within walking distance of Milton Railway Station, high frequency bus services, and active transport networks, including the Bicentennial Bikeway. By delivering additional housing in a transit oriented location, the development promotes sustainable transport choices, reduces car dependency, and aligns with Council's objectives to enhance urban connectivity.

4. Creating Inner City Neighbourhoods

The proposal directly supports the BICS vision of fostering liveable, high density inner city neighbourhoods that provide a mix of housing options to accommodate Brisbane's growing population. Residential development in Milton aligns with broader planning trends seen across Kurilpa, South Brisbane, and Woolloongabba, where Council is actively encouraging increased heights and densities to meet demand for well located housing.

Given its strategic location, excellent public transport connectivity, and proximity to key lifestyle and employment destinations, the site is well-suited for high density residential development. The proposal is consistent with Brisbane's Inner City Strategy, contributing to the ongoing transformation of Milton into a vibrant, mixed use precinct that supports housing diversity, sustainable urban growth, and economic activation. The shifting built form context and increasing demand for well located housing support a residential outcome that aligns with the city's evolving strategic vision.

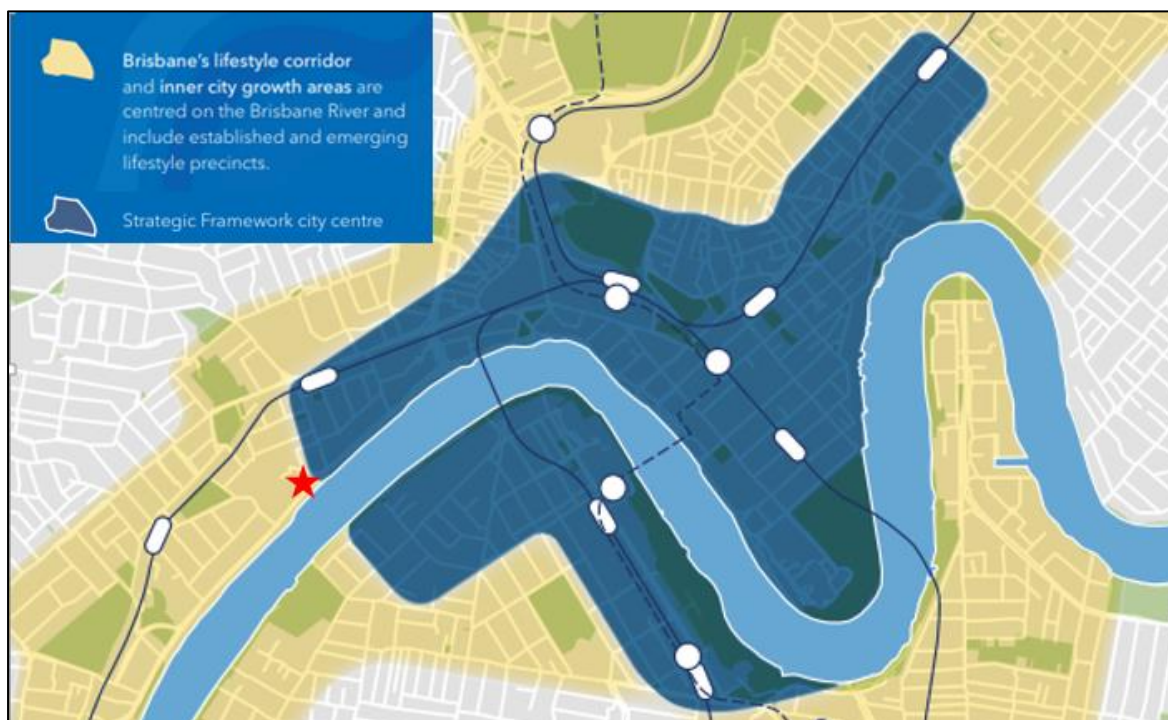


Figure 18: BICS mapping showing the site's location just outside the mapped Strategic Framework City Centre (red star used to identify the subject site)



Figure 19: BICS mapping showing the site's location close to a significant lifestyle destination and knowledge and technology hub (red star used to identify the subject site)

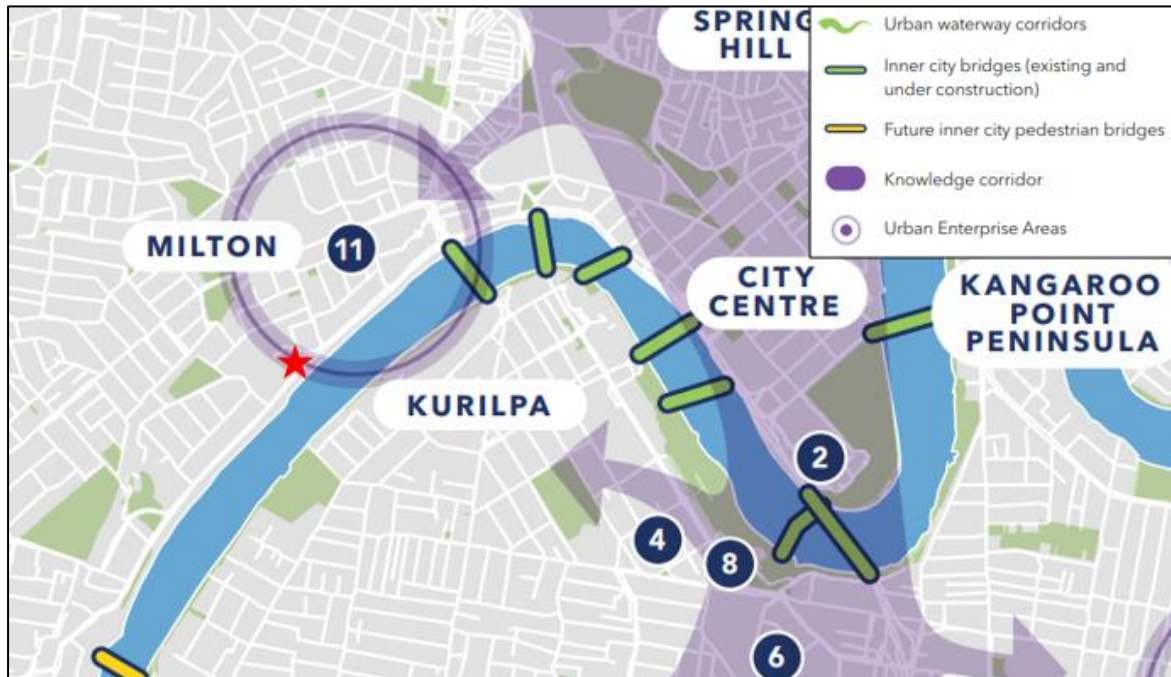


Figure 20: BICS mapping showing the site's location on the edge of the Milton Urban Enterprise Area hub (red star used to identify the subject site)

7.2 Brisbane: Our Productive City

The subject site is located in close proximity to the Milton Urban Enterprise Area (UEA), which comprises two pockets of industrial land situated both south and north of the railway line. The UEA is identified as an emerging mixed-use precinct that fosters innovation, high value employment, and the integration of industry, commercial, and residential land uses to create vibrant, liveable, and productive communities.

Brisbane City Council's Brisbane – Our Productive City document highlights that:

“UEAs will be vibrant integrated communities to work, live, and collaborate, providing lifestyle offerings and high-amenity public spaces. UEAs will accommodate a greater concentration of workers than many traditional industrial land uses.”

The policy intent for UEAs acknowledges the importance of co-locating industry, commercial, and residential uses to unlock employment opportunities and facilitate economic synergies. The evolving nature of these precincts supports flexible and adaptable workspaces, high value industries, and an urban environment that blends employment generating uses with residential and lifestyle amenities.

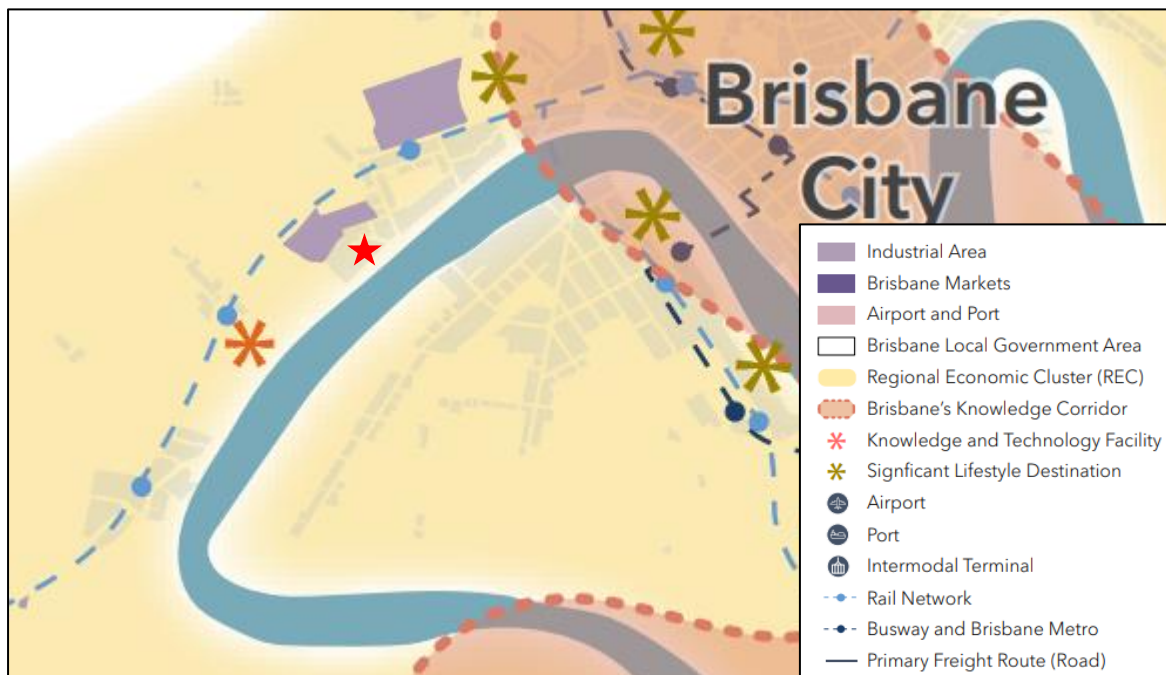


Figure 21: BUPC mapping showing the sites proximity to key industrial areas (red star used to identify the subject site)

The proposed residential development is consistent with this vision by delivering a high-density residential offering within 150m of the southern pocket of industrial zoned land, reinforcing Milton's transition towards a thriving, mixed-use inner-city precinct. The introduction of new residential development in close proximity to the UEA supports its role as a dynamic employment hub by:

- Providing a population base that enhances demand for businesses and services within the precinct, fostering a live-work dynamic that underpins the success of enterprise driven precincts.
- Strengthening the vibrancy of the locality, ensuring that activity is sustained beyond standard business hours, contributing to safety, activation, and placemaking outcomes.
- Leveraging the site's strategic position near major transport infrastructure, ensuring that future residents have seamless access to employment hubs, innovation precincts, and the broader metropolitan area.

The UEA's intent to integrate employment and residential uses provides a strong policy basis for supporting high density housing in strategic locations that complement economic activity while ensuring high quality urban design and amenity outcomes. The proposal achieves this balance by contributing to Milton's ongoing transformation into a highly connected, mixed-use neighbourhood, consistent with Council's broader strategic objectives.

7.3 Brisbane's Sustainable Growth Strategy

Brisbane City Council's Sustainable Growth Strategy establishes a framework to guide the city's housing supply, diversity, and affordability while ensuring that growth occurs in a sustainable and well planned manner. The strategy recognises that Brisbane's population

is increasing rapidly, with the city expected to accommodate 1.55 million people by 2041. To manage this growth, Council has identified priority areas where increased housing supply will be encouraged to support transport infrastructure, employment hubs, and lifestyle destinations.

A key element of the strategy is the identification of Urban Enterprise Areas and Suburban Renewal Precincts, which aim to transition underutilised industrial and commercial land into high density mixed-use precincts that integrate residential and employment uses. Milton is specifically identified within this framework as an area that will accommodate new supporting and complementary residential development to create a vibrant and well connected neighbourhood. The strategy recognises that increasing density in locations such as Milton provides significant benefits, including improved housing affordability, reduced urban sprawl, and enhanced economic synergies between residential and commercial land uses.

The subject site, while just outside the mapped extent of the Milton Urban Enterprise Area, remains strategically located to support the growth and transformation of this precinct. The proposal for a 30 storey residential development directly contributes to the objectives of the Sustainable Growth Strategy by delivering high density housing in a well connected, transit oriented location that benefits from proximity to employment opportunities, public transport infrastructure, and established lifestyle precincts. The development satisfies Priority Three: Right Housing in the Right Locations, which encourages higher density residential outcomes in areas that provide direct access to transport, services, and employment opportunities.

Furthermore, the proposal supports Priority Four: Sustainable, Liveable, and Well-Designed Subtropical Homes, as it incorporates high quality architectural design, subtropical landscaping, and communal open spaces that contribute to Brisbane's urban liveability. The inclusion of residential uses within this precinct contributes to Milton transitioning to dynamic mixed-use community, reinforcing its role as part of Brisbane's broader urban renewal strategy.

In summary, the proposed development supports Brisbane City Council's Sustainable Growth Strategy by contributing to the city's housing supply and affordability objectives, delivering high quality residential accommodation in a strategically located precinct, and supporting the continued evolution of Milton into a well integrated, transit oriented, and sustainable urban neighbourhood. The proposal represents a logical and forward thinking response to Brisbane's ongoing consolidated urban growth.

7.4 Brisbane's Housing Supply Action Plan

Brisbane City Council's Housing Supply Action Plan is a key initiative under the Sustainable Growth Strategy, aimed at accelerating the delivery of housing in response to rapid population growth, affordability pressures, and evolving community needs. The plan

focuses on targeted actions to address short to medium term housing supply challenges, including reduced infrastructure charges. These initiatives align with broader objectives to facilitate high density residential development in well serviced areas, ensuring that new housing is delivered efficiently and sustainably.

The development proposal contributes to the goals of the Housing Supply Action Plan by delivering high density housing in a transit oriented location, thereby supporting the city's commitment to urban consolidation and infill development. The subject site is strategically located within an established urban area, benefitting from existing infrastructure, proximity to major employment nodes, and high frequency public transport networks. By focusing residential growth in well connected precincts like Milton, the proposal supports Council's aim of maximising the efficiency of existing infrastructure while reducing pressure on greenfield expansion.

Additionally, the plan outlines financial incentives to incentivise housing delivery in targeted locations, including reductions in infrastructure charges for developments in Mixed Use (Inner City) zone. As the subject site is located within the Mixed Use Zone, the development is well positioned to benefit from this incentive, reinforcing its suitability as a high density residential project that supports Council's housing supply objectives. The development's consistency with strategic growth objectives and its role in supporting the broader Milton Urban Enterprise Area's transformation into a mixed-use precinct further strengthen its justification.

7.5 New World City Design Guide: Brisbane's That Breathe

The development has been designed with consideration of the eight design elements identified as key consideration to creating good subtropical architecture under the Council's New World City Design Guide: Buildings That Breathe.

The eight elements include; orientate yourself; occupy outdoor spaces; illuminate with daylight; natural air and ventilation; shade and protect; living greenery; identify matters; and reduce energy and waste.

The Architectural Report prepared by Woods Bagot goes into detail on how the development has been designed to respond to the elements.

In summary, the inclusion of extensive landscaping and outdoor spaces throughout the development make the largest contribution to the subtropical design of the building.

8.0 Reasons for Approval

The proposed development should be supported in its current form for the following reasons:

- The development will contribute to the expansion of the key inner-city corridor connecting Brisbane's Central Business District with the Toowong Regional Centre, thereby supporting the strategic planning directions of Brisbane's Inner City

Strategy. The site is located within the Mixed Use Zone and on the edge of the Strategic Framework City Centre and the Milton Urban Enterprise Area, both of which support the intensification of mixed-use precincts through increased building heights and higher density residential development.

- The proposal aligns with the overall outcomes of the Milton Neighbourhood Plan, supporting the area's transition into a vibrant, high density, mixed use precinct. The development capitalises on the site's proximity to public transport, the City Centre, and the Brisbane River, reinforcing Milton's role as a well connected, transit-oriented location. The proposed height, scale, and built form are consistent with the evolving character of the precinct, reflecting community expectations and infrastructure assumptions for increased density in strategic locations.
- The proposed building is of high architectural quality, with a well-articulated tower form and a podium level that is designed to a human scale. The design incorporates active frontages and high quality streetscape interfaces, ensuring a positive contribution to the public realm and reinforcing Milton's urban identity. The building's articulation, materiality, and landscaped elements create a visually appealing and contextually responsive development that integrates well with its surroundings.
- The development is designed in accordance with Brisbane's New World City Design Guide: Buildings that Breathe, ensuring that the building form responds to Brisbane's subtropical climate. The proposal includes extensive landscape elements across multiple levels, which enhance the microclimate, promote passive cooling, and contribute to visual amenity. The integration of shading, natural ventilation, and green infrastructure reinforces Council's sustainability objectives, improving environmental performance while enhancing resident comfort and well-being.
- The proposal delivers much needed high density housing in an inner city location, directly supporting the objectives of Brisbane's Sustainable Growth Strategy and Housing Supply Action Plan. The subject site is well serviced by infrastructure and public transport, making it an ideal location for increased residential density. By leveraging existing urban infrastructure, the development promotes efficient land use, reduces reliance on private vehicles, and enhances the liveability and vibrancy of Milton.

9.0 Conclusions and Recommendations

This Town Planning Report has been prepared by Urban Strategies on behalf of Silverstone Developments No 18 Pty Ltd, with respect to a Development Application seeking a Material Change of Use (Development Permit) over land at 299 Coronation Drive, Milton for the purpose of Multiple Dwelling and Food and Drink Outlet.

The proposed development is ideally located within 1.8km of the Brisbane Central Business District and on the perimeter of the Milton Urban Enterprise Area. The site has direct access to major road networks, public transport infrastructure (including the Milton Ferry Terminal and the Milton Railway Station) and active transport infrastructure along the Brisbane River (Bicentennial Bikeway). The proposal seeks to maximise the locational advantages available to the site by providing a high-quality residential development that will provide additional housing in a well located inner city location.

The proposed building, designed by Woods Bagot, is of architectural merit, taking design cues from locally significant architecture and incorporating the elements established in Brisbane City Council's *New World City Design Guide: Buildings that Breathe*. The development, whilst acknowledged as larger than historically found in the locality, shall further the intent for the precinct, by contributing to the rejuvenation of land and recognising the key role of Milton for the growing city, whilst providing a market driven outcome that responds housing supply shortages. The development shall remain subordinate to the city centre and form part of an emerging cluster of new buildings along Coronation Drive. The proposal furthers the intents of emerging Council policy, including *Brisbane's Housing Supply Action Plan*, *Brisbane's Inner City Strategy*, *Brisbane: Our Productive City* and *Brisbane's Sustainable Growth Strategy*.

As detailed within this report, the proposal presents a high degree of compliance with the relevant Overall Outcomes and specific development requirements specified by the relevant provisions of City Plan 2014.

The proposal is consequently considered an appropriate development in the context in which it is located and has been suitably demonstrated to comply with the relevant Assessment Benchmarks, it is therefore recommended to the Council to be approved subject to reasonable and relevant conditions.

Urban Strategies Pty Ltd

February 2025

APPENDIX A – Detailed Assessment of Strategic Framework

Theme 1: Brisbane's globally competitive economy

Element 1.2 - Brisbane's industrial economy

Table 3.3.3.1— Brisbane's industrial economy

Specific outcomes	Land use strategies	Proposal
SO1 Brisbane's Major Industry Areas and Strategic Inner City Industrial Areas are protected to ensure their integrity and effective operation.	L1.1 Brisbane's remaining zoned land suitable for high-impact industries is reserved for these purposes.	Not Applicable The subject site is not zoned for high-impact industries.
	L1.2 High-impact industrial activities are carefully located within industrial areas to enable their separation from nearby sensitive land uses.	Not Applicable The proposed use does not involve high-impact industrial activities.
	L1.3 Lower impact industrial activities serve as buffers, locating between high-impact industrial activities and sensitive land uses.	Not Applicable The proposed use does not involve lower impact industrial activities.
	L1.4 Existing lawful industries continue to operate with certainty and are protected from encroachment by sensitive land uses. Proposed expansions of these industries meet relevant health, safety and environmental standards.	Complies The Castlemaine XXXX brewery, Hanson concrete batching plant and ACI Glassworks are located in proximity to the site. Assessment against the Industrial Amenity Overlay has been undertaken by Trinity Consultants and appropriate separation distances achieved. The industries can continue to operate with certainty and will not be encroached by sensitive land uses.
	L1.5 Strategic Inner City Industrial Areas continue to provide a focus for economic activity and employment and future potential changes to land use mix are considered by a Neighbourhood Plan process consistent with outcomes and strategies indicated in Theme 5.	Not Applicable The subject site is not located in a Strategic Inner City Industrial Area.
SO2	L2.1	Not Applicable The proposed use does not involve industrial activities.

Table 3.3.3.1— Brisbane's industrial economy

Specific outcomes	Land use strategies	Proposal
Brisbane's Major Industry Areas and Strategic Inner City Industrial Areas are optimised to provide the widest range of industrial uses in order to maximise the economic opportunity for the city.	Development for industrial uses is prioritised in the Major Industry Areas and Strategic Inner City Industrial Areas which are zoned to maximise the industrial land use potential of these areas.	
	L2.2 The ongoing range of uses in Strategic Inner City Industrial Areas may change subject to planning processes, outcomes and strategies indicated in Theme 5.	Not Applicable The subject site is not located in a Strategic Inner City Industrial Area.
SO3 Brisbane's industrial areas facilitate the co-location of applied research with related industrial activities.	L3 Brisbane's industrial areas provide opportunities for knowledge-intensive clusters of industrial production and related research and administrative functions where risk, hazard and transport needs are addressed.	Not Applicable The subject site is not located in an Industrial Area.
SO4 Brisbane's Major Industry Areas include clusters of supporting business services and a range of services and facilities for the convenience of workers.	L4 Major Industry Areas provide opportunities for clusters of supporting services for business and the convenience of workers of these areas. They are in accessible locations, serviced by public transport where possible and do not compromise the ongoing operation of industrial activities in these areas.	Not Applicable The subject site is not located in a Major Industrial Area.
SO5 Brisbane's industrial areas have a high degree of connectivity which is protected and enhanced.	L5.1 Development optimises the use and efficiency of freight routes and they are protected from encroachment by sensitive land uses.	Not Applicable The development is not located within the vicinity of a freight route.
	L5.2 Development optimises and integrates with the use of airspace of the Brisbane and Archerfield airports and limits the intensification of sensitive land uses in proximity to existing and future runway approaches.	Not Applicable The development is not located within the vicinity of an airport.
	L5.3	Not Applicable

Table 3.3.3.1— Brisbane's industrial economy

Specific outcomes	Land use strategies	Proposal
	Development optimises the use and efficiency of the Port of Brisbane and limits the intensification of sensitive land uses in proximity to existing and future port operations.	The development is not located in the vicinity of the Port of Brisbane.
SO6 Brisbane facilitates a significant growth in resource recovery.	L6 Brisbane's Major Industry Areas and transfer stations at Nudgee, Willawong, Ferny Grove and Chandler are appropriate locations for the growing resource recovery industry where environmental and amenity impacts are managed to best-practice standards.	Not Applicable The subject site is not located in a Major Industrial Area.
SO7 Brisbane's extractive industry operations are protected.	L7 Sites of hard rock, sand and gravel extraction and associated transport routes and buffers are protected from encroachment of incompatible land uses and environmental and amenity impacts are managed to best-practice standards.	Not Applicable The site is not intended for hard rock, sand or gravel extraction.
SO8 Brisbane's industrial lands are protected from encroachment by office or other non-industrial-based uses.	L8.1 Major Industry Areas and Strategic Inner City Industrial Areas are protected from encroachment of office parks and large-format retailing; these uses are adequately provided for elsewhere in the plan.	Not Applicable The subject site is not located in a Major Industrial Area or Strategic Inner City Industrial Area.
	L8.2 Land uses other than industrial do not compromise the existing or potential industrial uses that occupy land in the Special industry zone, General industry C zone precinct or General industry B zone precinct of the Industry zone.	Complies The subject site is located within the Mixed Use Zone and does not compromise existing or potential industrial uses in industry zoned land.
	L8.3 Mixed industrial service and business administration uses will be promoted on land appropriately zoned at the Australia TradeCoast, Cannon Hill, Wacol and Richlands to accommodate personal and	Not Applicable The proposed use does not involve Mixed industrial service and business administration uses.

Table 3.3.3.1— Brisbane's industrial economy

Specific outcomes	Land use strategies	Proposal
	administrative services supporting businesses or employees of that Major Industry Area and where serviced by public transport.	
	L8.4 The co-location of administrative functions with industrial uses may occur within a site where directly related to the principal use of the premises and the design, interface and functionality outcomes for both administrative offices and industrial functions are achieved.	Not Applicable The proposed use does not involve co-location of administrative functions with industrial uses.

Theme 2: Brisbane's outstanding lifestyle

Element 2.1 - Brisbane's identity

Table 3.4.2.1— Brisbane's identity

Specific outcomes	Land use strategies	Proposal
Sense of place		
SO1 Brisbane has a strong urban legibility.	L1.1 World-leading design standards guide new iconic developments on selected City Centre sites.	Not Applicable The subject site is not located in the City Centre.
	L1.2 Larger buildings are planned for and deliberately located to enable the design and function of such buildings to contribute positively to Brisbane's natural and built form legibility.	Complies The development is considered to make a positive contribution to the locality.
	L1.3 Public realm design, building setbacks, vegetation and landscaping contribute positively to Brisbane's natural and built form and legibility.	Complies The design of the development, including how it addresses the public realm, setbacks and landscaping, shall contribute positively to the locality.
SO2	L2.1	Complies

Table 3.4.2.1— Brisbane's identity

Specific outcomes	Land use strategies	Proposal
Brisbane has a clear identity as a subtropical river city.	Development protects and enhances the recreational and cultural values of the Brisbane River.	The proposed development will protect and enhance pedestrian connectivity to the Brisbane River.
	L2.2 Development design includes and protects visual and physical connections to the river and waterways, integrating internal and external spaces.	Complies The proposed development will protect and enhance pedestrian connectivity to the Brisbane River.
	L2.3 In the City Centre, priority is given to access to the river for pedestrians through building design, attractive streetscapes, public spaces and arcades as well as pedestrian and cycle river crossings.	Not Applicable The subject site is not located in the City Centre.
SO3 Brisbane is experienced as a series of varied, distinctly separate neighbourhoods.	L3.1 Distinct urban neighbourhoods are identified and described, and land use and built form tailored accordingly.	Complies The proposed development is considered to reflect the established and emerging character within the surrounding area.
	L3.2 Development in activity centres and Growth Nodes on Selected Transport Corridors is carefully designed to create identifiable urban precincts.	Not Applicable The subject site is not located in any activity centres or Growth Nodes on Selected Transport Corridors.
	L3.3 Features currently contributing to a community's sense of place are identified, protected and reinforced.	Complies The development is generally consistent with the strategic intent for the street and is therefore considered to contribute to the sense of place for the locality.
SO4 Brisbane's urban public realm contributes to the legibility, identity and sense of place of local communities.	L4.1 The public domain in centres and Growth Nodes on Selected Transport Corridors is attractive being well planned, well designed and well landscaped.	Complies The subject site is not located in a corridor hub and is attractive, well planned and provides considerable landscaping and a contribution to the public realm.
	L4.2	Complies

Table 3.4.2.1— Brisbane's identity

Specific outcomes	Land use strategies	Proposal
	Development in centres and Growth Nodes on Selected Transport Corridors contributes to well integrated and contextually appropriate public art and community expression in local public domain, streetscapes and buildings.	The subject site is located in a Corridor Hub and provides a plaza at the front of the site on the corner of Coronation Drive and Graham Street.
	L4.3 Development of Future Suburban Living Areas supports the emergence of an identifiable local character.	Not Applicable The subject site is not located in a Future Suburban Living Area.
	L4.4 Key civic spaces are identified and protected, maintained and enhanced via overlays.	Complies The development does not impact on key civic spaces and will continue to protect, maintain and enhance these spaces, where necessary.
SO5 Brisbane's development and infrastructure strengthens local identity.	L5.1 Development responds to and reinforces locally distinctive design, landscape, heritage, social values, patterns of development and culture.	Complies The development is reflective of established and emerging designs in the locality, ensuring it will contribute to a cohesive streetscape along both Graham Street and Coronation Drive.
	L5.2 Infrastructure is carefully designed to contribute to sense of place and protect local attributes, values and features.	Not Applicable The development does not specifically involve infrastructure.
SO6 Brisbane's scenic assets, important cultural landscapes and urban views which contribute to the city's distinctive character are protected and made more accessible.	L6.1 Views of Brisbane's important landscapes as seen from key public vantage points are identified and protected.	Complies The thirty-storey residential development will provide outlooks to the Brisbane River and towards the Brisbane CBD.
	L6.2 Universal access is provided to public vantage points, including key sites on the Brisbane River, the foreshores and high points.	Not Applicable The site does not adjoin vantage points, foreshores, etc.
	L6.3	Not Applicable No iconic vistas have been identified in the applicable overlays.

Table 3.4.2.1— Brisbane's identity

Specific outcomes	Land use strategies	Proposal
	Iconic vistas are identified and protected, maintained and enhanced via overlays.	
Subtropical urban design		
SO7 Brisbane's subtropical design of development and spaces creates a point of difference and distinguishes the city from other capital cities.	L7 The siting, orientation and design of development and public spaces promotes subtropical urban design.	Complies The development has been specifically designed with appropriate siting, orientation, and landscaping elements to promote the subtropical urban design sought for Brisbane.
SO8 Brisbane's backyards contribute strongly to local character by providing green landscapes in urban areas.	L8 Development in low density areas of Suburban Living Areas predominantly maintains a block pattern that accommodates backyards and large trees.	Not Applicable The subject site is located within the Mixed Use Zone.
SO9 Brisbane's subtropical character is accentuated by urban design where development supports outdoor living and subtropical planting that reduce urban heat island effects.	L9.1 Deep planting is incorporated as a feature into higher density development.	Complies The proposed development incorporates deep planting and other landscaping elements to enhance the visual appearance along the streetscape.
	L9.2 Development provides landscaping and maintains vegetation to provide natural shade to mitigate heat island impacts and create comfortable pedestrian environments.	Complies The proposed development has been designed with substantial, landscaping, to support sufficient shading along street frontages and minimise heat island impacts.
	L9.3 Development is encouraged to incorporate best-practice landscaping solutions.	Complies The development integrates substantial landscaping elements and will incorporate best-practice landscaping solutions, where possible.
SO10 Brisbane's transport routes are highly shaded to promote active travel between local destinations and provide major roads with clearly identifiable markers for travel throughout the city.	L10.1 Neighbourhood plans and the city-wide streetscape hierarchy identify subtropical boulevards and a network hierarchy of street types, where development provides greater numbers of street trees along identified transport and activity routes.	Not Applicable The subject site is not located in the City Centre.

Table 3.4.2.1— Brisbane's identity

Specific outcomes	Land use strategies	Proposal
	L10.2 Development and transport infrastructure creates continuous, well-shaded, green routes along identified major roads.	Complies The proposed development has been designed with deep planting, landscaping elements and protects the large Camphor Laurel street trees to support sufficient shading along street frontages.
SO11 Brisbane's public infrastructure and parks reinforce a subtropical landscape.	L11.1 Public infrastructure is designed to respond to a subtropical climate and incorporates landscaping, shade and water management features.	Not Applicable No public infrastructure is proposed as part of this application.
	L11.2 Parks, including urban commons, are provided in centres and Growth Nodes on Selected Transport Corridors, Suburban Living Areas and Future Suburban Living Areas and are appropriately designed and detailed to function as an 'outdoor living room' for surrounding residents and workers.	Not Applicable No public infrastructure is proposed as part of this application.
Urban design and architecture		
SO12 The urban design of Brisbane's development is cognisant of the role and function of the individual area in which it is located and reinforces or reinterprets the character of that area.	L12 The design of development in centres and Growth Nodes on Selected Transport Corridors, Suburban Living Areas and Future Suburban Living Areas contributes positively to the desired or emerging character, sustainability, health and wellbeing, legibility and local context of the neighbourhood.	Complies The subject site is located within the Suburban Living Areas. The proposed development aligns with the intended character of the locality, supporting a consistent height, scale, and form to that of other similar development within the surrounding area.
SO13 Brisbane's development forms a positive part of the city's legacy and enhances a site's value, the public domain and the city.	L13 Buildings and public spaces exhibit design excellence in form, function and detailing, and enhance the city through the creation of high-quality, contemporary and well-articulated subtropical urban streetscapes.	Complies The design of the building contributes to design excellence through fine grain detail and maximising sun shading and landscaping opportunities.
SO14	L14.1	Complies

Table 3.4.2.1— Brisbane's identity

Specific outcomes	Land use strategies	Proposal
Brisbane's urban environments, public domains and movement systems are well located, well connected, permeable and legible.	The road hierarchy, streetscape hierarchy and bicycle network determines the distribution and type of public spaces and pedestrian and cycle connections between destinations and public transport stops.	The proposal has considered the requirements of the road hierarchy, streetscape hierarchy and bicycle network, supporting the urban environment of the surrounding area.
	L14.2 Provision of open space is appropriate to the scale and function of the area and is integrated with the urban structure.	Complies The provisions for open space has been provided through both private and communal areas and is well integrated into the development.
SO15 Brisbane has a high level of land use and movement network connectivity within centres and Growth Nodes on Selected Transport Corridors.	L15 Precinct, street and building design: (a) provides a high level of connectivity and accessibility for pedestrians, public transport, business and services; (b) provides direct, convenient, comfortable, safe and equitable pedestrian and cycle routes between public transport stops, centres, key destinations and adjoining neighbourhoods; (c) provides fine-grain pedestrian, cycle and mobility aid permeability, including privately owned and publicly accessible arcades; (d) integrates with Brisbane's traditional grid street layout and includes signage and clear sightlines.	Complies The design of the development considers the pedestrian environment of the locality and access to nearby public transport and facilities.
SO16 Brisbane's smaller civic spaces on development sites and local streets merge to optimise local public domain needs.	L16 Streetscape hierarchies identify circumstances where arcades, building and corner setbacks and widened footpath areas can contribute to the creation of small, fine-grain open spaces.	Complies No, arcades, building and corner setbacks and widened footpath areas are identified in this instance. However a voluntary road widening is proposed along the Coronation Drive frontage to help improve the existing bus stop adjacent to the site frontage.
SO17	L17	Complies The development is considered to provide increased opportunity for people to live, work and play in their local neighbourhood by

Table 3.4.2.1— Brisbane's identity

Specific outcomes	Land use strategies	Proposal
Brisbane's urban environment contributes to an outstanding lifestyle for the city.	The public domain, public places and development offer people a range of opportunities and experiences to live, work and play in their local neighbourhood and provide an urban environment which: (a) creates high-quality, legible, useable and durable spaces; (b) incorporates opportunities for relaxing or socialising; (c) is inclusive and celebrates local culture and identity; (d) is safe, familiar, comfortable and connected; (e) exhibits best-practice subtropical building design; (f) integrates landscape and building form to improve amenity; (g) encourages activity and wellbeing of residents, workers and visitors; (h) is stimulating, enjoyable and useable through balancing variety and consistency in building form, scale and densities.	replacing the unoccupied Multiple dwelling with a new residential building in close proximity to the local centre, public transport networks, and nearby recreational areas.
SO18 Brisbane's urban design ensures that public safety and perceptions of public safety are maximised.	L18.1 Crime prevention through environmental design principles are used in the siting, design and functioning of buildings, pedestrian and cycle paths, transport facilities, public domain and other pedestrian-focused spaces.	Complies The development has been designed with consideration of CPTED principles, by maximising casual surveillance of publicly accessible areas, providing access control, limiting the use of surfaces which can be easily subject to graffiti at ground level and minimising access to blank walls through the inclusion of landscaping.
	L18.2 Specific crime prevention through environmental design requirements are tailored to different land uses and specific vulnerable elements and settings.	Complies The development has been designed with consideration of CPTED principles, by maximising casual surveillance of publicly accessible areas, providing access control, limiting the use of surfaces which can be easily subject to graffiti at ground level and minimising access to blank walls through the inclusion of landscaping.
Heritage, character and cultural values		
SO19	L19.1	Not Applicable

Table 3.4.2.1— Brisbane's identity

Specific outcomes	Land use strategies	Proposal
Brisbane's important buildings and places that are important to the city's history are protected.	Heritage places and precincts of important local, city-wide or State cultural heritage significance or special significance to Aboriginal people are identified and protected in accordance with the principles of The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance.	The subject site is not a heritage place or precinct of important local, city-wide or State cultural heritage significance.
	L19.2 The adaptation or re-use of heritage places for purposes that retain the significance of the place is supported.	Not Applicable The proposal does not include the adaptation or re-use of heritage places.
	L19.3 Development in or adjacent to identified heritage places or precincts protects the cultural heritage significance of the place or precincts.	Not Applicable The development is not in or adjacent to a heritage place or precinct.
SO20 Brisbane's distinctive suburban identity is reinforced by its character housing precincts.	L20.1 Character buildings built in 1946 or before are protected via overlays.	Not Applicable The subject site does not contain character buildings.
	L20.2 Development proposals maintain the traditional building character housing that individually and collectively contributes to the distinctive character of the area and streetscape.	Not Applicable The subject site does not contain traditional building character housing, with the existing, post-war Multiple dwelling not protected under the City Plan.
	L20.3 Traditional housing styles and materials, such as timber and tin and masonry construction, are recognised as being important to character areas and are retained. Surrounding development respects traditional design elements while allowing for compatible innovative design responses.	Not Applicable The subject site does not contain traditional building character housing, with the existing, post-war Multiple dwelling not protected under the City Plan.
	L20.4 Development accords with neighbourhood plans which: (a) refine character aspects and overlays to better balance the demand for growth with character protection;	Not Applicable There are no Traditional Building Character design provisions relating to the subject site.

Table 3.4.2.1— Brisbane's identity

Specific outcomes	Land use strategies	Proposal
	(b) identify locally responsive strategies to better integrate character buildings and precincts with anticipated growth and development.	
	L20.5 Other small shop and office buildings built in 1946 or before, known as commercial character buildings: (a) are protected from being demolished, removed or significantly altered and are afforded qualified commercial use for low-impact activities to ensure their continued contribution to the local character and lifestyle of the city; (b) fulfil a complementary role to other non-residential and centre uses in the growth areas of the city.	Not Applicable The subject site does not contain buildings identified as commercial character buildings.
SO21 Brisbane residents' appreciation of character areas, heritage buildings and the city's history is increased.	L21.1 Development and public domain design protects and directs attention towards local views of landmark heritage or character elements or iconic vistas identified in neighbourhood plans and overlays.	Complies The proposed development directs views and attention toward both the Brisbane River and CBD.
	L21.2 Development provides noteworthy information regarding the cultural or historic significance of a site through works such as local heritage trails and interpretive signage.	Not Applicable The development does not have any cultural or historical significance.
	L21.3 Public domain design and public art complements or interprets local history and character elements.	Not Applicable The subject site is not located within the Public Domain.
SO22	L22.1	Not Applicable The subject site is not located within the Public Domain.

Table 3.4.2.1— Brisbane's identity

Specific outcomes	Land use strategies	Proposal
The cultural connections that Aboriginal people have to Brisbane are recognised, maintained and protected in accordance with the <u>Aboriginal Cultural Heritage Act 2003</u> .	Public domain design promotes Aboriginal and Torres Strait Islander art and culture and acknowledges the history of Traditional Owners in locations of high cultural significance.	
	L22.2 Culturally significant sites and cultural landscapes are identified, protected and maintained.	Not Applicable The subject site is not culturally significant.
	L22.3 Meeting Places of contemporary importance to the Aboriginal and Torres Strait Islander communities are protected and maintained.	Not Applicable The subject site does not involve any meeting places of contemporary importance to the Aboriginal and Torres Strait Islander communities.

Theme 2: Brisbane's outstanding lifestyle

Element 2.2 - Brisbane's housing and accommodation choices

Table 3.4.3.1— Brisbane's housing and accommodation choices

Specific outcomes	Land use strategies	Proposal
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 proposal directly supports the objectives of Brisbane CityShape 2026 by delivering high-density residential accommodation in a transit oriented location with excellent access to Milton Railway Station, high-frequency bus services, and active transport networks such as the Bicentennial Bikeway. Concentrating growth in areas with established infrastructure and services reduces urban sprawl, promotes efficient land use, and strengthens the viability of public transport.
SO2	L2	Complies

Table 3.4.3.1— Brisbane's housing and accommodation choices

Specific outcomes	Land use strategies	Proposal
Brisbane's housing is diverse in type and form, offering choice to different household types and individuals with specific housing needs.	Residential development contributes to housing diversity, particularly supporting ageing in place and assisted living and housing suited to households on different incomes, within each neighbourhood and across the city, as outlined in the applicable zone or neighbourhood plan. Small-scale complementary uses (care co-located uses defined activity group) that are suited to integration and co-location with retirement facilities and residential care facilities are facilitated to support the provision of specialised services and retail for residents and visitors.	The proposal involves a Multiple dwelling with a range of 2-bedroom and 3-bedroom apartments. Accordingly, the proposed development supports housing diversity in well located suburb on the fringe of the Brisbane CBD.
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.	Not Applicable The proposal involves a Multiple Dwelling, which is designed for long-term residents and not temporary housing for business visitors, tourists and students.
	L3.2 There are opportunities for accommodation of employees in residential precincts in proximity to centres.	Not Applicable The proposal involves a Multiple Dwelling, which is designed for long-term residents and not temporary accommodation.
	L3.3 New hotels and extensions to existing hotels are facilitated in the City Centre and other appropriate locations.	Not Applicable The proposal does not involve hotels or hotel extensions.
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 located in Milton, which is an urban area.
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	Not Applicable The subject site is not located within Future Suburban Living Areas.

Table 3.4.3.1— Brisbane's housing and accommodation choices

Specific outcomes	Land use strategies	Proposal
	building on the landscape features of the locality and a high degree of legibility and permeability.	
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.	Complies The proposal involves a Multiple dwelling (192 units), supporting a range of housing types close to the Brisbane CBD.
	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.	Not Applicable The proposal does not involve rooming accommodation.
	L6.3 Other special purpose institutions, for example defence bases, establish accommodation consistent with the applicable zone or neighbourhood plan, 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 subject site is not intended for special purpose institutions.

Theme 2: Brisbane's outstanding lifestyle

Element 2.3 - Brisbane's healthy and safe communities

Table 3.4.4.1— Brisbane's healthy and safe communities

Specific outcomes	Land use strategies	Proposal
Natural hazards (flood, bushfire, landslide, coastal hazards and disturbance of acid sulfate soils)		
SO1 Brisbane's people and properties are not exposed to unacceptable risks as a result of landslides, bushfires, flood hazard, coastal inundation and disturbance of acid sulfate soils.	L1.1 Development prioritises, in order, the safety of people, protection of public infrastructure and protection of private property in the management of the economic, social and environmental impacts of natural hazards on the city.	Not Applicable The subject site is not impacted by natural hazards.
	L1.2 Development avoids the unsafe isolation of communities by natural hazards.	Complies The development would not be unsafely isolated by a natural hazard.
	L1.3 Building design protects people and property from natural hazards.	Not Applicable The subject site is not impacted by natural hazards.
	L1.4 Development provides for safe and effective emergency services access and evacuation.	Complies The subject site can be accessed by emergency services and evacuated in the event of an emergency.
	L1.5 Development in areas where isolation cannot be avoided is able to provide for safe evacuation or safe refuge.	Not Applicable The subject site is not impacted by natural hazards.
SO2 Brisbane adopts a risk-management approach to natural hazards where both the planning scheme and development are responsive to evolving information about natural hazards and the consequential assessment of risk. Risk management balances the economic, social and environmental costs and benefits to the city.	L2.1 Development accords with the hazard assessment and mapping for flood, bushfire, landslide, coastal hazards and acid sulfate soils.	Not Applicable The subject site is not impacted by natural hazards.
	L2.2 Development in locations susceptible to flood, bushfire, landslide, coastal hazards and acid sulfate soil disturbance addresses the	Not Applicable The subject site is not impacted by natural hazards.

Table 3.4.4.1— Brisbane's healthy and safe communities

Specific outcomes	Land use strategies	Proposal
	predicted risks, in particular, increased rainfall intensity, changes in overall rainfall, rising sea levels and increasing air temperatures.	
	L2.3 Development responds to the identification of hazard-affected areas and the approach to their management is revised.	Not Applicable The subject site is not impacted by natural hazards.
SO3 Brisbane's development is located, sited, designed and constructed to tolerate, not worsen, and adapt to natural hazards.	L3.1 Development is only located in higher hazard- affected areas where there is an overriding need in the public interest for the development to be located in the hazard-affected area, such as some essential community infrastructure, and the impacts and risks from hazards are to be mitigated.	Not Applicable The subject site is not impacted by natural hazards.
	L3.2 Development for vulnerable, hard-to- evacuate and potentially hazardous uses is located according to ability to tolerate natural hazards, and its accessibility to the critical infrastructure and movement network.	Not Applicable The development does not involve vulnerable, hard to evacuate and potentially hazardous uses.
	L3.3 Development accords with the zoning and overlay provisions of the site which: (a) allows for an optimal range of uses consistent with the nature and degree of natural hazards, recognising the value of land as a valuable community, economic and environmental resource; (b) discourages the inappropriate use of land which is subject to unacceptable risk from natural hazards.	Complies The development is generally consistent with both the zoning and the relevant overlays, noting that the subject site is not impacted by natural hazards.
	L3.4 Strategic assessment of natural hazards informs land use decisions. Development in areas severely affected by natural hazards	Not Applicable The subject site is not impacted by natural hazards.

Table 3.4.4.1— Brisbane's healthy and safe communities

Specific outcomes	Land use strategies	Proposal
	(particularly in the case of flooding) is not further intensified for inappropriate uses and is otherwise hazard tolerant.	
	L3.5 Development accords with the land use allocations and assessment criteria of overlays intended to meet particular risks from natural hazards.	Not Applicable The subject site is not impacted by natural hazards.
	L3.6 Development in areas where natural hazards are able to be mitigated with site-based responses is designed, sited and constructed to protect the safety and amenity of users and provide resilience to natural hazards, including minimising cost and time to recover from natural disaster events.	Not Applicable The subject site is not impacted by natural hazards.
	L3.7 Development within Growth Nodes on Selected Transport Corridors is to avoid areas affected by natural hazards or risks are able to be mitigated within the requirements of zones, neighbourhood plans and overlays.	Not Applicable The subject site is not impacted by natural hazards.
	L3.8 Development does not directly or cumulatively increase the extent or severity of a natural hazard, or create adverse impacts on others.	Not Applicable The subject site is not impacted by natural hazards.
	L3.9 Development avoids significant reduction of flood storage or conveyance capacity which adversely impacts on other parts of the city.	Complies The proposed development has been designed to allow the conveyance of water across areas of the site. Notwithstanding, the subject site is not affected by flooding.
	L3.10 Development manages stormwater flows to protect the health and safety of landowners.	Complies

Table 3.4.4.1— Brisbane's healthy and safe communities

Specific outcomes	Land use strategies	Proposal
		Stormwater flows shall be appropriately managed as outlined in the Site-based Stormwater Management Plan prepared by Bornhorst and Ward.
SO4 Brisbane has adapted to the risks posed by natural hazards.	L4.1 Development is designed, approved and operated, taking into account the capacity of occupants to manage the predicted risk of natural hazards; to enable action to be taken to avoid, mitigate and respond to risk and impacts from natural hazards.	Not Applicable The subject site is not impacted by natural hazards.
	L4.2 Development in existing urban areas severely affected by natural hazards will transition to more hazard-tolerant uses over time, by avoiding further intensification of inappropriate uses and by encouraging more hazard-tolerant land uses.	Not Applicable The subject site is not impacted by natural hazards.
SO5 Brisbane's emergency services and community are well prepared to respond to natural hazards.	L5.1 Development is operated in a way that minimises the risk to people and property from natural hazards.	Not Applicable The subject site is not impacted by natural hazards.
	L5.2 Occupants and owners of development are informed with regard to natural hazard management for their properties.	Noted This can be conditioned, where deemed necessary.

Theme 4: Brisbane's highly effective transport and infrastructure

Element 4.1 - Brisbane's transport infrastructure networks

Table 3.6.2.1— Brisbane's transport infrastructure networks

Specific outcomes	Land use strategies	Proposal
Road network		
SO1 People and goods can move safely on the road network by the most efficient modes and routes, and the impact of traffic on neighbourhoods and the environment is minimised.	L1.1 Development contributes to the safety and efficiency of the road network and seeks to minimise impacts of traffic on surrounding areas.	Complies The development contributes to the safety and efficiency of the road network by providing car parking and bicycle parking, while allowing for on-site refuse collection. All access has been designed via Graham Street, which is more safe and accessible for vehicles than Coronation Drive, an arterial road.
	L1.2 Development layout and access minimises impacts on pedestrian, cyclists and public transport movement and streetscape while providing for safe site servicing.	Complies The development layout minimises impacts on the movement of pedestrians and cyclists movement by facilitating one driveway along Graham Street and maintaining safe movement along Coronation Drive.
SO2 Brisbane's road network is protected and enhanced.	L2.1 Development protects and enhances the existing and future road corridors, as identified in the Road hierarchy overlay.	Complies The proposed development is suitable for the adjoining and nearby road networks. These road networks will be protected and enhanced as part of this application.
	L2.2 Development is sited to preserve road widening to provide additional corridor space, including additional space for pedestrians, cyclists and landscaping as identified in an overlay.	Complies A road widening is not required as part of this application, however a voluntary road dedication is provided to enhance the functionality of the bus stop on Coronation Drive.
SO3 Brisbane's road network has improved connectivity and enhanced network design.	L3 Development provides roads or upgrades to: (a) improve connectivity to, and support efficient growth in centres, Growth Nodes on Selected Transport Corridors and other infill in established suburbs;	Not Applicable New roads or upgrades are required as part of this application.

Table 3.6.2.1— Brisbane's transport infrastructure networks

Specific outcomes	Land use strategies	Proposal
	(b) provide connections in Future Suburban Living Areas; (c) provide adequate connections to the Major Industry Areas.	
SO4 Brisbane's road network supports the city's network of centres and Major Industry Areas.	L4 Road network functions do not compromise the viability of centres and Major Industry Areas.	Complies The proposed development does not compromise the adjoining and nearby road networks. No Major Industry Areas or freight routes are in close proximity to the site.
SO5 Brisbane's development provides sufficient car parking to: (a) protect the traffic functions and streetscape of the road network; (b) encourage public and active transport.	L5 In the city core and city frame maximum parking rates apply to non-residential uses. In centres graduated car parking rates apply.	Complies Maximum car parking rates are applied for the Food and Drink Outlet proposed.
Public transport		
SO6 Brisbane has a safe and efficient public transport network.	L6 Development does not compromise the safety or the efficiency of the public transport network.	Complies The development will not compromise the safety or the efficiency of the public transport networks.
SO7 All urban land in Brisbane is serviced by public transport.	L7 Development protects and enhances accessibility to the public transport network.	Complies The development will provide voluntary upgrades to the bus stop located on Coronation Drive.
SO8 Public transport is the preferred mode of travel to the City Centre and the city's Major Centres and provides a high level of access to all facilities and services in Brisbane, reducing the need to use a car.	L8 Development enables access to and does not compromise existing and planned public transport within and connecting the City Centre, Major Centres, the Major Industry Areas and Growth Nodes on Selected Transport Corridors.	Complies The development will not compromise the existing and planned public transport networks.
Active transport		
SO9	L9.1	Complies

Table 3.6.2.1— Brisbane's transport infrastructure networks

Specific outcomes	Land use strategies	Proposal
Brisbane has a safe and convenient, comfortable pedestrian and bicycle network to support development.	Development protects and contributes to safe, direct and convenient access for pedestrians and cyclists of all abilities within the site and throughout neighbourhoods, to and within centres, and to community facilities, schools, public transport and other highly frequented destinations as set out in the Bicycle network overlay and Streetscape hierarchy overlay.	Walking and cycling opportunities are provided by the proposed development to encourage active transport to the Brisbane CBD and other highly frequented destinations.
	L9.2 Development within Major Centres, Growth Nodes on Selected Transport Corridors, and larger scale developments are designed to balance the needs of all road users including pedestrians and cyclists.	Complies The subject site is located within a corridor hub, and is designed to balance the needs of all road users.
	L9.3 Development provides for integration between public transport and active transport.	Complies The proposed development seeks to capitalise on its connectivity to public transport options and its proximity to the Bicentennial Bikeway located adjacent to the Brisbane River. The proposal also incorporates bicycle parking to promote an active lifestyle for the occupants.
	L9.4 Brisbane's active transport infrastructure is supported by end-of-trip facilities within development to make walking, cycling and multimodal trips a convenient travel option.	Not Applicable No end of trip facilities are required given the proposed development involves a Multiple dwelling (192 units) and a small Food and Drink Outlet.
SO10 Brisbane's high-density employment nodes, particularly the City Centre, ensure safe and efficient movement for pedestrians.	L10 Development enhances pedestrian connectivity in the City Centre and other high-density employment centres.	Complies The development enhance pedestrian connectivity by provide voluntary upgrades and dedications along the Coronation Drive frontage of the site.
Freight network		
SO11	L11	Not Applicable

Table 3.6.2.1— Brisbane's transport infrastructure networks

Specific outcomes	Land use strategies	Proposal
Brisbane's freight network ensures the efficient movement of freight to Major Industry Areas.	Development protects and enhances the primary freight route that supports the Major Industry Areas, including Brisbane Airport and Port of Brisbane, as identified in the Road hierarchy overlay.	The site is not located on a Primary Freight Route.
SO12 Brisbane's freight routes are protected in terms of their role and efficiency.	L12 Development supports the safety and efficiency of the primary freight routes and the primary freight access.	Not Applicable The site is not located along a Primary Freight Route or Primary Freight Access.
SO13 Brisbane's local neighbourhoods are not adversely impacted by heavy industrial transport movements.	L13 Development generating industrial transport is located on the freight route or provides a suitable connection to it.	Not Applicable The development will not generate industrial transport.
SO14 Brisbane's intermodal freight terminals, including their expansion, are protected and enhanced.	L14 The potential for expansion of existing or the creation of new freight facilities at Fisherman Island and Acacia Ridge respectively is protected from incompatible development and is otherwise in accordance with neighbourhood plans.	Not Applicable The development is not for freight facilities.
SO15 Brisbane business efficiency and urban amenity is enhanced by reducing the number and length of road freight movements.	L15.1 Industrial land is allocated in concentrated rather than dispersed locations to support the co-location of suitable industries and enable ready access to the Australia TradeCoast and airports and seaports at Brisbane Airport and Port of Brisbane.	Not Applicable The development site is not allocated as Industrial land.
	L15.2 Land is zoned to enable industries intending to export long distances to locate close to or along major freight routes and intermodal terminals.	Not Applicable The site is not zoned for industrial activities.

Theme 4: Brisbane's highly effective transport and infrastructure

Element 4.2 - Brisbane's other infrastructure networks

Table 3.6.3.1— Brisbane's other infrastructure networks		
Specific outcomes	Land use strategies	Proposal
Water supply infrastructure		
SO1 Brisbane's high water quality in water storages is protected.	L1 The water supply and emergency water supply catchments of Tingalpa Reservoir/Leslie Harrison Dam, Enoggera Reservoir, Gold Creek Dam and Lake Manchester are protected from incompatible development.	Complies The development does not impact the water supply and emergency water supply catchments.
SO2 Brisbane's water supply network is facilitated, protected and augmented to service development.	L2 Development protects and facilitates the water supply network and contributes to the planned augmentation of the water supply network to provide reliable and quality water services for the development.	Complies The development will appropriately connect to the water supply network.
SO3 Brisbane's dependency on the water supply network is reduced.	L3 Development for large-scale commercial, industrial and recreational development implements integrated water-cycle management to collect, store and treat stormwater to provide an alternative source of water for purposes such as irrigation and toilet flushing.	Not Applicable The development is not considered large-scale commercial, industrial or recreational.
Wastewater infrastructure		
SO4 Brisbane's existing and planned wastewater infrastructure corridors and facilities are protected.	L4 Wastewater infrastructure corridors and facilities are provided for and are protected from incompatible development.	Complies The development does not impact the wastewater infrastructure corridors.
SO5 Brisbane's wastewater network is augmented to service development.	L5 Development contributes to the planned augmentation of the wastewater network to provide wastewater services for the development.	Complies The development will contribute to the wastewater network, where deemed necessary.

Table 3.6.3.1— Brisbane's other infrastructure networks

Specific outcomes	Land use strategies	Proposal
Stormwater		
SO6 Development provides stormwater infrastructure to: (a) protect water quality; (b) reduce urban run-off and peak flows; (c) improve waterway health and stormwater quality.	L6.1 Development incorporates best-practice erosion and sediment control.	Complies The development is appropriately managed in accordance with the stormwater management plan.
	L6.2 Development incorporates water sensitive urban design on site and in road, streetscape and stormwater infrastructure.	Complies The development is appropriately managed in accordance with the stormwater management plan.
SO7 Brisbane's development provides for stormwater retention and harvesting.	L7.1 Development provides for stormwater retention for harvesting in new developments and infrastructure projects, particularly for large outdoor uses and other uses that do not require potable water.	Complies The development is appropriately managed in accordance with the stormwater management plan.
	L7.2 Development maximises surface water infiltration and minimises stormwater run-off and pollutants from urban areas.	Complies The development is appropriately managed in accordance with the stormwater management plan.
	L7.3 Development minimises changes to the natural hydrological or environmental flow regimes to minimise impacts on natural water cycles.	Complies The development is appropriately managed in accordance with the stormwater management plan.
Energy infrastructure		
SO8 Brisbane's existing and planned electricity and gas transmissions and distribution infrastructure corridors and facilities are protected.	L8 Electricity and gas transmission and distribution infrastructure corridors and facilities are protected from incompatible development.	Not Applicable No energy infrastructure is proposed as part of this application.
SO9	L9.1 Development for electricity and gas transmission and distribution infrastructure is safe and effective.	Not Applicable No energy infrastructure is proposed as part of this application.

Table 3.6.3.1— Brisbane's other infrastructure networks

Specific outcomes	Land use strategies	Proposal
Brisbane's electricity and gas transmission and distribution infrastructure corridors and facilities do not adversely impact on the community and the environment.	L9.2 Development for electricity and gas transmission and distribution infrastructure is sited and designed to minimise adverse impacts on community wellbeing, visual amenity and the environment through strategies such as the undergrounding of electricity infrastructure.	Not Applicable No energy infrastructure is proposed as part of this application.
SO10 Brisbane's energy infrastructure is complemented by renewable, decentralised supply.	L10 Development contributes to alternative decentralised energy generation where amenity impacts are managed to best-practice standard.	Not Applicable No energy infrastructure is proposed as part of this application.
Telecommunications infrastructure		
SO11 Brisbane's existing and planned telecommunications infrastructure is protected.	L11 Telecommunications infrastructure corridors and facilities are protected from incompatible development.	Complies The development will be appropriately serviced.
SO12 Brisbane's development provides for fibre-ready conduit in new developments.	L12 Development provides for a future-proof system of conduits in the following: (a) new developments so all premises can be readily connected to optic fibre; (b) significant new infrastructure such as major roads and public transport routes.	Complies The development will be appropriately serviced.
SO13 Brisbane's development provides for fibre to the premises in new developments.	L13 Development provides for fibre to the premises in new developments where feasible having regard to the remoteness and scale of the development.	Complies The development will be appropriately serviced.
SO14	L14	Complies The development will be appropriately serviced.

Table 3.6.3.1— Brisbane's other infrastructure networks

Specific outcomes	Land use strategies	Proposal
Brisbane's development provides for telecommunications conduit in all suitable infrastructure projects.	Development provides for all suitable infrastructure projects to accommodate future conduit requirements such as the roll out of the fibre to the premises network.	
SO15 Brisbane's telecommunications infrastructure does not adversely impact on the community and the environment.	L15.1 Development for telecommunications infrastructure is safe and effective.	Complies The development will be appropriately serviced.
	L15.2 Development for telecommunications infrastructure is sited and designed to minimise adverse impacts on community wellbeing, visual amenity and the environment through strategies such as siting, co-use and co-location.	Complies The development will be appropriately serviced.
Waste management infrastructure – landfill and waste transfer facilities		
SO16 Brisbane's existing and planned waste management infrastructure is protected.	L16 Waste management infrastructure is protected from incompatible development.	Not Applicable No waste management infrastructure is proposed as part of this application.
SO17 Brisbane's waste management infrastructure provides for waste-reduction strategies.	L17 Development for waste management infrastructure provides for resource recovery, green waste, recycling and alternative waste-breakdown networks.	Not Applicable No waste management infrastructure is proposed as part of this application.
SO18 Brisbane's waste management infrastructure provides for increased capture of recyclable waste.	L18 Development for waste management infrastructure includes on-site facilities for the storage of recyclable materials prior to collection.	Not Applicable No waste management infrastructure is proposed as part of this application.
SO19 Brisbane's waste management infrastructure provides for reduced greenhouse gas emissions.	L19 Development for a landfill facility: (a) minimises fugitive greenhouse gas emissions; (b) provides for landfill gas to be captured and re-used.	Not Applicable No waste management infrastructure is proposed as part of this application.

Table 3.6.3.1— Brisbane's other infrastructure networks

Specific outcomes	Land use strategies	Proposal
Social infrastructure		
Health facilities		
SO20 Brisbane has adequate health infrastructure to service population growth.	L20 Development for health precincts accommodates population growth, health needs and opportunities for service integration.	Not Applicable No health facilities are proposed as part of this application.
SO21 Brisbane has appropriate access to and from key health precincts.	L21 Development of health precincts and major facilities provides for affordable and suitable access solutions.	Not Applicable No health facilities are proposed as part of this application.
SO22 Brisbane's health infrastructure is refurbished and monitored.	L22 Development of the refurbishment and maintenance of health infrastructure ensures that these assets meet or exceed current service standards.	Not Applicable No health facilities are proposed as part of this application.
Education facilities		
SO23 Brisbane's growth areas are provided with educational facilities.	L23 Development in major population growth areas makes provision for new schools.	Not Applicable No education facilities are proposed as part of this application.
SO24 Brisbane's education infrastructure is refurbished and monitored.	L24 Development for the refurbishment and maintenance of education infrastructure ensures that these assets meet or exceed current service standards.	Not Applicable No education facilities are proposed as part of this application.
Community facilities infrastructure – community centres, halls and library facilities		
SO25 Brisbane's existing community facilities infrastructure is enhanced.	L25 Development improves the use of existing community facilities infrastructure to ensure accessibility and multi-use.	Not Applicable No community facilities infrastructure is proposed as part of this application.
SO26	L26	Not Applicable

Table 3.6.3.1— Brisbane's other infrastructure networks

Specific outcomes	Land use strategies	Proposal
Brisbane's community facilities infrastructure is provided in Major Centres, Growth Nodes on selected Transport Corridors, Suburban Living Areas and Future Suburban Living Areas.	Development makes provision for the expansion of existing community facilities infrastructure or new community facilities infrastructure where required to cater for community needs. This infrastructure is in part identified in the Priority Infrastructure Plan.	No community facilities infrastructure is proposed as part of this application.
SO27 Brisbane's community service infrastructure is delivered by the Council, State Government and the private sector.	L27 Development of schools, tertiary institutions and business supports the co-delivery of community facilities infrastructure where appropriate.	Not Applicable No community facilities infrastructure is proposed as part of this application.
Cultural and art facilities		
SO28 Brisbane has adequate cultural and art facilities to support a diverse community.	L28 Development particularly in areas with a high proportion of young people, seniors, people with disabilities and people with ethnic cultural needs makes provision for adequate cultural and arts facilities to meet the needs of local communities.	Not Applicable No cultural and art facilities are proposed as part of this application.
SO29 Brisbane's cultural and arts facilities are delivered by the public and private sectors.	L29.1 Development contributes to planned arts and cultural precincts for some Major Centres to meet community needs and express local culture.	Not Applicable No cultural and art facilities are proposed as part of this application.
	L29.2 Development of schools, tertiary institutions and business support the co-delivery of cultural and arts facilities where appropriate.	Not Applicable No cultural and art facilities are proposed as part of this application.
Sports and recreation facilities		
SO30 Brisbane's Major Centres, Growth Nodes on Selected Transport Corridors, Suburban Living Areas and Future Suburban Living Areas are provided with sports and recreation facilities.	L30.1 Development in Major Centres, Growth Nodes on Selected Transport Corridors, Suburban Living Areas and Future Suburban Living Areas contributes to planned sport and recreation facilities outlined in part in the Priority infrastructure plan.	Complies The development supports sports and recreation facilities within the Corridor Hub.

Table 3.6.3.1— Brisbane's other infrastructure networks

Specific outcomes	Land use strategies	Proposal
	L30.2 Land for the development of sports and recreation facilities within emerging communities is identified in part in a neighbourhood plan or the Priority infrastructure plan.	Not Applicable No development for sports and recreation facilities is proposed as part of this application.
SO31 Brisbane's existing sporting and recreational facilities are enhanced.	L31 Development maximises the use of existing sport and recreation facilities including through the development of compatible mixed uses.	Complies The development provides a residential development to support the use of existing sport and recreation facilities in the locality.
SO32 Brisbane's sporting and recreation facilities are delivered by the Council and the private sector.	L32 Development of schools and tertiary institutions and business supports the co-delivery of community sport and recreation facilities where appropriate.	Not Applicable No schools, tertiary institutions and business supports are proposed as part of this application.
Greenspace System and public park infrastructure		
SO33 Brisbane has a Greenspace System which is a functional, multipurpose and linked network of greenspaces.	L33 Development of larger scale development projects (infill and greenfield) provides greenspace for a functional multipurpose and linked network of Greenspace Systems.	Not Applicable The proposal is not considered a larger scale development project.
SO34 Brisbane's Greenspace System is subject to sustainable resource management and use.	L34.1 Development incorporates sustainable resource use such as stormwater capture and water and energy conservation measures in Greenspace Systems.	Not Applicable The subject site is not located within close proximity to any Greenspace System areas.
	L34.2 Development of natural economic resources within the Greenspace System are designed and managed for sustainable outcomes.	Not Applicable The subject site is not located within close proximity to any Greenspace System areas.
SO35	L35	Not Applicable

Table 3.6.3.1— Brisbane's other infrastructure networks

Specific outcomes	Land use strategies	Proposal
Brisbane's public park infrastructure provides a diversity of recreation experiences.	Public park infrastructure is planned in accordance with the Priority infrastructure plan to provide a diversity of experiences including: (a) informal recreation and active transport at local, district and metropolitan scales; (b) formal sports and community gathering spaces at the district and metropolitan scale.	No public planned infrastructure is proposed as part of this application.

Theme 4: Brisbane's highly effective transport and infrastructure

Element 4.3 - Brisbane's coordinated infrastructure planning and delivery

Table 3.6.4.1— Brisbane's coordinated infrastructure planning and delivery

Specific outcomes	Land use strategies	Proposal
Infrastructure planning		
SO1 Brisbane's development provides the development infrastructure and other essential infrastructure required to service the development in accordance with the infrastructure planning provided for in the following: (a) Priority infrastructure plan; (b) an infrastructure corridor plan in an overlay.	L1.1 Development has access to essential infrastructure that exists or can be provided at minimum cost to public sector agencies and the community as identified in the Brisbane infrastructure program.	Complies The development will have access to all necessary infrastructure.
	L1.2 Development provides for the following developed infrastructure: (a) the supply of non-trunk infrastructure for the following: (i) networks internal to the premises; (ii) connecting the premises to external infrastructure networks; (iii) protecting or maintaining the safety or efficiency of the infrastructure network of which the non-trunk infrastructure is a component;	Complies The development will be provided with all necessary infrastructure.

Table 3.6.4.1— Brisbane's coordinated infrastructure planning and delivery

Specific outcomes	Land use strategies	Proposal
	(b) the supply of trunk infrastructure specified in the Priority infrastructure plan which is necessary to service the premises; (c) the payment of infrastructure charges for trunk infrastructure in accordance with the applicable infrastructure charging instrument; (d) the payment of additional trunk infrastructure costs for development which is inconsistent with the planning assumptions or outside the priority infrastructure area in the Priority infrastructure plan.	
	L1.3 Development protects infrastructure corridors and facilities in accordance with an infrastructure corridor plan in an overlay.	Complies The development will protect any public infrastructure, where possible.
Transport and land use integration		
SO2 Transport and land uses are planned and managed to create a preferred urban form that increases accessibility and connectivity and supports sustainable travel behaviour.	L2.1 Strategic transport projects planned for Brisbane are delivered in a timely manner.	Not Applicable The development does not involve strategic transport projects.
	L2.2 Land use is planned in accordance with the principles of transit oriented development.	Not Applicable The proposal does not involve a transit oriented development.
Infrastructure design, construction and operation		
SO3 Brisbane's infrastructure is constructed and installed to not adversely impact on the community and the environment.	L3 Development ensures that: (a) the provision of infrastructure is integrated and coordinated with neighbourhood planning and the provision of infrastructure by public sector agencies; (b) infrastructure is designed and constructed to:	Complies The development will be provided with all necessary infrastructure.

Table 3.6.4.1— Brisbane's coordinated infrastructure planning and delivery

Specific outcomes	Land use strategies	Proposal
	(i) minimise adverse impacts; (ii) protect biodiversity and landscape character values including provision for the safe movement of wildlife; (iii) use standard designs, components and materials unless specific circumstances determine an alternative is required.	
Critical infrastructure resilience		
Criticality of infrastructure		
SO4 Brisbane's infrastructure which is critical to the ability to respond to a natural disaster is protected and enhanced.	L4.1 Development provides for the resilience of essential infrastructure to natural hazards to be upgraded.	Not Applicable The site does not contain essential infrastructure.
	L4.2 Development ensures the Port of Brisbane, including port and navigational facilities and essential road connections, is able to service Brisbane during a natural disaster event.	Not Applicable The site is not located within the Port of Brisbane or on a direct road connection to the port.
Continuity of critical infrastructure		
SO5 Brisbane's infrastructure which is critical to the city's wellbeing and essential ability to respond to a natural disaster remains functional during and immediately after a natural disaster event.	L5.1 Community infrastructure, critical assets and supporting networks such as roads and electricity which are critical for emergency or disaster response, are planned so that the essential components of those uses for responding to a natural disaster are able to function during and after disaster events.	Not Applicable The development has no impact on community infrastructure, critical assets or supporting networks.
	L5.2 Essential community infrastructure is located, sited and designed to be resilient to the impacts of natural hazards.	Not Applicable The development does not involve essential community infrastructure.
	L5.3	Complies The development is designed to withstand natural disasters.

Table 3.6.4.1— Brisbane's coordinated infrastructure planning and delivery

Specific outcomes	Land use strategies	Proposal
	Development is designed and operated to withstand natural disasters in order to avoid or defer the need for emergency assistance.	
Connectivity of infrastructure		
SO6 Brisbane's key transport routes and critical assets which are required to mobilise equipment, personnel and supplies to affected communities, and evacuate persons, are connected in a hazard-resilient network.	L6.1 The identified critical infrastructure movement network mapped in an overlay is progressively upgraded to improve resilience to natural hazards.	Not Applicable The subject site is not impacted by natural hazards and is not identified as a critical route.
	L6.2 Key transport routes and critical assets are identified for future improvement or augmentation where required.	Complies The subject site does not contain any critical assets, though is located along a key transport route. Voluntary upgrades and a road dedication are proposed to the Coronation Drive frontage of the site.
	L6.3 Transport assets identified as part of the critical infrastructure movement network are designed to provide for emergency services and public transport vehicle usage during disaster events.	Not Applicable The subject site does not contain any transport assets.
	L6.4 Critical assets are able to be efficiently accessed via a connected transport network.	Not Applicable The subject site does not contain any critical assets.
	L6.5 The design and progressive upgrade of the city's critical assets and transport routes support evacuation operations.	Not Applicable The subject site does not contain any critical assets and is not expected to hinder transport routes for evacuation purposes.
	L6.6 Evacuation strategies and routes for development throughout Brisbane are designed to access the critical infrastructure movement network.	Not Applicable The site is located within an established area which is accessible in the event of an emergency.
SO7	L7.1	Not Applicable

Table 3.6.4.1— Brisbane's coordinated infrastructure planning and delivery

Specific outcomes	Land use strategies	Proposal
Brisbane's development is located to avoid natural hazards, and ensure appropriate and efficient access to emergency and disaster response services.	Development which is necessary for disaster response and emergency services has access to the critical infrastructure movement network or can operate effectively in place to serve its appropriate catchment.	The development is not associated with disaster response or emergency services.
	L7.2 New development is located to be accessible to the critical infrastructure movement network and to avoid unreasonable burden on emergency and disaster response services in disaster events.	Complies The site would be accessible in the event of an emergency.
	L7.3 Development with special network accessibility requirements in terms of providing emergency response, special evacuation needs, hazardous land uses or providing secondary networks (such as power or roads) develop facilities that: (a) are critical infrastructure movement network adjacent; or (b) have or achieve hazard-free access to the network; or (c) manage issues which arise due to being detached from the network.	Not Applicable The development does not have special network accessibility requirements.
	L7.4 Development which cannot be made network accessible and cannot be readily relocated elsewhere, provides an on-site management response appropriately addressing emergency services access, evacuation and essential supplies.	Not Applicable The development is network accessible.
	L7.5 Development ensures that vulnerable, hard-to-evacuate and assembly uses are located away from natural hazard-prone areas to maximise the efficiency of the city's disaster response capability.	Not Applicable The development does not propose vulnerable, hard to evacuate or assembly uses.
	L7.6	Complies

Table 3.6.4.1— Brisbane's coordinated infrastructure planning and delivery

Specific outcomes	Land use strategies	Proposal
	New development is adequately supported with emergency services infrastructure.	The site is located within an established area with access to emergency services.
SO8 Brisbane's essential community infrastructure is located and designed to avoid the impacts of natural hazards and service the needs of the community during and immediately after a disaster event.	L8.1 Essential community infrastructure is located and designed with adequate protection and immunity from natural hazards to retain an appropriate level of function during and immediately after designated natural disaster events.	Not Applicable The development is not for essential community infrastructure.
	L8.2 Essential community infrastructure reliant on other infrastructure networks, such as roads or electricity, is located where these networks will be available during and immediately after disaster events, or is designed to be self-reliant.	Not Applicable The development is not for essential community infrastructure.
	L8.3 Essential community infrastructure is upgraded to improve resilience to natural disasters.	Not Applicable The development is not for essential community infrastructure.

Theme 5: Brisbane's CityShape

Element 5.1 - Brisbane's City Centre

Table 3.7.2.1— Brisbane's City Centre

Specific outcomes	Land use strategies	Proposal
SO1 The City Centre largely comprises a number of unique precincts that collectively provide concentrations of commercial, retail, government, services, entertainment, cultural, health and education activities within a high-quality, easily accessible environment.	L1 The City Centre comprises the City peninsula and extends to Fortitude Valley, Milton and South Brisbane providing ample opportunities to accommodate future demand for prime office space in a variety of City Centre locations.	Not Applicable The subject site is not located in the City Centre.

Table 3.7.2.1— Brisbane's City Centre

Specific outcomes	Land use strategies	Proposal
SO2 The City Centre's capital city function is promoted and protected.	L2 The City peninsula is the most prominent location within the City Centre whilst the other City Centre precincts such as Fortitude Valley, Milton and South Brisbane offer local diversity, connected by high-frequency public transport and high-quality pedestrian environments.	Complies The subject site is well located in Milton and the development proposal will contribute to offer local diversity, is well connected to public transport options and is adjacent to the Bicentennial Bikeway.
SO3 The City Centre provides the city's highest employment densities to accommodate the projected employment growth.	L3 Development involving high-density employment is prioritised into the City peninsula.	Not Applicable The subject site is not located in the City Peninsula.
SO4 The City Centre comprises integrated residential and short-term accommodation.	L4 Development for mixed use, residential and short-term accommodation in the City Centre accords with the relevant neighbourhood plan.	Not Applicable The subject site is not located in the City Centre.
SO5 The City Centre's subtropical civic places, parks and heritage places of local and state-wide significance are important for the city's identity and to service the needs of workers, visitors and residents of the City Centre and the wider city and regional population.	L5.1 Roma Street Parklands, the City Botanic Gardens, South Bank Parklands and smaller open spaces serve the recreational needs of residents, workers and visitors.	Not Applicable The subject site is not located in the City Centre.
	L5.2 Additional opportunities for significant public spaces and community facilities will be delivered to support the intensity of employment and residential development and provide a level of amenity and attractiveness that encourages people to live and work in the area.	Not Applicable The subject site is not located in the City Centre.
	L5.3 Development extends the public domain where a neighbourhood plan and other development requirements set this outcome.	Not Applicable The subject site is not located in the City Centre.
	L5.4	Not Applicable The subject site is not located in the City Centre.

Table 3.7.2.1— Brisbane's City Centre

Specific outcomes	Land use strategies	Proposal
	Development in the City Centre respects heritage buildings and places of cultural significance and reinforces the river identity.	
	L5.5 Key civic spaces and iconic vistas are identified and protected, maintained and enhanced via overlays.	Not Applicable The subject site is not located in the City Centre.
SO6 The City Centre supports a 24-hour economy.	L6 The City Centre is to have entertainment and recreation precincts that facilitate these activities outside of normal business hours such that the amenity expectations of sensitive uses are less compared with typical circumstances elsewhere in the city.	Not Applicable The subject site is not located in the City Centre.
SO7 The City Centre is supported by corridor hubs on the edges of the City Centre that are developed for additional commercial space and high-density residential as well as major health, education, knowledge and creative industry and entertainment facilities.	L7 Milton, Fortitude Valley and Woolloongabba are corridor hubs, these being points of transition between the City Centre and the transport corridors that extend into the balance of the city.	Complies The subject site is located in Milton, a Corridor Hub. The site's close proximity to high frequency public transport will support the proposed high density residential development.
SO8 The City Centre is serviced by an improving public transport network which is supported by development.	L8.1 Development supports the multimodal transport hubs and interchanges on the frame of the City Centre, including at Milton, Woolloongabba and Bowen Hills, which would be supported by the Cross River Rail project in Connecting SEQ 2031.	Complies The development proposal is located in Milton, a Corridor Hub. The site location in proximity will further enhance and support the efficiency and usage of public transport networks close to the site.
	L8.2 Development supports the construction of an inner-city subway and the implementation of the Cross River Rail project in Connecting SEQ 2031, to link key areas of the City Centre and provide additional river crossing and stations.	Not Applicable The subject site is not located in the City Centre.
	L8.3	Complies

Table 3.7.2.1— Brisbane's City Centre

Specific outcomes	Land use strategies	Proposal
	Development supports construction of additional ferry terminals and further upgrades to the CityCat fleet.	The subject site is located close to the Milton City Cat terminal. The proposed high density residential development in proximity to the City Cat network further supports the ongoing viability of the network.
SO9 The City Centre prioritises active transport and the activation of public spaces.	L9.1 Development provides for street improvements including: (a) improved footpaths; (b) increased shade and shelter; (c) extension of pedestrian-only access on laneways and streets.	Not Applicable The subject site is not located in the City Centre.
	L9.2 Development provides urban commons and arcades to improve pedestrian flow, and provide space for recreational and passive uses.	Not Applicable The subject site is not located in the City Centre.
	L9.3 Development extends the cycle network and invests in end-of-trip facilities to promote the take up of active transport.	Not Applicable The subject site is not located in the City Centre.
	L9.4 Development supports the continued deployment of a bike hire scheme in the city to provide an active transport alternative for transiting the City Centre.	Not Applicable The subject site is not located in the City Centre.
SO10 The City Centre is serviced by an improved telecommunications network which is supported by development.	L10.1 Development supports a competitive high- speed fibre optic network for the City Centre.	Not Applicable The subject site is not located in the City Centre.
	L10.2 Development actively promotes telecommuting, tele-meetings and local tele-work centres.	Not Applicable The subject site is not located in the City Centre.
	L10.3	Not Applicable

Table 3.7.2.1— Brisbane's City Centre

Specific outcomes	Land use strategies	Proposal
	Development incorporates smart grid technology in the design of buildings.	The subject site is not located in the City Centre.
	L10.4 Development installs conduit in all major works projects to accommodate the provision of optic fibre cable.	Not Applicable The subject site is not located in the City Centre.
SO11 The development potential of airspace in the City Centre is optimised by development.	L11.1 Development optimises the potential of airspace in the City Centre.	Not Applicable The subject site is not located in the City Centre.
	L11.2 Development does not compromise airport operations as outlined in the Airport environs overlay.	Not Applicable The subject site is not located in the City Centre.

Theme 5: Brisbane's CityShape

Element 5.2 - Brisbane's Major Industry Areas

Table 3.7.3.1— Brisbane's Major Industry Areas

Specific outcomes	Land use strategies	Proposal
Australia TradeCoast		
SO1 The Australia TradeCoast is serviced by improved road and freight transport networks which are supported by development.	L1.1 Development supports the upgrade of Kingsford Smith Drive to six lanes.	Not Applicable The subject site is not located along Kingsford Smith Drive and is not required to support any necessary upgrades.
	L1.2 Development supports improved connections between the Australia TradeCoast and the south-west industrial gateway to facilitate movement of freight and workers.	Not Applicable The site does not present an opportunity to improve connections between the ATC and SWIG.
SO2	L2.1	Not Applicable

Table 3.7.3.1— Brisbane's Major Industry Areas

Specific outcomes	Land use strategies	Proposal
The Australia TradeCoast is serviced by expanded public and active transport networks which are supported by development.	Development supports opportunities for the improved use of the existing rail network (Cleveland line, Airtrain corridor and disused portion of Pinkenba line) to provide access for workers to the Australia TradeCoast.	The proposal is not expected to improve public transport options. Notwithstanding, the proposed development will encourage the use of public and active transport options.
	L2.2 Development encourages commuters to the Australia TradeCoast to use public transport.	Not Applicable The proposal is not expected to improve public transport options. Notwithstanding, the proposed development will encourage the use of public and active transport options.
	L2.3 Development supports a rail and bus interchange at Skygate to further enable the area's operation as a commercial precinct.	Not Applicable The site is not located within close proximity of Skygate.
	L2.4 Development supports increasing affordable public transport options to and from the airport, including potential for a fast 24-hour service connecting the airport to the City Centre.	Not Applicable The proposal is not expected to improve public transport options. Notwithstanding, the proposed development will encourage the use of public and active transport options.
	L2.5 Development supports dedicated bus priority services to the region from key trip generator areas, including linking with workers in the south-western suburbs.	Not Applicable The proposal is not expected to improve public transport options. Notwithstanding, the proposed development will encourage the use of public and active transport options.
SO3 The Brisbane Airport and Port of Brisbane is a key centre in the city and provides major air access to and from the city for passengers and freight.	L3.1 Development enhances the function of the Brisbane Airport's role as a key centre, with a variety of uses complementary to the airport's passenger, freight, logistics and aerospace industry focus taking advantage of the transport network accessibility of the location without compromising the primary purpose of the safe and efficient function and operation of the airport and aircraft.	Not Applicable The site is not located within close proximity to the Brisbane Airport.
	L3.2	Not Applicable

Table 3.7.3.1— Brisbane's Major Industry Areas

Specific outcomes	Land use strategies	Proposal
	Development enhances the function of the Port of Brisbane's role as a key centre for freight, logistics and industry. Development enhances this function with complementary and ancillary uses that do not compromise the primary purpose of the safe and efficient function and operation of the Port, shipping and transport.	The site is not located within close proximity of the Port of Brisbane.
SO4 The Australia TradeCoast is serviced by improved energy infrastructure networks which are supported by development.	L4.1 Development collaborates with energy utilities to ensure appropriate investment in energy infrastructure to support the forecast increase in energy-intensive heavy manufacturing. The Australia Trade Coast Strategic Infrastructure Plan has identified the need for a 275kV transmission line in the next 10–20 years.	Not Applicable The site is not located within the Australia Trade Coast.
	L4.2 Development promotes the use of natural gas (southern Australia TradeCoast is adjacent to the Roma Brisbane gas pipeline) and renewable energy and installs smart-grid technologies to enhance energy demand management.	Not Applicable The site is not located within the Australia Trade Coast.
SO5 The Australia TradeCoast has a coordinated approach to water supply.	L5.1 Development supports water infrastructure investment.	Not Applicable The site is not located within the Australia Trade Coast.
	L5.2 Development promotes efficient water use, including greater use of water sensitive urban design and demand management.	Not Applicable The site is not located within the Australia Trade Coast.
	L5.3 Development supports a potential project to transport recycled water via a pipeline from Luggage Point to Australia TradeCoast Central.	Not Applicable The site is not located within the Australia Trade Coast.
	L5.4	Not Applicable The site is not located within the Australia Trade Coast.

Table 3.7.3.1— Brisbane's Major Industry Areas

Specific outcomes	Land use strategies	Proposal
	Development supports targeted opportunities for stormwater harvesting.	
SO6 Operations in the Australia TradeCoast are flood tolerant.	L6.1 Development provides for flood immunity and mitigation in the Australia TradeCoast.	Not Applicable The site is not located within the Australia Trade Coast.
	L6.2 Development supports a coordinated approach to filling land across the Australia TradeCoast.	Not Applicable The site is not located within the Australia Trade Coast.
SO7 The Australia TradeCoast is serviced by a fibre optic cable network which is supported by development.	L7.1 Development supports the deployment of high-speed fibre optic cable networks.	Not Applicable The site is not located within the Australia Trade Coast.
	L7.2 Development ensures works projects in the Australia TradeCoast include conduit suitable for fibre optic cable networks.	Not Applicable The site is not located within the Australia Trade Coast.
SO8 The Australia TradeCoast's open space and community facilities networks are enhanced by development.	L8.1 Development buffers residential areas from roadways and industrial areas.	Not Applicable The site is not located within the Australia Trade Coast.
	L8.2 Development improves links between education and training institutions (e.g. TAFE/SkillsTech in Eagle Farm) and industry (manufacturing, aviation, logistics) within the Australia TradeCoast.	Not Applicable The site is not located within the Australia Trade Coast.
	L8.3 Development makes provision for appropriate community facilities to cater for an increasing workforce in the Australia TradeCoast, including health, education, child care and recreation facilities.	Not Applicable The site is not located within the Australia Trade Coast.
	L8.4	Not Applicable

Table 3.7.3.1— Brisbane's Major Industry Areas

Specific outcomes	Land use strategies	Proposal
	Development makes provision for improved use of the Brisbane River and bay for recreational and tourism purposes such as the investigation of the feasibility of a river-based integrated ferry terminal to service Moreton Bay.	The site is not located within the Australia Trade Coast.
Northern industrial area (extending from Northgate to Zillmere)		
SO9 Development supports the viability and efficient functioning of the Northern industrial area.	L9 The Northern industrial area: (a) is located on Brisbane's north-eastern railway line and adjacent to the Gateway Motorway; (b) is primarily focused on manufacturing, transport and wholesale trade but is increasingly focused on low impact industry and business services given its central location in Brisbane's northern suburbs, proximity to the Australia TradeCoast and accessibility by public transport; (c) is served by Geebung as its primary service centre.	Not Applicable The site is not located within close proximity to the Northern Industrial Area.
South-west industrial gateway		
SO10 The south-west industrial gateway is serviced by improved road and freight transport networks which are supported by development.	L10.1 Development supports improved links between the Ipswich Motorway and the Port of Brisbane to facilitate freight movement and movement of workers to and from the south-west industrial gateway and the Australia TradeCoast.	Not Applicable The site is not located within the South West Industrial Gateway.
	L10.2 Development supports the expanded use of service roads along the Ipswich Motorway to reduce congestion, removing local traffic from the motorway.	Not Applicable The site is not located within the South West Industrial Gateway.
SO11	L11.1	Not Applicable The site is not located within the South West Industrial Gateway.

Table 3.7.3.1— Brisbane's Major Industry Areas

Specific outcomes	Land use strategies	Proposal
The south-west industrial gateway is serviced by expanded public and active transport networks which are supported by development.	Development supports the provision of major rail and bus interchanges incorporating active transport end-of-trip facilities, to support use of active and public transport options in the south-west industrial gateway (including around Richlands).	
	L11.2 Development supports public transport services to cater for shift workers, particularly in high-growth areas such as Springfield.	Not Applicable The site is not located within the South West Industrial Gateway.
	L11.3 Development supports the incorporation of bikeways into other infrastructure projects to link with existing networks.	Not Applicable The site is not located within the South West Industrial Gateway.
SO12 Archerfield Airport's long-term role is enhanced by development.	L12 Development enhances the functioning of Archerfield Airport.	Not Applicable The site is not located within the South West Industrial Gateway.
SO13 The south-west industrial gateway is serviced by an improved energy infrastructure network which is supported by development.	L13.1 Development supports appropriate investment in energy infrastructure to support the forecast increase in energy-intensive heavy manufacturing.	Not Applicable The site is not located within the South West Industrial Gateway.
	L13.2 Development promotes the use of natural gas and renewable energy sources in manufacturing production.	Not Applicable The site is not located within the South West Industrial Gateway.
SO14 The south-west industrial gateway is serviced by an improved water infrastructure network which is supported by development.	L14.1 Development supports the appropriate implementation of investment in water infrastructure, including stormwater mitigation.	Not Applicable The site is not located within the South West Industrial Gateway.
	L14.2 Development promotes efficient water use, including greater use of water-sensitive design and demand management.	Not Applicable The site is not located within the South West Industrial Gateway.
	L14.3	Not Applicable

Table 3.7.3.1— Brisbane's Major Industry Areas

Specific outcomes	Land use strategies	Proposal
	Development supports the use of recycled water from the nearby Western Recycled Water Pipeline and stormwater harvesting and storage to service industrial needs.	The site is not located within the South West Industrial Gateway.
SO15 Operations within the south-west industrial gateway are flood tolerant.	L15 Development takes account of the potential for flooding and opportunities for flood mitigation.	Not Applicable The site is not located within the South West Industrial Gateway.
SO16 The south-west industrial gateway is serviced by a fibre optic cable network which is supported by development.	L16.1 Development supports investment in the installation of high-speed fibre optic cable networks to facilitate the connectivity of the south-west industrial gateway to other areas of Brisbane, and the world.	Not Applicable The site is not located within the South West Industrial Gateway.
	L16.2 Development installs conduit to provide the right of way for fibre in areas as they develop to facilitate the rollout of a National Broadband Network.	Not Applicable The site is not located within the South West Industrial Gateway.
SO17 The south-west industrial gateway's open space network is enhanced by development.	L17.1 Development provides for buffering of residential areas from roadways and industrial areas with open space.	Not Applicable The site is not located within the South West Industrial Gateway.
	L17.2 Development supports the provision of an open space network along Oxley Creek addressing natural, recreational and active transport options.	Not Applicable The site is not located within the South West Industrial Gateway.
SO18 The south-west industrial gateway's community facilities network is enhanced by development.	L18.1 Development of high-noise recreation activities, such as trail bikes will be accommodated where appropriate.	Not Applicable The site is not located within the South West Industrial Gateway.
	L18.2 Development supports improved linkages between education and training institutions such as TAFE/SkillsTech and industry such as	Not Applicable The site is not located within the South West Industrial Gateway.

Table 3.7.3.1— Brisbane's Major Industry Areas

Specific outcomes	Land use strategies	Proposal
	manufacturing, aviation and logistics within the south-west industrial gateway.	
	L18.3 Development makes provision for appropriate community facilities to support a growing workforce.	Not Applicable The site is not located within the South West Industrial Gateway.

Theme 5: Brisbane's CityShape

Element 5.3 - Brisbane's Major Centres

Table 3.7.4.1— Brisbane's Major Centres

Specific outcomes	Land use strategies	Proposal
SO1 Major Centres accommodate significant population-serving activities and employment.	L1.1 Brisbane's Major Centres are located at: (a) Chermside; (b) Upper Mount Gravatt; (c) Indooroopilly; (d) Carindale; (e) Toombul—Nundah; (f) Mitchelton; (g) Wynnum Central; (h) Toowong.	Not Applicable The subject site is not located within any Major Centres.
	L1.2 Development accords with the preferred mix of uses, densities and spatial arrangement for each Major Centre identified in the relevant neighbourhood plan.	Not Applicable The subject site is not located within close proximity to any centres.

Table 3.7.4.1— Brisbane's Major Centres

Specific outcomes	Land use strategies	Proposal
	L1.3 Development of the core areas of Major Centres is protected for intense economic activities through controls over the land use mix in mixed use precincts and design and adaptability of buildings.	Not Applicable The subject site is not located within close proximity to any centres.
SO2 Major Centres are well serviced by the city's public transport and active transport networks which are supported by development.	L2 Development supports the following key public transport networks in the Major Centres: (a) Chermide is served by the extension of the Northern Busway and existing key bus interchanges; (b) Upper Mount Gravatt is served by the South East busway; (c) Indooroopilly is served by the Ipswich railway line and a key bus interchange; (d) Carindale will be supported by the extension of the Eastern Busway and the Gateway Motorway; (e) Toombul—Nundah is served by northern railway lines, bus interchanges and proximity to the Brisbane Airport; (f) Mitchelton is served by the Ferny Grove railway line; (g) Wynnum Central is served by the Cleveland railway line and proximity to the Port of Brisbane; (h) Toowong is served by the Ipswich railway line and a bus interchange.	Not Applicable The subject site is not located within close proximity to any major centres.
SO3 Major Centres support an 18-hour economy.	L3 Some Major Centres are to have entertainment and recreation precincts that facilitate these activities outside normal business hours such that the amenity expectations for sensitive uses are less than in typical circumstances in other locations across the city.	Not Applicable The subject site is not located within close proximity to any major centres.
SO4	L4	Not Applicable

Table 3.7.4.1— Brisbane's Major Centres

Specific outcomes	Land use strategies	Proposal
Major Centres comprise integrated residential development.	Higher density residential development is provided for and will complement, but not compromise, the core commercial, retail and community functions of the Major Centres.	The subject site is not located within close proximity to any major centres.
SO5 Major Centres are key locations for community hubs, services and facilities.	L5.1 Development for cultural activities and community facilities is supported in the Major Centres.	Not Applicable The subject site is not located within close proximity to any major centres.
	L5.2 Council's community hubs are located in the Major Centres and integrated with other land uses.	Not Applicable The subject site is not located within close proximity to any major centres.
SO6 Major Centres are part of a network of centres across the city where the key distinguishing characteristics of the centres is the physical scale, urban design and relationship to the surrounding land uses, not the type or function of business or other centre type activity being undertaken.	L6 Development of a Major Centre accords with the assessment criteria for each Major Centre stated in the zones, zone precincts, codes, neighbourhood plans, overlays and the Priority infrastructure plan.	Not Applicable The subject site is not located within close proximity to any major centres.

Theme 5: Brisbane's CityShape

Element 5.5 - Brisbane's Suburban Living Areas

Table 3.7.6.1— Brisbane's Suburban Living Areas

Specific outcomes	Land use strategies	Proposal
SO1 Suburban Living Areas experience growth in response to local context and needs including centres, community facilities, medium and high density residential and industrial uses.	L1 The zoning pattern shows the development intent that is consistent with local values, constraints and opportunities in the Suburban Living Areas.	Complies The proposed development is considered to align with the strategic intent of the Mixed Use Zone and the diverse surrounding character of the Milton locality.
SO2	L2.1	Not Applicable

Table 3.7.6.1— Brisbane's Suburban Living Areas

Specific outcomes	Land use strategies	Proposal
Suburban Living Areas experience limited growth, providing predominantly detached housing for residents.	Development for housing is restricted to detached housing and any on-site secondary dwelling in the majority of Suburban Living Areas.	The proposed development does not involve detached housing.
	L2.2 Development is restricted in terms of the lot sizes, configurations and circumstances suitable for subdivision and small-scale housing infill development.	Complies The proposed development demonstrates compliance with the specifications for lot size and configuration, suitable for a Multiple dwelling.
SO3 Suburban Living Areas allow for adaptable small-scale multiple dwellings, retirement facilities and residential care facilities on well-located sites to provide for intergenerational housing options catering to young people, families and supporting ageing in place and ageing in neighbourhood.	L3.1 Development for small-scale multiple dwellings is restricted to well-located sites in Suburban Living Areas. Zone, neighbourhood plan and development codes, and mapping indicate various criteria for determining well-located sites in those localities and circumstances. Development for retirement facilities and residential care facilities occurs on well-located sites in Suburban Living Areas. The scale and built form of retirement facilities and residential care facilities is commensurate with the size of the site and sensitive to the surrounding character and amenity of Suburban Living Areas.	Not Applicable The development is not for a small-scale Multiple Dwelling.
	L3.2 Development for multiple dwellings in the Emerging community zone: (a) is restricted to locations provided for in a neighbourhood plan; or (b) is within 400m walking distance from a dedicated public pedestrian access point of a public transport stop or station with a service frequency of 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm and the edge: (i) of a centre zone other than the Neighbourhood centre zone; or	Not Applicable The subject site is not located within the Emerging Community Zone.

Table 3.7.6.1— Brisbane's Suburban Living Areas

Specific outcomes	Land use strategies	Proposal
	(ii) of a zone that provides for the Special Centres identified in Section 3.7.5.1 L1.1 in Theme 5 of the Strategic Framework.	
SO4 The local character which is typically defined by features such as consistent block size and house spacing, an established road pattern, a predominance of detached housing, the presence of mature vegetation and gardens and by local typography is maintained.	L4.1 Infill development is limited to instances where the resulting lot size reflects that which predominates in the neighbourhood.	Complies The subject site is of appropriate size and configuration for infill development.
	L4.2 The siting, scale and lot coverage of new housing is consistent with the existing neighbourhood character of well-spaced houses and vegetated backyards.	Not Applicable The subject site is located in the Mixed Use Zone.
	L4.3 Development supports high levels of local amenity and air quality and enhances these areas, contributing to the sustainability of the city through: (a) the retention of mature and significant vegetation; (b) the retention of private open space capable of supporting trees and gardens; (c) increasing local shade cover along streets; (d) local sustainability initiatives such as water-sensitive urban design.	Complies The proposed development supports high levels of residential amenity by providing significant deep planting and landscaping areas to increase shade and remain consistent with Brisbane's subtropical character.
SO5 District centres serve local and district catchments and accommodate slightly higher densities than surrounding neighbourhoods.	L5.1 District centres are located at nodal points within residential neighbourhoods and function as community destinations, providing localised access to goods and services, including retail, community facilities and low impact industry and localised employment.	Not Applicable The proposal does not involve development within a District centre.
	L5.2 District centres are the focus for the public transport network within the local catchment of the district centres.	Not Applicable The proposal does not involve development within a District centre.

Table 3.7.6.1— Brisbane's Suburban Living Areas

Specific outcomes	Land use strategies	Proposal
SO6 Neighbourhood centres offer small-scale, low-impact local convenience services.	L6.1 Neighbourhood centres are interspersed within residential neighbourhoods and function as local neighbourhood service providers.	Not Applicable The proposal does not involve development within a Neighbourhood centre.
	L6.2 Neighbourhood centres are of a scale which is consistent with surrounding detached housing.	Not Applicable The proposal does not involve development within a Neighbourhood centre.
	L6.3 A new neighbourhood centre which is not in a location provided for in a zone, zone precinct, or neighbourhood plan is to: (a) have a gross floor area of 2,500m² or less and a maximum tenancy size of 2,000m² or less; (b) have a frontage predominantly to a major road; (c) have vehicle site access from a suburban road, a district road or a neighbourhood road; (d) be 400m or less walking distance from a dedicated public pedestrian access point of a public transport stop or station with a service frequency of 3 or more services per hour in peak periods; (e) be more than 400m from an existing retail based centre; (f) manage the impact on the amenity and character of adjacent uses and the locality consistent with the overall outcomes for the zone, zone precinct and neighbourhood plan for the surrounding uses and locality.	Not Applicable The proposal does not involve or is in close proximity to a new Neighbourhood centre.
SO7 Non-residential uses support local character and amenity.	L7 A range of non-residential land uses that generally support the needs of those Suburban Living Areas include the following:	Complies The proposal incorporates a small scale Food and Drink Outlet, providing local services for the local community.

Table 3.7.6.1— Brisbane's Suburban Living Areas

Specific outcomes	Land use strategies	Proposal
	(a) local and district services and shopping with access to public transport services, as well as centres in specific locations and other small-scale non-residential uses such as those within commercial character buildings, providing neighbourhood convenience services within a walkable catchment; (b) schools and other community facilities; (c) a range of parks, from district sports parks to local recreation parks; (d) vegetation and open space, including in backyards, that support local and district ecological functions, including biodiversity and fauna movement, as well as helping reduce the urban heat island effect; (e) pedestrian-friendly traffic environments and pedestrian and cyclist connectivity to surrounding areas including some buffered industrial areas that offer locally accessible employment opportunities for residents in the Suburban Living Areas.	
SO8 Development of Emerging community zoned land reinforces intended local character and amenity, positively contributes to the creation of sustainable and functional communities that are fully integrated within the Suburban Living Area and is serviced by appropriate supporting infrastructure and services.	L8 Development: (a) considers and responds to known development constraints and those identified through the assessment process; (b) preserves valued character and environmental attributes and mitigates unavoidable impacts; (c) provides corridors and linkages required to physically integrate development within the locality; (d) concentrates the most intense land uses on well-located sites serviced by appropriate supporting infrastructure;	Complies The proposal appropriately responds to site specific constraints, including existing site access arrangements, topography, and the surrounding built environment. The design has been informed by detailed technical assessments, addressing potential impacts such as traffic, noise, and overshadowing. Where relevant, the development incorporates adaptive design solutions to mitigate identified constraints, including articulated façades, appropriate setbacks, and high quality landscaping. The development respects the evolving character of Milton while enhancing the streetscape through subtropical landscaping, a

Table 3.7.6.1— Brisbane's Suburban Living Areas

Specific outcomes	Land use strategies	Proposal
	(e) is consistent with the scale and pattern of development intended in the zone, zone precinct, or neighbourhood plan.	refined podium design, and a stepped façade along Coronation Drive that softens the building's interface. Unavoidable impacts, such as construction-related effects, will be minimised through best practice management plans. The incorporation of extensive communal spaces and green infrastructure contributes positively to the urban environment and local amenity. The proposal promotes strong integration with the surrounding area through enhanced pedestrian connections along Coronation Drive and Graham Street, ensuring safe and convenient access to public transport, local amenities, and active transport networks such as the Bicentennial Bikeway. The dedication of a portion of the Coronation Drive frontage further supports pedestrian movement and improves connectivity to the existing bus stop infrastructure. The site's location within a designated Corridor Hub and Mixed Use (Inner City) Zone is ideally suited for high density residential development, being well serviced by transport, utilities, and social infrastructure. The proposal reinforces Council's strategic objectives to accommodate population growth in transit-oriented, inner-city locations, ensuring efficient use of existing infrastructure while supporting local businesses and community services. The proposed building's height, scale, and intensity are consistent with the intended built form outcomes for the Milton Neighbourhood Plan area, which encourages high-density residential development in proximity to key transport corridors and employment hubs. The stepped podium design, articulated façades, and generous setbacks ensure the development is contextually appropriate and responsive to the local streetscape and surrounding buildings.

Table 3.7.6.1— Brisbane's Suburban Living Areas

Specific outcomes	Land use strategies	Proposal

Theme 5: Brisbane's CityShape

Element 5.6 - Brisbane's Greenspace System

Table 3.7.7.1— Brisbane's Greenspace System

Specific outcomes	Land use strategies	Proposal
Greenspace System		
SO1 The Greenspace System's values and functions are identified, retained and enhanced.	L1.1 Development protects land allocated for nature conservation, public open space and sporting and recreation uses.	Complies The development maintains and protects land allocated for nature conservation, public open space and sporting and recreation uses.
	L1.2 Development intensity, land use allocation, siting and design protect the multiple values and functions of the Greenspace System.	Complies The development intensity is consistent with the nearby land uses and expectations for the locality. The values and functions remain protected.
	L1.3 Development does not fragment high-value biodiversity areas, areas for large-scale rehabilitation, fauna movement and rural activities.	Complies The development does not propose any fragmentation of biodiversity areas.
SO2 The Greenspace System is expanded to protect areas with green space values.	L2 Development in the Greenspace System appropriately reflects the values of the site and ensures those areas of the site are protected or enhanced.	Not Applicable The subject site is not located in any Greenspace System area.
SO3 The Greenspace System provides an effective network of green space links and contributes to a regional network.	L3.1 Development supports the linkage of Greenspace System areas with open space and recreational and biodiversity values.	Not Applicable The subject site is not located in any Greenspace System area.

Table 3.7.7.1— Brisbane's Greenspace System

Specific outcomes	Land use strategies	Proposal
	L3.2 Development enhances the Greenspace System to enable green space areas to connect with communities, and integrate with regional green space in surrounding local government areas.	Not Applicable The subject site is not located in any Greenspace System area
	L3.3 Development protects the inter-urban breaks between Brisbane City and Moreton Bay Region, Somerset Region, Redland City and Logan City, as part of the Brisbane Greenspace System.	Not Applicable The subject site is not located in any Greenspace System area
	L3.4 Development is designed and managed to ensure Greenspace System areas provide physical breaks and buffers within the urban footprint.	Not Applicable The subject site is not located in any Greenspace System area
	L3.5 Corridors within the Greenspace System reinforce the sense of identity of local communities and assist in floodway and drainage functions and safe wildlife movement.	Not Applicable The subject site is not located in any Greenspace System area
SO4 The Greenspace System protects koala habitats.	L4 Development protects koala habitat in biodiversity areas as mapped in the Biodiversity areas overlay.	Not Applicable No koala habitat areas are located in close proximity to the subject site.
SO5 The Greenspace System maintains and enhances the capacity of ecosystems to provide ecosystem services.	L5 Development identifies and protects areas with high levels of ecosystem services from development impacts.	Not Applicable No high level ecosystems are located in close proximity to the subject site.
SO6 Brisbane's existing extractive industry operations are managed to protect the Greenspace System.	L6 Existing extractive industry operations are managed to best-practice environmental standards to protect the values and functions of the Greenspace System.	Not Applicable The subject site is not located within close proximity to existing extractive industry operations.

Table 3.7.7.1— Brisbane's Greenspace System

Specific outcomes	Land use strategies	Proposal
Rural Neighbourhoods within the Greenspace System		
SO7 Rural Neighbourhoods are a very low-density setting of houses in a rural-like or natural landscape.	L7 Development does not further fragment viable rural land.	Not Applicable The subject site is not located within a rural neighbourhood.
SO8 Rural Neighbourhoods allow viable rural industries to operate within the context of rural activities, the Greenspace System rural living areas.	L8.1 Development is not adversely impacted by the edge impacts of rural production areas.	Not Applicable The subject site is not located within a rural neighbourhood.
	L8.2 Development protects rural residential amenity.	Not Applicable The subject site is not located within a rural neighbourhood.
SO9 Rural Neighbourhoods protect biodiversity and landscape values and water quality.	L9 Development is residential in terms of building access, extent and siting and building design and landscaping is appropriately managed to protect biodiversity, landscape values and water quality.	Not Applicable The subject site is not located within a rural neighbourhood.

Theme 5: Brisbane's CityShape

Element 5.8 - Brisbane's Growth Nodes on Selected Transport Corridors

Table 3.7.9.1— Brisbane's Growth Nodes on Selected Transport Corridors

Specific outcomes	Land use strategies	Proposal
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: (a) Logan Road transport corridor—Kangaroo Point to Upper Mount Gravatt;	Not Applicable The subject site is not identified within a Growth Node on a Selected Transport Corridor.

Table 3.7.9.1— Brisbane's Growth Nodes on Selected Transport Corridors

Specific outcomes	Land use strategies	Proposal
	(b) Gympie Road and Northern Busway transport corridor—Royal Brisbane Hospital to Carseldine; (c) Old Cleveland Road and Eastern Busway transport corridor—Stones Corner to Carindale; (d) Brisbane South Rail transport corridor—Princess Alexandra Hospital to Coopers Plains; (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.	Not Applicable The subject site is not identified within a Growth Node on a Selected Transport Corridor.
	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;	Not Applicable The subject site is not identified within a Growth Node on a Selected Transport Corridor.

Table 3.7.9.1— Brisbane's Growth Nodes on Selected Transport Corridors

Specific outcomes	Land use strategies	Proposal
	(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) 400m walking distance from a zone that provides for the Special Centres identified in Section 3.7.5.1 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 mechanism such as the Priority 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.	

Table 3.7.9.1— Brisbane's Growth Nodes on Selected Transport Corridors

Specific outcomes	Land use strategies	Proposal
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.	Not Applicable The subject site is not identified within a Growth Node on a Selected Transport Corridor.
	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.	Not Applicable The subject site is not identified within a Growth Node on a Selected Transport Corridor.
	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.	Not Applicable The subject site is not identified within a Growth Node on a Selected 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.	Not Applicable The subject site is not identified within a Growth Node on a Selected Transport Corridor.
	L2.5 Development provides an enhanced standard of urban and public domain and environmental and social outcomes.	Not Applicable The subject site is not identified within a Growth Node on a Selected Transport Corridor.
	L2.6	Not Applicable

Table 3.7.9.1— Brisbane's Growth Nodes on Selected Transport Corridors

Specific outcomes	Land use strategies	Proposal
	Mixed use development offers a choice of housing types and appropriate community infrastructure.	The subject site is not identified within a Growth Node on a Selected Transport Corridor.
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: (a) reflect their distinctive identity, built form, intensity and land use mix; (b) are intensive mixed use nodes of commercial, retail and residential activities and local services and facilities; (c) are developed in accordance with agreed transit oriented development principles in the applicable neighbourhood plan; (d) are developed using design principles aimed at protecting health and amenity for residents and workers and protecting environmental values; (e) have high-quality access to high- frequency public transport services within a walkable catchment; (f) 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; (g) 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; (h) provide a network of high-quality public spaces such as urban commons and local informal use parks to satisfy local community needs.	Not Applicable The subject site is not identified within a Growth Node on a Selected Transport Corridor.
SO4	L4	Not Applicable

Table 3.7.9.1— Brisbane's Growth Nodes on Selected Transport Corridors

Specific outcomes	Land use strategies	Proposal
Growth Nodes on Selected Transport Corridors protect the character and amenity of the surrounding Suburban Living Areas within which they are located.	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.	The subject site is not identified within a Growth Node on a Selected Transport Corridor.

APPENDIX B – Brisbane City Council Codes

Milton Neighbourhood Plan Code

Table 7.2.13.2.3.A – Milton Neighbourhood Plan Code

Performance outcomes	Acceptable outcomes	Response
General		
PO1 Development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is: - consistent with the anticipated density and assumed infrastructure demand; - aligned with the community expectations about the number of storeys to be built; - proportionate to and commensurate with the utility of the site area and frontage width; - 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 an adjoining site. Note—Development that exceeds the intended number of storeys or building height can place disproportionate pressure on the transport network, public space or community facilities in particular. Note—Development that is over-scaled for its site can result in an undesirable dominance of vehicle access, parking and manoeuvring areas that significantly reduce streetscape character and amenity.	AO1 Development complies with the number of storeys and building height in Table 7.2.13.2.3.B. This table does not specify a maximum building height for the Office a Sub-precinct, either in number of storeys or building height (m). Note—Neighbourhood plans will mostly specify maximum number of storeys where zone outcomes have been varied in relation to building height. Some neighbourhood plans may also specify height in metres. Development must comply with both parameters where maximum number of storeys and the height in metres are specified.	Performance Outcome In the absence of a specified maximum height of development, the requirements contained in PO1 and the overall outcomes of the Office Precinct have been considered when preparing the building's design. Notably, the overall outcome for the Office Precinct anticipates the development of 'medium-rise' buildings. Detailed discussion on the proposal's suitability with regard to height, including specific responses to the performance outcome criteria, is included in section 5.2 of this report.
PO2 Development size and bulk is low rise where in a zone in the centre zones category and the Low impact industry zone or General industry A zone precinct of the Industry zone.	AO2 Development has a maximum plot ratio of 150% of the site area in the Office precinct (Milton neighbourhood plan/NPP-003).	Performance Outcome The proposal seeks a plot ratio of 1,103%, based on a total gross floor area of 25,810m² and a site area of 2,339m². It is noted that the Performance Outcome criteria is not applicable to the proposal as the subject site is not located in a zone included in the Centre Zones Category.

Table 7.2.13.2.3.A – Milton Neighbourhood Plan Code

Performance outcomes	Acceptable outcomes	Response
		Detailed discussion on the suitability of the development's bulk and scale is included in section 5.2 of this report.
If in the Douglas Street precinct (Milton neighbourhood plan/NPP-002) – NOT APPLICABLE		
If fronting Coronation Drive		
PO5 Development ensures that the capacity and safe operation of Coronation Drive is not compromised by vehicular access from adjoining development.	AO5.1 Development does not provide vehicular access to or from Coronation Drive.	Complies The proposed development does not provide access from Coronation Drive; rather, existing access from Graham St is retained.
	AO5.2 Development provides vehicular access from a lower order road, either directly if the site has frontage to the road, or via shared access with adjacent properties that have frontage to the lower order road.	Complies The proposal retains the existing access from the Neighbourhood Road, Graham St. This access is not shared with any adjoining properties.

Development Codes

Centre or Mixed Use Code

Table 9.3.3.3.A—Centre or Mixed Use Code

Performance outcomes	Acceptable outcomes	Response
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development		
PO1 Development: (a) has hours of operation which are controlled so that the use does not detrimentally impact on the amenity of adjoining residents; (b) does not result in noise emissions that exceed the noise (planning) criteria in Table 9.3.3.F low frequency noise criteria in Table 9.3.3.3.G and night-time noise criteria in Table 9.3.3.3.H in a sensitive zone or a nearby sensitive use. Note—A noise impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO1 Development: (a) for accommodation activities, dwelling unit or emergency services has unlimited hours of operation; (b) for a club, if licenced, function facility, hotel or nightclub entertainment facility does not generate noise which is clearly audible and detectable, or impacts on the amenity of a resident, in a dwelling or other sensitive use; Note—Development for a club, if licenced, function facility, hotel or nightclub entertainment facility is not expected to achieve this outcome. - I for any other use: (i) where in the Principal centre zone or Major centre zone has unlimited hours of operation; (ii) where in the District centre zone, Neighbourhood centre zone or Mixed use zone: (A) has hours of operation, including for deliveries, which are limited to 6am to 10pm; or (B) does not generate noise which is clearly audible and disturbing in a dwelling or other sensitive use; (iii) where in any other zone: (A) has hours of operation, including for deliveries, which are limited to 6am to 8pm; or (B) does not generate noise which is clearly audible and disturbing in a dwelling or other sensitive use.	Complies The site is located within the Mixed Use (Inner City) Zone and the Food and Drink Outlet can be conditioned to comply with the requirement that hours of operation are not limited on the basis the proposal does not generate noise which is clearly audible and disturbing to a sensitive use outside of these hours.

Table 9.3.3.3.A—Centre or Mixed Use Code

Performance outcomes	Acceptable outcomes	Response
	AO1.2 Development ensures mechanical plant or equipment is acoustically screened from an adjoining sensitive use. Note—Mechanical plant includes generators, motors, compressors and pumps e.g. air-conditioning, refrigeration or cold room motors.	Complies Where appropriate mechanical plant or equipment will be acoustically screened.
PO2 Development protects the visual amenity of the centre, public realm and any adjacent residential use.	AO2 Development including mechanical plant, refuse and recycling area, vent and exhaust is not visible from: (a) a street or public space; (b) an adjacent residential use. Note—Mechanical plant includes generators, motors, compressors and pumps e.g. air-conditioning, refrigeration and coldroom motors.	Complies Mechanical plant, vent and exhaust will be located so as to not be visible from the street.
PO3 Development: (a) avoids or minimises air emissions; (b) complies with the air quality (planning) criteria in Table 9.3.3.3.I and odour criteria in Table 9.3.3.3.J in a sensitive zone or sensitive use. Note—An air quality impact report prepared in accordance with the Air quality planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO3.1 Development ensures that air pollutants, including odour, are not released external to the development except where complying with AO3.2 and AO3.3.	Not applicable The proposal does not anticipate use of the commercial tenancies by a business that will release odours. Future uses of this nature will either require further approval or will comply with the stated provisions as Accepted Development subject to compliance requirements.
	AO3.2 Development ensures that if food and cooking odour is released, exhaust vent outlets are discharged vertically and directed away from any sensitive use with the following constraints: (a) separated by a minimum of 6m from a sensitive use, including any outdoor air intake of a sensitive use; (b) does not cause an odour or air emission which is detectable and disturbing at a sensitive use.	Complies The proposed food and drink outlet will be located more than 6m from any sensitive receiving environment
	AO3.3 Development ensures that exhaust vents from any car park or bus station are separated from any sensitive use by a minimum of 15m.	Not Applicable The proposal is not for a car park or bus station.

Table 9.3.3.3.A—Centre or Mixed Use Code

Performance outcomes	Acceptable outcomes	Response
PO4 Development for a sensitive use is located to achieve the air quality planning criteria in Table 9.3.3.3.I and odour criteria in Table 9.3.3.3.J. Note—An air quality impact report prepared in accordance with the Air quality planning scheme policy can assist in demonstrating achievement of this performance outcome.	A04 Development for a sensitive use is located at least 150m from a spray painting workshop. Note—This distance is to be measured between the building containing the spray painting workshop and the property boundary of the sensitive use.	Not applicable To the subject site is not located within 150m of a spray painting workshop.
PO5 Development for outdoor lighting: (a) does not have an adverse impact on any person, activity or fauna because of light emissions, either directly or by reflection; (b) ensures that the external appearance of the premises is similar to adjoining non-residential premises with lighting that does not impact adversely on centre amenity and the public realm.	A05.1 Development provides for outdoor lighting: (a) with technical parameters, design, installation, operation and maintenance which comply with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting; (b) which maintains a minimum of 20lux at the footpath level where in a zone in the centre zones category or the Mixed use zone. Note—The effect of outdoor lighting is to be mitigated where a window of a habitable room of a nearby dwelling will be illuminated beyond maximum permissible values outlined in AS 4282-1997 Control of the obtrusive effects of outdoor lighting.	Complies Outdoor lighting will comply with the relevant Australian Standard. This can be provided in accordance with reasonable and relevant conditions of approval if required.
	A05.2 Development ensures that floodlighting is restricted to types that do not produce an upward component of light where mounted horizontally such as a full cut off luminaire.	Not Applicable Flood lighting is not proposed.
	A05.3 Development facade has no flashing lights.	Complies No flashing lights are proposed.
PO6 Development for urban purposes is serviced adequately with: (a) water supply which meets the stated standard of service for intended use and fire-fighting purposes; (b) waste disposal.	A06 Development provides for all lots to be provided with reticulated water supply and sewerage.	Complies The subject site is connected to water supply and sewerage.
Additional criteria for development if for a food and drink outlet		

Table 9.3.3.3.A—Centre or Mixed Use Code

Performance outcomes	Acceptable outcomes	Response
P07 Development mitigates impacts on residential amenity in or adjoining the building through: (a) providing an outdoor dining area that is appropriately located; (b) ensuring external dining and entertainment areas are visually and acoustically screened from an adjoining dwelling.	A07 Development provides for external dining or entertainment areas to be: (a) located in or directly adjacent to the public realm; (b) visually and acoustically screened from an adjoining dwelling.	Complies Outdoor dining areas associated with the food and drink tenancy will be located on an external terrace space presenting to the street corner. These active spaces will be visible and accessible from the public realms in both Coronation Drive and Graham Street.
Additional criteria for development if for a garden centre or hardware and trade supplies NOT APPLICABLE – The proposal does not include these uses.		
Additional criteria if for development if a shop or shop component of a shopping centre NOT APPLICABLE – The proposal does not include these uses.		
Additional criteria for development if for a showroom NOT APPLICABLE – The proposal does not include this use.		
Additional criteria for development if for an adult store NOT APPLICABLE – The proposal does not include this use.		
Section B—If for assessable development involving demolition		
P012 Development provides that a vacant development site presents an attractive temporary parkland and does not impact adversely on the visual amenity of the centre or mixed use area or the public realm.	A012 Development for the demolition of a building, where redevelopment is delayed for more than 3 months, ensures the site is: (a) cleared of all rubble, debris and demolition materials; (b) turfed so it can be mowed; (c) landscaped with perimeter planting consisting of advanced specimens of fast-growing species in compliance with the Planting species planning scheme policy; (d) provided with drainage to prevent ponding; (e) maintained so that there is no sediment run-off onto adjacent premises, roads or footpaths; (f) provided with public access where public safety can be maintained; (g) provided with at least 50% transparent street-front fencing if fenced; (h) maintained to ensure no nuisance or amenity impacts to adjacent premises, residents, roads or footpaths.	Complies The proposal requires demolition of the existing building. Management of the demolition site will be in accordance with any reasonable and relevant condition of approval.
Section C—If for assessable development		

Table 9.3.3.3.A—Centre or Mixed Use Code

Performance outcomes	Acceptable outcomes	Response
PO13 Development ensures that the site is of sufficient area and frontage width to: (a) achieve convenient and safe vehicle, pedestrian and cyclist access; (b) minimise traffic hazard and inconvenience; (c) achieve sufficient car parking and manoeuvring on site for short-term and long-term use by customers, building occupants, residents, visitors and service providers; (d) accommodate adequate services areas to minimise adverse impacts on neighbours; (e) allow service providers convenient access to service areas; (f) minimise the proportion of frontage dedicated to driveways; (g) manage building bulk, scale and form; (h) accommodate sufficient areas of deep planting and landscaping for amenity and recreation and to contribute to an attractive subtropical public realm; (i) allow room for useable open space to promote casual surveillance and good public realm interface.	AO13 Development ensures that: (a) the site area and frontage width is in compliance with the requirements identified in a neighbourhood plan; or (b) if no neighbourhood plan applies, or the neighbourhood plan does not address the site area and frontage width, the site area is a minimum of 800m² and has a minimum frontage width of 20m. Note—The site frontage is measured at the boundary line on the primary road.	Complies The subject site meets the minimum site area and frontage requirements of this Code, as the site has a total area of 2,339m² and has frontages to Coronation Drive of approximately 60.4m and to Graham Street of approximately 32.2m.
PO14 Development does not isolate or negatively impact on the development potential or future amenity of an adjoining site.	AO14 Development ensures that: (a) the site area and frontage width of an adjoining site within a zone in the Centre zones category or the Mixed use zone: (i) complies with the minimum requirements set out in a neighbourhood plan; or (ii) does not isolate lots less than 800m² in area or with a frontage width less than 20m or prohibit access to an existing access easement arrangement or laneway; or (b) a concept plan for the development demonstrates that development can be physically achieved on an adjoining site at	Complies The surrounding sites located in the Mixed Use Zone all have areas greater than 800m² and have existing lawful access arrangements from Graham Street (separate and shared access easements). The proposed development therefore doesn't compromise the development potential or future amenity of these properties.

Table 9.3.3.3.A—Centre or Mixed Use Code

Performance outcomes	Acceptable outcomes	Response
	a later stage, commensurate with the intent of the zone and zone precinct or neighbourhood plan requirements.	
PO15 Development enhances the role and function of the centre or mixed use area as a place of economic and community activity considering its strategic location, form and character intent and the catchment which it services, through its overall structure and integration in its location with use and site planning including building, open space, landscape and parking which: (a) retain or respect valued site features; (b) reflect local valued streetscape forms, features and character; (c) contribute to the desired character and form of the local area; (d) align buildings and towers to the street pattern and respects the continuity of street facades; (e) are transit supportive; (f) connect with the neighbourhood or local structure; (g) provide direct and convenient site access for pedestrians and cyclists to local transport networks, key destinations and public transport facilities; (h) provides for safe vehicle access; (i) provides opportunities for integrated access and parking with adjoining developments; (j) locates uses to minimise impacts on adjoining residents; (k) assists with mitigation of air and noise quality impacts on the health and amenity of building occupants and residents. Refer to Figure a. Note—A structure plan prepared in accordance with the Structure planning planning scheme policy can assist in demonstrating achievement of this performance outcome. A structure plan must be prepared where in the Emerging community zone.	AO15 Development is designed and sited in compliance with: (a) the structure outlined in a neighbourhood plan, an existing development approval or a preliminary approval that is relevant to the full nature and extent of the development; or (b) a structure plan prepared in accordance with the Structure planning planning scheme policy where in the Emerging community zone.	Not Applicable The Milton Neighbourhood Plan does not contain a structure plan and the site is not affected by any previous approvals that dictate the overall form of development.
PO16	AO16	Not Applicable

Table 9.3.3.3.A—Centre or Mixed Use Code

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

Table 9.3.3.3.A—Centre or Mixed Use Code

Performance outcomes	Acceptable outcomes	Response
	Development provides publicly accessible spaces and links (privately owned), including plazas, arcades, pedestrian pathways, shelters and queuing areas for public transport, in the locations identified in: (a) an overlay; or (b) a neighbourhood plan; or (c) an existing development approval; or (d) a preliminary approval; or (e) as otherwise identified as part of a structure planning process as part of development.	
	AO17.3 Development for a park, public open space or plaza, is co-located with community services and civic facilities.	Not Applicable A Public park, public open space or a public plaza is not proposed.
PO18 Development provides a land use mix which: (a) supports the intended function of the centre or mixed use area; (b) does not prevent commercial or employment growth; (c) includes: (i) complementary uses such as retail, employment, residential and community facilities; (ii) uses that provide for the everyday needs of the local community; (iii) a fine grain of uses particularly on active frontages and adjoining public footpaths and spaces; (iv) residential uses in centres including live-work configurations.	AO18 Development provides a land use mix or maximum gross floor area or plot ratio for particular uses that: (a) is in compliance with any limit set in a neighbourhood plan; or (b) if no neighbourhood plan applies, or no requirements are specified in a neighbourhood plan: (i) is no more than 50% residential in a Principal centre zone or Major centre zone; (ii) or otherwise no acceptable outcome is prescribed.	Not Applicable The Milton Neighbourhood Plan does not specify a preferred land use mix for this sub-precinct. As the site is included in the Mixed Use Zone, no specific requirements are applicable.
PO19 Development for a residential use does not compromise the economic function or activity of a centre and street level activation.	AO19 Development for a residential use is not located on the ground floor where in a zone in the Centre zones category or the Mixed use zone, except if: (a) located behind an active frontage with a non-residential use; or	Complies No dwellings are proposed on the ground level.

Table 9.3.3.3.A—Centre or Mixed Use Code

Performance outcomes	Acceptable outcomes	Response
	(b) located in the Frame zone precinct of a zone in the Centre zones category or Corridor zone precinct of a zone in the Centre zones category and providing a transition to adjoining lower intensity or residential neighbourhoods; or (c) in a Mixed use zone the ground floor of which includes adaptable building design; or (d) short-term accommodation that has a foyer or a non-residential use providing a minimum of 50% active frontage to the street or public space.	
PO20 Development minimises the adverse impact of a use on building occupants and residents in or adjoining the site through appropriate land use mix. Note—Low impact commercial activities are shops, banks, offices and similar.	AO20 Development provides: (a) co-location of low impact commercial activities where air or noise impacts are not detectable and disturbing in a dwelling or other sensitive use; (b) co-location of uses with potential air or noise impacts away from sensitive uses; (c) mitigation of impacts resulting from co-location of food and drink outlet uses such as a restaurant with residential uses in the same building; (d) that nightclub entertainment facilities are not co-located with residential or other sensitive development within the same building; (e) that the location of exhaust or ventilation outlets from food outlets, drycleaners, salons, car parks and bus stations as far from a sensitive use as practicable; (f) adequate separation distances between service stations and any sensitive use; (g) dwelling balconies and windows do not overlook ventilation stacks and bulk waste bin storage areas.	Complies The proposal incorporates a retail activity in the form of a Food and Drink Outlet, to be located in a ground floor tenancy and associated external spaces located towards the corner of the site. The proposed location of this use is not anticipated to have any adverse amenity impacts to apartments within the building
PO21	AO21	Performance Outcome The development seeks performance outcomes with respect to:

Table 9.3.3.3.A—Centre or Mixed Use Code

Performance outcomes	Acceptable outcomes	Response
Development ensures that the building bulk and scale is consistent with the intended form and character of the centre, mixed use or local area considering: (a) existing buildings to be retained; (b) existing significant vegetation; (c) significant infrastructure constraints; (d) adjoining existing and proposed building heights; (e) adjoining existing and proposed building setbacks and separation of buildings necessary to ensure impacts on amenity and privacy are minimised; (f) building height transitions where required.	Development is contained within the building envelope for the site by applying: (a) the maximum building height; (b) building height transition requirements, where required; (c) front, rear and side setback requirements; (d) building separation requirements; (e) car parking setback requirements; (f) active frontage requirements for stand-alone shopping centres or shops or for development in traditional strip centres or corridors. Refer to Figure c and Figure d examples. Note—The building envelope must include all requirements from any applicable overlay codes or a neighbourhood plan. Note—This can be demonstrated by a building envelope plan, elevations and sections.	- Maximum building height; - Primary frontage and side boundary setbacks for levels 4 and above; - Building separation where associated with the upper levels of the tower to the northern and western side of the development; and - Carpark setbacks. The appropriateness of these performance outcomes is discussed in detail below or in section 5.2 of this report.
PO22 Development ensures that the building height is consistent with the centre or mixed use area intent and local and street context considering: (a) the size of the lot; (b) the scale of development reinforcing the preferred city-wide form; (c) proximity to high-frequency public transport services; (d) the height of existing adjoining buildings and proposed heights; (e) street conditions such as street width; (f) the topography of an area and site slope; (g) view points and corridors; (h) solar access to key public spaces.	AO22 Development ensures that the maximum building height is in compliance with: (a) a neighbourhood plan; or (b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements in Table 9.3.3.3.B. Note—The building height is determined by the number of storeys rather than metres except where varied by a neighbourhood plan. Some neighbourhood plans may also specify a maximum height of buildings in metres. Note—Roofs are excluded from the calculation of maximum height of buildings to encourage interesting subtropical roof forms able to respond to solar orientation and site context.	Performance Outcome The proposed development is a maximum height of 30 storeys (including ground floor but excluding rooftop areas). The Milton Neighbourhood Plan does not specify a maximum height of development in Table 7.2.13.2.3.A – Performance Outcomes and Acceptable Solutions, but includes an overall outcome for the Office Precinct referencing that medium-rise development is to be provided. Detailed discussion on the proposal’s suitability with regard to height, including specific responses to the performance outcome criteria for this Code, is included in section 5.2 of this report.
PO23	AO23.1	Not Applicable

Table 9.3.3.3.A—Centre or Mixed Use Code

Performance outcomes	Acceptable outcomes	Response
Development where identified in a neighbourhood plan as a building height transition, or where sharing a common boundary with, or located fronting a minor road that is opposite, premises in the Low–medium density residential zone, Low density residential zone or Character residential zone provides buildings that are reduced in bulk and form to provide a transitional built form of a compatible scale which protects the amenity of lower density residential areas bordering centre or mixed use areas by: (a) stepping down in height and scale; (b) minimising impacts including those from overlooking and visual dominance; (c) maintaining adequate levels of natural ventilation and light penetration to a habitable room, balcony and private open space.	Development where identified in a neighbourhood plan as a building height transition or where sharing a common boundary with premises in the Low–medium density residential zone, Low density residential zone or Character residential zone provides a building height transition which complies with: (a) a neighbourhood plan; or; (b) if no neighbourhood plan applies, or no requirements are specified in the neighbourhood plan, the following: (i) the building height within 10m of the common boundary is no more than 1 storey greater than the maximum acceptable outcome for building height on the adjoining site; (ii) the building height within 20m of the common boundary is no more than 2 storeys greater than the maximum acceptable outcome for building height on the adjoining site; (iii) all structures, except adjoining boundary fences, are set back a minimum of 4m from the common boundary; (iv) an acoustic and visual screen fence of 2m height is provided on the common boundary.	The subject site is not required to provide a transition in height in response to neighbouring development.
	AO23.2 Development where located fronting a minor road that is opposite premises in the Low–medium density residential zone, Low density residential zone or Character residential zone provides a building height transition which complies with: (a) a neighbourhood plan; or (b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the following: (i) the building height within 10m of the front boundary is no more than 2 storeys greater than the maximum acceptable outcome for building height on a site located on the opposite side of the minor road;	Not Applicable The subject site does not front a minor road opposite lots in a lower density zone designation.

Table 9.3.3.3.A—Centre or Mixed Use Code

Performance outcomes	Acceptable outcomes	Response
	(ii) all structures, except boundary fences, are set back a minimum of 4m from the front boundary; (iii) buildings are provided with modulation and articulation with variations in the wall and roof plane every 10m. Note—Minor road is defined in the Transport, access, parking and servicing planning scheme policy. Where mixed residential and non-residential development, site access may be provided from a minor road for the residential component of the development.	
PO24 Development ensures that the front boundary setbacks: (a) positively define the street edge; (b) relate to the existing streetscape and setback pattern and reinforce the preferred character and form intent; (c) provide for connections between footpaths, public spaces and private entries where level differences are proposed; (d) provide for the queuing of patrons at entertainment venues; (e) consider waiting areas at bus stops, taxi ranks and display windows; (f) where a residential use and outside the core of a centre, takes on a more residential interface with the street; (g) where facing lower intensity development or a residential neighbourhood provide for an appropriate interface and transition; (h) provide for deep-planting areas and landscaping where a built to the front boundary edge is not required.	AO24 Development ensures that the front boundary setback for non-residential and residential development in a zone in the Centre zones category or the Mixed use zone are in compliance with: (a) a neighbourhood plan; or (b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements in Table 9.3.3.3.C.	Performance Outcome The Milton Neighbourhood Plan does not contain specific requirements for front boundary setbacks, thus the provisions of this Code apply. Specifically, for a podium element up to 5 storeys of a non-residential use fronting an arterial road, the preferred front boundary setback is 3m, whilst the tower element should be a minimum of 6m from the boundary. On the subject site, these minimum setbacks apply only to the primary street frontage, being Coronation Drive. The proposal complies with the minimum setback from the pre-dedication boundary for the podium level by providing a 3m setback to the proposed screening elements for Levels Ground to 3 and to the perimeter terrace area on Level 4. The proposal seeks a performance outcome with regard to front boundary setbacks to Coronation Drive for the tower element by providing a setback of 5m from the pre-dedication site boundary. Detailed discussion on the suitability of this design outcome is included in section 5.2 of this report.
PO25 Development ensures that the rear boundary and secondary street setbacks: (a) provide for deep-planting areas;	AO25 Development ensures that the rear and secondary street boundary setbacks for non-residential and residential development in a centre	Complies For the secondary street frontage, the minimum setback requirement 0m for the podium and 3m for the tower.

Table 9.3.3.3.A—Centre or Mixed Use Code

Performance outcomes	Acceptable outcomes	Response
(b) support building separation to provide visual and acoustic privacy without screening where residential uses are adjoining or proposed; (c) maximise the opportunity to retain and protect existing mature vegetation; (d) enable a suitable frontage treatment to be presented where there is a transition to a residential neighbourhood.	or mixed use or for a centre activity or mix of uses are in compliance with: (a) a neighbourhood plan; or (b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements in Table 9.3.3.3.C.	The development complies with this requirement as further detailed in section 5.2 of this report. As the site is a corner lot, there is considered to be no rear boundary.
PO26 Development ensures that the side boundary setbacks: (a) minimise the impact of development on the amenity and privacy of adjoining existing residents; (b) contribute to the rhythm and pattern of the streetscape in keeping with the intended neighbourhood character; (c) provide for breezes and sunlight where a residential use is included on upper levels above podium levels; (d) consider future development.	AO26 Development ensures that side boundary setbacks for non-residential and residential development in a centre or mixed use or for a centre activity or mix of uses are in accordance with: (a) a neighbourhood plan; or (b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements in Table 9.3.3.3.C.	Performance Outcome The Milton Neighbourhood Plan does not contain specific requirements for side boundary setbacks, thus the provisions of this Code apply. Specifically, for a podium element up to 5 storeys a setback of 0m is appropriate for blank walls, whilst the tower element should be a minimum of 6m from the boundary. The proposed podium complies in being blank walls built to the side boundary, with performance outcomes sought for the tower, where 4.35m is proposed to the northern side boundary and 5.07m to the western side boundary. A detailed assessment of the performance outcome and appropriateness of the development is included in section 5.2 of this report.
PO27 Development ensures that the separation of buildings within a site and to an adjoining existing or future buildings which includes a residential dwelling: (a) is consistent with the form and character intent for the local area; (b) is located to provide residential amenity including access to natural light, sunlight and breeze; (c) provides a degree of visual privacy via site planning and design without a reliance on fixed screening;	AO27.1 Development ensures that the building separation within a site and to adjoining buildings is in compliance with Table 9.3.3.3.E. Note—This is demonstrated by a site context plan that includes adjoining and adjacent buildings and strategies to address separation issues.	Performance Outcome The proposal does not meet the minimum requirements for building separation at the western side of the development for levels 9 and above. The corresponding performance outcome is not applicable given that neither of the existing buildings on the adjoining sites to the north or west currently contain, or are likely to contain in the future, a residential use. The proposal therefore is not required to mitigate any potential loss of privacy or amenity resulting from reduced building separation distances.
	AO27.2	Not applicable

Table 9.3.3.3.A—Centre or Mixed Use Code

Performance outcomes	Acceptable outcomes	Response
(d) reasonably addresses and considers the amenity of adjoining residents and future development potential.	Development ensures that the building separation to an adjoining residential building: (a) complies with Table 9.3.3.3.E; (b) positions the primary balcony or private open space to street or rear; (c) offsets balconies or habitable rooms so they are positioned outside the cone of vision of existing or approved habitable rooms or outdoor spaces; or (d) uses moveable or adjustable screening to regulate privacy between lots or dwellings which do not exceed balcony screening acceptable outcomes. Note—Separation distances are intended to protect amenity and provide for private open spaces on upper levels that do not require full screening for privacy. Note—Considered site planning and design and strategies such as offsetting balconies, the location of private space, selective screening and other design elements can reduce the boundary separation requirements.	Neither of the existing buildings on the adjoining sites to the west or south currently contain, or are likely to contain in the future, a residential use.
PO28 Development is of an intensity that supports both the strategic and local role and function of the centre or mixed use area and the development of a vibrant public realm considering the capacity of infrastructure.	AO28 Development has a gross floor area or plot ratio which: (a) complies with a neighbourhood plan; or (b) if no neighbourhood plan applies or a neighbourhood plan does not specify a gross floor area or plot ratio, is provided for in a building contained within the building envelope that does not exceed the maximum building footprint for the site.	Performance Outcome The Milton Neighbourhood Plan specifies a plot ratio of 150% of the site area, but does not include any maximum gross floor area. It is considered the proposed intensity of development supports the strategic inner city function of this location that arises from its proximity to the Milton Urban Enterprise Area, the Brisbane CBD and major road and public transport networks. Further detailed discussion on the proposal's suitability in the context of new and emerging strategic policy for Brisbane's inner city is included in section 7 of this report and for further discussion with respect to this Performance Outcome see section 5.2 of this report.
PO29 Development has a building footprint or site cover which:	AO29 Development provides a maximum building footprint or site cover which:	Complies The Milton Neighbourhood Plan does not specify a maximum building footprint or site cover.

Table 9.3.3.3.A—Centre or Mixed Use Code

Performance outcomes	Acceptable outcomes	Response
(a) is of an appropriate form and intensity for the activity centre or mixed use location; (b) balances built form with open space, parking and landscaping at ground level; (c) limits areas of external surface car parking; (d) provides for landscaping and deep planting areas.	(a) complies with the requirements in a neighbourhood plan; (b) if no neighbourhood plan applies or no requirements are specified in a neighbourhood plan, the maximum building footprint or site cover is 90%. Note—The building footprint or site cover includes at-grade car parking areas that are covered with shelter. Enclosed car parking areas are included if they protrude more than 1m above ground level.	The proposal offers a compliant outcome with a maximum site cover of 81% (podium).
PO30 Development ensures that the podium building forms: (a) positively contribute to centre or mixed use character; (b) are consistent with the local or street form and character intent; (c) are proportional to the total height; (d) do not negatively impact on the streetscape; (e) do not negatively impact on the amenity of adjoining residents or building occupants; (f) are set back considering the height, length, degree of enclosure and treatment of walls.	AO30.1 Development with podium design including setback: (a) complies with the requirements in a neighbourhood plan; (b) if no neighbourhood plan applies, or if no requirements are specified in the neighbourhood plan: (i) is set back in accordance with Table 9.3.3.3.C and Table 9.3.3.3.D if parking is included in a podium; (ii) is not built to the boundary on a boundary where a building height transition is required; (iii) provides a continuous frontage built to the alignment where continuity with adjoining buildings is important; (iv) is of a height that matches to the existing streetscape and to neighbouring buildings; (v) does not exceed 3 storeys, if no podium or parapet line is established in the immediate streetscape.	Performance Outcome The Milton Neighbourhood Plan does not include any podium design requirements. The proposal includes a podium element containing car parking, thus applicable setbacks are those included in Table 9.3.3.3.D. Table 9.3.3.3.D specifies that where the height of the wall or parking is above ground by greater than 3 storeys and 10.5m, no acceptable outcome is proposed. The proposal is considered to meet the requirements of PO30 by: ▪ minimising the potential impact of adjoining streetscapes or public spaces by appropriately screening views of the car parking from the public realm (Coronation Drive and Graham Street) with the use of recessed glazing, metal screening and a substantial amount of climbing and/or cascading podium planting on the Coronation Drive facing facades ▪ retaining the existing site access in Graham Street, to minimise the impacts of vehicle movement on the primary covered external gathering spaces. The design is also noted to be reasonably consistent with that established over the adjoining site, which includes podium car parking built to the boundary up to the third storey.
	AO30.2 Development ensures that podium walls: (a) are built to the side or rear boundary of an allotment;	Complies

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Performance outcomes	Acceptable outcomes	Response
	(b) are blank; (c) have no windows or openings.	The podium element is built to the northern and western side boundaries. These facades are blank and have no windows or openings.
PO31 Development ensures that built to boundary walls do not negatively impact on the amenity of adjoining residents or building occupants.	AO31 Development ensures that its built to boundary walls are: (a) not located on a boundary adjoining land located within the Low density residential zone or Character residential zone; (b) not located on a boundary where a building height transition is required; (c) not located in front or rear setbacks; (d) constructed with pre-finished and low- maintenance materials.	Complies The proposed podium element does not adjoin land included in the Low Density Residential or Character Residential Zones, or that requires a building height transition. The proposed built to boundary walls are located on side boundaries only and will be constructed from pre-finished and low-maintenance materials.
PO32 Development for a building in a centre or mixed use area provides for adaptable use over time, in particular on the ground storey and lower levels with: (a) a mix of adaptable floor plates at ground storey and podium levels; (b) higher floor-to-ceiling heights, capable of accommodating commercial, retail or other non-residential uses at different stages of the building's life cycle.	AO32 Development includes a minimum floor-to-ceiling height of 4.2m on the ground storey if: (a) identified as an active frontage in a neighbourhood plan; or (b) in the Principal centre zone, Major centre zone, District centre zone or Mixed use zone; or (c) within 200m walking distance of a railway or bus station.	Performance Outcome The ground storey has a minimum floor to ceiling height of 4.0m allowing for an active food and drink outlet use at ground level.
PO33 Development ensures that building bulk and scale: (a) is consistent with the form and character intent for the local area and street; (b) is reduced by design elements to provide: (i) visual interest and contribution to the character of the centre or mixed use area; (ii) reflection of valued local form elements such as podium or parapet heights in traditional strip shopping centres;	AO33.1 Development ensures that the length of a uniform treatment of an elevation above ground level without variation, substantial articulation or openings is no more than 30m. Note—Substantial articulation is a full break of 6m or a change in building line of 2m plus or minus for a length not less than 5m.	Complies With the exception of the built to boundary podium wall, the proposal does not provide for any facades that have an unbroken façade treatment for more than 30m.
	AO33.2 Development reduces building bulk by a combination of: (a) balconies orientated towards the street;	Complies The proposal incorporates open balconies on every floor level of the tower.

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Performance outcomes	Acceptable outcomes	Response
(iii) adequate amenity for building occupants and residents in terms of access to natural light and ventilation; (iv) a comfortable and attractive pedestrian environment; (v) a building base which exhibits a human-scale and fine-grain building rhythm; (vi) variations in horizontal and vertical profile.	(b) variation in materials, colours, or textures including between levels; (c) recessions and projections in the roof and wall plane; (d) variations in the building form.	The building offers substantial variations in glazing treatments in both the podium and tower elements of the building. The podium incorporates projecting vertical elements with recessed glazing or screening as well as podium planters to provide a horizontal element on every floor level. The proposal has a distinct entry in the centre of the Coronation Drive façade, as well as ground level open terraces presenting to the corner of the site. Rooftop elements have clear breaks or deep recesses to provide visual interest and to accommodate rooftop planting. The corner roof reads as a projecting form owing to the lack of vertical structures connecting it to the floors below. The building will be constructed from a variety of materials, colours and textures, as shown on the proposal plans.
	AO33.3 Development maximises recessed forms and openings around the building perimeter to allow external space to merge with the interior of the building, except where they would compromise safety and security.	Complies The building includes recessed forms and openings on the ground level, with the podium incorporating vertical splays connected with recessed sections of glazing or screening above. The proposal has a distinct entry in the centre of the Coronation Drive façade, as well as ground level open terraces presenting to the corner of the site.
	AO33.4 Development of the lower 3 storeys of the building includes: (a) awnings and sun-protection devices; (b) operable elements within the facade; (c) elements of a finer scale than the main structural framing; (d) display windows, showcases or public art where identified as an active frontage. Refer to Figure I.	Complies The podium incorporates recessed forms and openings on the ground level, as well as vertical splays connected with recessed sections of glazing or screening above. Given that the podium contains car parking on 3 levels above the ground floor, glazing and screening is fixed to ensure safety of users of these spaces. The proposal does include horizontal sunshading slabs and sunshading screens on the western façade, with the eastern façade

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Performance outcomes	Acceptable outcomes	Response
		including elements of finer scale including screening and landscape planters.
PO34 Development of buildings is finished with high-quality materials, selected for their durability and the contribution they make to the character of the centre or mixed use area.	AO34.1 Development: (a) respects and reflects the architectural theme in the area; (b) respects the traditional frontages, facades, architectural qualities and traditional materials of buildings within the area; (c) does not necessarily imitate historical architectural styles. Refer to Figure I.	Complies The building's design takes inspiration from nearby heritage buildings including the Regatta Hotel and Cook Terraces by incorporating vertical elements reminiscent of colonnades/timber verandah posts, glazing and screening elements reminiscent of balustrading and lattice, as well as recessed or distinctive roof forms and garden thresholds on the building's ground level perimeter. The vertical and horizontal structure of the building also draws inspiration from the symmetry and rhythm of these heritage places, including the division of the building facades into distinct sections with strong vertical elements (steps or cut-outs) and horizontal elements (banding every 3 floors and open balconies). Further discussion on the building's consistency with the surrounding architectural themes is included in the Architectural Report prepared by Woods Bagot.
	AO34.2 Development provides materials and finishes which are all easily maintained and do not readily stain, discolour or deteriorate.	Complies The building will be constructed from painted pre-cast concrete and cladding, with steel and aluminium elements (posts and screening) and glazing. These materials are easy to maintain and will not stain, discolour or deteriorate.
PO35 Development for a building exhibits subtropical design elements to support a building's occupant, resident and user comfort and outdoor activities and living.	AO35.1 Development includes ventilation in and around a building through strong sectional and facade articulation, breezeways, open courtyards and landscaped areas.	Complies The building incorporates strong vertical articulation as well as open terraces and balconies that will permit the entry of sunlight and breezes into the building.
	AO35.2 Development includes weather protection and sun shading to: (a) all pedestrian entries;	Complies The building's design incorporates weather-protected ground entries, including the primary entry from Coronation Drive and the

Table 9.3.3.3.A—Centre or Mixed Use Code

Performance outcomes	Acceptable outcomes	Response
	(b) shopfronts; (c) publicly accessible pedestrian connections; (d) external doors and windows to habitable rooms; (e) outdoor spaces intended for cafe or restaurant use.	secondary entry from Graham into the covered terrace space provided for the building's future Food and Drink Outlet.
	AO35.3 Development: (a) incorporates deep recesses, eaves and sun-shading devices on the north-facing building facades; (b) is shaded and incorporates elements such as adjustable screens, awnings or pergolas, green walls or planting on the west-facing building facades.	Complies The proposal provides screening elements and podium planting for the full length of the building's western façade. The building design maximises solar penetration for occupant comfort and the use of high performance glazing alongside shading devices significantly lowers cooling loads by controlling solar heat gain, ensuring energy efficiency standards are met.
PO36 Development for rooftops and building caps: (a) is interesting, subtropical and contextually and climatically appropriate in form; (b) is responsive to orientation and solar access; (c) is attractive and not marred by a cluttered display of plant and equipment; (d) may incorporate a rooftop garden where integrated as part of the overall building design and enhancing the presentation and visual amenity of the rooftop and skyline when viewed from external public vantage points. Note—The building height is determined by the number of storeys and excludes roofs, except where varied by a neighbourhood plan, to encourage interesting, subtropical and contextually appropriate roof forms. Note—External public vantage points means from at least two mostly unobstructed views of the development from a public area.	AO36.1 Development provides rooftops and building caps which: (a) contribute to the architectural distinction of the building and roofs; (b) include combinations and variations of forms created through pitches, gables, skillions or other features.	Complies The proposal offers an interesting rooftop contributes to the architectural distinction of the building.
	AO36.2 Development for rooftops and building caps are designed to: (a) incorporate and screen service structures, lift motor rooms, mechanical plant and equipment as architectural features; (b) enable the future inclusion of service structures, lift motor rooms and mechanical plant and equipment, such as satellite dishes and telecommunications facilities, in an unobtrusive manner.	Complies The proposed roof top incorporates all necessary plant and mechanical equipment as well as lift overruns and stairwells (located in the centre of the building).
	AO36.3 Development where rooftops are used for open space, ensures plant and equipment is visually and acoustically screened from the communal open space.	Complies All plant and equipment is located behind solid walls and thus is not visible from the recreational spaces.

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Performance outcomes	Acceptable outcomes	Response
	AO36.4 Development for a rooftop garden: (a) incorporates a combination of built form and soft landscape elements integrated with the overall building design; (b) enhances the presentation and visual amenity of the rooftop and skyline when viewed from external public vantage points. Note—External public vantage points means from at least two mostly unobstructed views of the development from a public area.	Not Applicable A rooftop garden is not proposed.
PO37 Development provides shelter for pedestrian movement: (a) on a street frontage; (b) through a site with a cross block link; (c) to key building entrances or publicly accessible parts of the site.	AO37.1 Development for a pedestrian shelter is provided by an awning which: (a) is consistent with the character of the centre; (b) abuts footpaths; (c) is provided and maintained by the building owner on their premises; (d) protects the normal flow of pedestrians; (e) is continuous across the frontage of a site; (f) aligns to provide continuity with shelter on an adjoining premises; (g) is a minimum of 3.2m and is generally not more than 4.2m above pavement height; (h) extends from the face of the building or the premises line; (i) does not extend past a vertical plane 1.5m inside the kerb line to enable street trees to be planted and grow; (j) has a 0.5m clearance to any tree trunk and main branches; (k) aligns with existing awnings if the verge has been widened; (l) is cantilevered from the main building with any posts within the verge being non load bearing; (m) uses materials that provide appropriate shade. Refer to Figure m.	Not applicable The proposal does not provide a pedestrian shelter.

Table 9.3.3.3.A—Centre or Mixed Use Code

Performance outcomes	Acceptable outcomes	Response
	AO37.2 Development for an awning over a footpath is lit with a lighting system which: (a) is in compliance with AS/NZS 1158.3.1:2005 Lighting for roads and public spaces, Category P3 and AS 4282-1997 Control of the obtrusive effects of outdoor lighting (b) provides a minimum of 20lux at ground level.	Not applicable The proposal does not provide an awning over the footpath.
PO38 Development provides site entrances which: (a) define the threshold between public and private space; (b) provide safe, secure and convenient access to the site for building occupants and visitors; (c) provide a sufficiently scaled and sheltered entry and meeting space; (d) provide clear building signage and numbering for emergency access; (e) provide lighting; (f) provide conveniently located mailboxes.	AO38.1 Development entrances are clearly visible from the street, and are not obscured by fencing, walls, advertising or dense landscaping.	Complies The proposal provides a clearly visible entry from Coronation Drive. The entry is situated in the centre of this façade and is emphasised by a wide flight of steps to the entry with a double height wall and projecting awning element. The entry is also flanked by ground level, landscaping elements (spreading canopy trees and low level planting) that does not incorporate high walls or fencing. A secondary entry is also provided from Graham Street into the covered external terrace space in the corner of the building.
	AO38.2 Development provides for: (a) a clear path of travel from the public footpath to building entry; (b) activity generators adjacent to the entrance; (c) seating or other facilities such as short-term bicycle parking near the entry.	Complies Both entries provide direct access from the public footpath, into the building lobby and café spaces. Seating is also located close to the building entry.
	AO38.3 Development provides: (a) signage and cues to distinguish between public areas, publicly accessible private areas and private areas; (b) street numbers and building names which are clearly identifiable from the street for pedestrians and emergency access.	Complies The building will be appropriately signed to ensure easy way-finding for residents and visitors.

Table 9.3.3.3.A—Centre or Mixed Use Code

Performance outcomes	Acceptable outcomes	Response
	Note—Cues to differentiate territory may include fences, vegetation, lighting, footpath detailing and changes in level.	
PO39 Development of buildings defines the street edge and reinforces the desired character of the centre or corridor through: (a) orientation to the street; (b) minimal front boundary setback; (c) providing overlooking and casual surveillance from upper level balconies and windows ; (d) clearly defined building entrances; (e) high-quality finishes at the ground-storey pedestrian level.	AO39.1 Development provides a front building elevation that is parallel or nearly parallel to the street frontage.	Complies The primary entry is located parallel to the Coronation Drive street frontage.
	AO39.2 Development is orientated to overlook streets and other public spaces with windows and balconies located on upper levels, designed to provide casual surveillance opportunities. Refer to Figure j.	Complies The ground level spaces (both internal and external) are oriented towards the site's street frontages. The external terrace area associated with a future Food and Drink Outlet will provide opportunities for casual surveillance of the public realm. Upper levels have balconies on every floor, which will also allow for casual surveillance.
	AO39.3 Development for a building which is not located on the front boundary, ensures the setback: (a) is open and accessible for pedestrians along its entire length and width; (b) is clear of columns and other obstructions; (c) has a pavement matching the gradient of the adjoining pavement and connecting pedestrian areas on neighbouring sites; (d) connects without any lip or step to adjoining pavements or abutting pedestrian areas on neighbouring sites. Refer to Figure k.	Complies The proposal ensures that pedestrian access solutions and associated landscaping are seamlessly integrated with the public realm.
	AO39.4 Development for steps, escalators, ramps or lifts is set back 1.2m from the main building line to maximise pedestrian flow and safety and allow for adequate waiting space.	Performance Outcome The development includes steps from both Coronation Drive and Graham Street into the development which are not setback from the main building line, however are clearly visible and assist with defining the building entrances.
PO40	AO40	Complies

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Performance outcomes	Acceptable outcomes	Response
Development for a building 8 storeys and over ensures that the design mitigates the impacts of ground-level wind acceleration on pedestrians and building occupants, considering the site context and neighbouring structures.	Development provides wind mitigation for a building which is 8 storeys to 15 storeys that: (a) is in accordance with a neighbourhood plan; or (b) if a neighbourhood plan does not specify any criteria, uses at least 2 of the following strategies: (i) building orientation, plan shape, massing and facade articulation to avoid tall and wide facades that face prevailing winds; (ii) a podium and tower building form with a tower set back at least 10m from all streets above the podium level to deflect wind downdrafts from penetrating to street level (but a podium is not suitable for communal or private open space); (iii) canopies and awnings to protect pedestrians; (iv) trellis structures and a dense network of trees at ground or podium level. Note—This is demonstrated by submission of a wind impacts report from a suitably qualified professional.	The proposed building's orientation, shape, articulation and landscaping solutions minimises the extent of tall and wide facades to limit potential downdrafts into the street level. The proposed building setbacks, combined with the comparatively low height of adjoining development, will not prevent the movement of prevailing winds in the locality.
PO41 Development provides car parking which: (a) minimises the impact on the quality of adjoining streetscapes or public spaces or the amenity of adjoining residents in terms of location, bulk, form and amenity impacts including noise, light or odours; (b) takes account of the following: (i) the location of active frontages and public spaces; (ii) setback distances to mitigate impacts; (iii) the proximity of dwelling houses or existing multiple dwellings on adjoining sites; (iv) the scale and detail of any parking structure walls when viewed from the street and adjoining properties;	AO41.1 Development provides car parking which is: (a) not visible from the street, other public spaces or adjoining properties; or (b) located below ground or behind dwellings or active uses for the full street frontage; (c) set back from front, rear and side boundaries in compliance with a neighbourhood plan or if no neighbourhood plan applies or no requirements are specified in a neighbourhood plan, the requirements in Table 9.3.3.3.D. Note—Car parking which extends 1m above ground level will be counted in the maximum height and will be subject to the relevant boundary setback requirements.	Complies The proposal provides car parking in three basement levels and in 4 above-ground levels in the podium. The building's design ensures that this parking is not visible from the site's street frontages.
	AO41.2	Complies

Table 9.3.3.3.A—Centre or Mixed Use Code

Performance outcomes	Acceptable outcomes	Response
(v) the visual impact of open car parking and vehicle movement areas on the street and adjoining properties; (vi) convenient, safe and legible vehicle access and car parking for users.	Development does not provide a basement parking structure which: (a) extends above ground level forward of the main building line; (b) impacts on connections between the public footpath or space and the development.	The basement structure does not extend forward of the main building line and will have not impact on pedestrian connections.
	AO41.3 Development only provides car parking located above ground if: (a) it is fully integrated within the building design and is sleeved by development to required active frontages; or (b) it offers short-term car parking for customer, visitors or service providers, that is a portion of the total required car parking, and does not impact on active frontage requirements; or (c) it is located to the side or rear of the site away from the primary street or active frontage. Refer to Figure e.	Complies The proposed above ground car parking is integrated into the building's podium and appropriately sleeved with screening and landscaping solutions.
	AO41.4 Development for a multi-storey or podium car park: (a) is not located on the street frontage and is behind smaller uses to create an active frontage and avoid long blank walls particularly adjacent to a primary entrance from a key pedestrian connection; or (b) includes building facade details that extend to disguise the car parking floors; or (c) is screened to become a visually interesting structure. Refer to Figure f.	Complies The proposed above ground car parking is integrated into the building's podium and appropriately sleeved with screening and landscaping solutions. The project's architects have given particular attention to the podium's design to ensure the building offers an attractive built form with form and architectural elements that are complementary to those found in the locality.
	AO41.5 Development ensures that visitor or customer car parking is: (a) clearly signposted; (b) lit at night; (c) not located behind a security barrier.	Complies The proposed visitor parking areas will be clearly signposted, light at night and located forwards of the proposed security barrier.

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Performance outcomes	Acceptable outcomes	Response
	Note—The detailed design is in accordance with the Transport, access, parking and servicing code and planning scheme policy.	
PO42 Development for a publicly accessible plaza, arcade and pathway provided as part of development is easily accessed, attractive and supports personal safety. Refer to Figure i.	AO42.1 Development provides for pedestrian and cyclist movement adjoining and through a site at street level or at-grade. Note—Grade-separated pedestrian movement systems, such as an overhead bridge or underpass, are avoided because they are less attractive and safe for users.	Not applicable The proposal does not need to accommodate pedestrian or cyclist movement through the premises, given that the site is adjoined on two sides by roads reserve containing pathways.
	AO42.2 Development for a plaza, arcade, pathway and other external area in the site which is intended for public access at night complies with: (a) AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Category P3; (b) AS 4282-1997 Control of the obtrusive effects of outdoor lighting	Complies Appropriate lighting can be provided in accordance with the Acceptable Outcome. This can be conditioned if considered as required.
PO43 Development for a plaza: (a) promotes pedestrian and cyclist movement; (b) links with transport interchanges; (c) provides opportunities for the flexible use of the space by the community; (d) provides an edge which contributes to the plaza's character and activation.	AO43.1 Development for a plaza identified in a neighbourhood plan, approved centre concept plan, structure plan or where proposed as a part of development: (a) is provided in the location identified; (b) is of a regular shape and has a minimum frontage to a road of 10m; (c) has a minimum size of 400m ² ; (d) is integrated with surrounding development; (e) has a minimum dimension of 20m; (f) is located at the level of the ground storey of adjoining buildings; (g) is suitable for pedestrian and cyclist access; (h) includes a minimum of 50% hard-paved area; (i) includes a minimum of 20% deep- planting area to accommodate subtropical shade trees;	Not applicable The subject site is not identified to require a plaza, however a small plaza is provided adjacent to the street frontage.

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Performance outcomes	Acceptable outcomes	Response
	(j) is a minimum 75% open to the sky.	
	AO43.2 Development ensures that a minimum of 50% of the adjacent building frontages to a plaza contain active frontages and building entries.	Not applicable The proposal does not need to accommodate a plaza, arcade, pathway or other external area intended for public access.
	AO43.3 Development does not provide for a vehicle entry, driveway, car parking, bin storage or servicing in a plaza.	Complies The proposed plaza does not contain any vehicle manoeuvring or site infrastructure or service area.
	AO43.4 Development does not provide for a mechanical ventilation outlet or vent on a frontage adjoining a plaza.	Complies The proposed plaza does not contain any vehicle manoeuvring or site infrastructure or service area either within or adjoining.
	AO43.5 Development for a plaza: (a) is publicly accessible during the hours of operation of the use; (b) provides equitable access to and movement in the plaza in accordance with AS 1428.1-2009 Design for access and mobility; (c) has a dominant ground level that is less than 1m above or below the dominant adjacent street level; (d) is designed such that the majority of the plaza space, that is an area which is more than 50%, is visible from the dominant adjacent public street.	Complies The plaza will be public accessible operational hours of the associated use, ensuring it provides a functional and inclusive public realm space. Equitable access to and movement within the plaza will be provided in accordance with <i>AS 1428.1-2009 Design for Access and Mobility</i> . The design incorporates compliant pathways, gradients, and accessible features to cater to all users. The plaza's dominant ground level is designed to be consistent with the adjacent street level, maintaining a level difference of less than 1 metre.
PO44 Development for an arcade: (a) provides public access and connection to facilitate direct, convenient, comfortable and safe access with centre or mixed use areas or developments to key destinations; (b) has a strong street presence and clear entry; (c) has an active frontage and use; (d) has high-quality finishes and materials;	AO44 Development for an arcade identified in a neighbourhood plan, approved centre concept plan, structure plan or where proposed as a part of development: (a) provides pedestrian access during hours of operation of the use; (b) integrates with adjoining buildings; (c) links established pedestrian networks, parking and public transport facilities;	Not applicable The proposal does not need to accommodate a plaza, arcade, pathway or other external area intended for public access.

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

Table 9.3.3.3.A—Centre or Mixed Use Code

Performance outcomes	Acceptable outcomes	Response
Development for public toilets is located sensitively so that: (a) the use is supported; (b) public surveillance is provided; (c) the development is not visually intrusive.	Development for a publicly accessible toilet: (a) is located near spaces or pathways with high pedestrian activity and use; (b) has amenity that is visible from the spaces or pathways with high pedestrian activity and use; (c) is not visually intrusive; (d) is accessed via a direct legible pathway that is consistently lit in compliance with AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Category P3; (e) has high mounted vandal-resistant luminaires for external lighting, and lighting in compliance with AS 4282-1997 Control of the obtrusive effects of outdoor lighting, Table 2.1, Illuminance in the vertical plane, Curfewed hours.	The proposal provides bathroom on the ground level. These may be made accessible for patrons of the Food and Drink Outlet located in the building's lobby.
PO47 Development for pedestrian access and movement is defined and controlled to ensure privacy and security.	AO47 Development for mixed use restricts access from the street or publicly accessible areas of the site to private residential dwellings or communal open space.	Complies The proposal comprises of a small Food and Drink Outlet at ground level and apartments are located at level 5 and above. Access control will ensure the public do not have access to communal facilities of the Multiple Dwelling.
PO48 Development supports pedestrian movement and pedestrian access which is barrier free to a building entry and a publicly accessible space.	AO48.1 Development for fencing is not located between the front boundary and main building line. Note—If residential development is located on the ground storey and includes fencing, it is provided in accordance with the Multiple dwelling code.	Not applicable The proposal does not require any boundary fencing.
	AO48.2 Development for fencing on common side or rear boundaries to a public space is a maximum of: (a) 1.2m, where fence construction is solid or less than 50% transparent; (b) 1.5m, where fence construction is at least 50% transparent.	Not applicable The proposal does not incorporate any side or rear boundary fencing.
	AO48.3	Complies

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Performance outcomes	Acceptable outcomes	Response
	Development for a retaining wall is: (a) stepped to minimise impact on the streetscape and pedestrian environment; (b) a maximum of 0.6m in height if directly abutting the verge and footpath.	The proposal requires the construction low retaining walls which are to be setback from the verge.
PO49 Development for an ATM or vending machine is located to avoid obstructing the footway with loitering queues, through their siting away from drinking fountains, seating or public telephones.	AO49 Development for an ATM or vending machine: (a) is set back a minimum of 1.5m from street furniture, street trees and garden beds; (b) includes a visually permeable barrier located in the development site to prevent queues forming across a footpath or pedestrian way.	Not applicable The development does not include an ATM or vending machine.
PO50 Development for a stand-alone shopping centre or a shop positively contributes to a neighbourhood structure with built form and active frontage to the street providing direct connection for pedestrians into the centre or shop without the need to navigate any surrounding car parking.	AO50.1 Development involving a new premises or an extension of a stand-alone shopping centre or shop: (a) is in compliance with a neighbourhood plan; or (b) if no neighbourhood plan applies, or a neighbourhood plan does not specify, provides an active frontage – primary for a minimum of 1 street frontage. Refer to Figure g.	Not applicable The proposal does not seek to extend or create a new stand-alone shopping centre or shop.
	AO50.2 Development for a stand-alone shopping centre or shop with more than 1 street frontage ensures that: (a) a primary frontage is treated as an active frontage – primary; (b) the extent of active frontage treatment on the other frontages is a minimum of 25%.	Not applicable The proposal does not seek to extend or create a new stand-alone shopping centre or shop.
	AO50.3 Development for a stand-alone shopping centre or shop located on an arterial road, provides for:	Not applicable The proposal does not seek to extend or create a new stand-alone shopping centre or shop.

Table 9.3.3.3.A—Centre or Mixed Use Code

Performance outcomes	Acceptable outcomes	Response
	(a) a minimum of 25% active frontage connection to this street front; (b) a strong internal pedestrian oriented 'street' with an active frontage.	
PO51 Development within an existing traditional strip centre or corridor: (a) contributes to the existing character and structure; (b) provides a continuous pedestrian environment at street level.	AO51 Development within an existing traditional strip centre or corridor provides a streetscape which: (a) is in compliance with a neighbourhood plan; or (b) if no neighbourhood plan applies or a neighbourhood plan does not specify requirements for a streetscape, ensures that the development: (i) has a minimum of 1 active frontage – primary; (ii) is set back in keeping with existing adjoining uses; (iii) locates large-format retail or employment uses at ground floor behind smaller uses and tenancies to the street; (iv) is consistent in height with existing development; (v) maintains a consistent street edge with parapet height and awnings at the base of the building with upper levels set back from the front alignment. Refer to Figure h.	Not applicable The proposal is not located within an existing traditional strip centre or corridor.
PO52 Development contributes to the role of the street or public space as the focus for vibrant commercial activity and community life and provides active frontages through: (a) intensive activation of the ground storey with highly active non-residential uses which encourage the greatest degree of pedestrian activity and interaction; (b) strong physical and visual integration between the ground storey and the adjoining verge or public space to seamlessly integrate indoor and outdoor spaces;	AO52.1 Development which requires an active frontage – primary, identified in a neighbourhood plan, approved centre concept plan, structure plan, or as a part of the development provides: (a) a continuous built form to the street at the nominated setback; (b) a ground storey fully occupied by highly active non-residential uses; (c) a 1st and 2nd storey featuring windows or balconies promoting interaction with and surveillance of the street; (d) awnings for the full building frontage;	Not applicable The subject site does not require an active frontage – primary.

Table 9.3.3.3.A—Centre or Mixed Use Code

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

Table 9.3.3.3.A—Centre or Mixed Use Code

Performance outcomes	Acceptable outcomes	Response
	Note—If a neighbourhood plan identifies an active frontage, but not whether it is primary or secondary, active frontage – primary criteria apply.	
PO53 Development of vehicle access and parking does not impact on an active frontage in a centres and mixed use area.	AO53.1 Development which requires an active frontage – primary, identified in a neighbourhood plan, approved centre concept plan, structure plan, or as part of the development, ensures that vehicle and service access is: (a) not located on this active frontage – primary; (b) from a secondary frontage or from an adjoining premises if a shared driveway and access arrangement is established.	Not applicable The subject site does not require an active frontage – primary.
	AO53.2 Development which requires an active frontage – primary or active frontage – secondary identified in a neighbourhood plan, approved centre concept plan, structure plan or as part of the development, ensures that parking is not located adjacent to the frontage or is not visible from the street.	Not applicable The subject site does not require an active frontage – primary or secondary.
PO54 Development provides building entries that support active frontage outcomes.	AO54 Development of foyer space on an active frontage: (a) occupies a minimal proportion and subordinate part of the building frontage; (b) is publicly accessible during normal business hours and visible from adjoining verges or public space; (c) contains activities and spaces such as reception desks, seating areas, cafes, shopfront galleries and display spaces that attract people.	Not applicable The subject site does not require an active frontage – primary.
PO55 Development provides landscaping on site to: (a) contribute positively to the subtropical character, amenity and microclimate of the site and the centre or mixed use area;	AO55 Development provides landscaping that: (a) integrates with site layout and building design at ground, podium, balcony and rooftop levels; (b) is sited to retain and protect existing significant vegetation;	Complies The proposed development offers a high-quality landscaping outcome both at ground level and throughout the building, as shown in the Landscape Concept Plan prepared by Dunn and Moran Landscape Architects.

Table 9.3.3.3.A—Centre or Mixed Use Code

Performance outcomes	Acceptable outcomes	Response
(b) support the retention of existing significant vegetation and large subtropical shade trees; (c) support the establishment of subtropical streets and planting; (d) contribute to site amenity for building occupants, users, residents and adjoining residents; (e) balance the bulk and scale of the building and minimise impact to adjoining residents, uses and streetscape; (f) reduce the area of impervious surfaces and support stormwater quality; (g) reduce glare and manage heat; (h) contribute to the mitigation of noise, air and visual impacts of major transport infrastructure; (i) contribute to a safe and useable pedestrian environment.	(c) buffers adjoining residential uses or areas, with advanced trees and a minimum of 2 tiers to achieve screening and visual softening; (d) supports building height transitions, where required; (e) is accessible for watering and maintenance; (f) screens or buffers driveways, service and loading areas, plant rooms or other utilities; (g) allows for the overlooking of the street and pedestrian entry areas from the building; (h) emphasises clear pedestrian entry points. Note—No overall percentage of open space and landscaping is prescribed for non-residential development. Note—This is demonstrated in a landscape concept plan. Note—Landscape design incorporates planting in accordance with the Planting species planning scheme policy. Note—The location, design and provision of communal and private open space for residential uses must be in compliance with the Multiple dwelling code.	Specifically, the ground level provides in-ground planting containing wide-spreading canopy trees and layered lower level planting. Proposed landscaping solutions will not impede casual surveillance from the building's interior. The proposed building will be enhanced with the extensive use of podium landscaping, especially on the building's Coronation Drive frontage and on the rooftop. The building's podium will include external planters on each floor to screen the raised car parking levels and define the horizontal built form close to the public realm.
PO56 Development incorporates deep planting which: (a) supports the retention and protection of existing significant vegetation and large subtropical shade trees; (b) provides for the establishment of vegetation to contribute to the landscape character of the centre or mixed use area; (c) is grouped with deep-planting areas on adjacent sites to maximise contiguous areas of deep planting; (d) is open to the sky with access to light and rainfall and into the natural ground with no underground development; (e) is planted with large subtropical tree species that at maturity are complementary in scale and height to the building form;	AO56.1 Development locates deep-planting areas: (a) to retain and protect existing significant vegetation and large subtropical shade trees; (b) to buffer adjacent residential areas; (c) to support building height transitions, where required; (d) to provide an entry statement; (e) to shade publicly accessible areas, private outdoor and communal open space. AO56.2 Development: (a) provides for a minimum 10% of the site area for deep planting;	Complies The proposal ensures that sufficient area remains on the ground plane to enable in-ground planting of landscaping, as shown on the Landscape Concept Plans prepared by Dunn and Moran Landscape Architects. Performance Outcome The proposal provides 196m² or 8.5% of the site for in-ground planting. Specifically, the site offers two separate deep planting

Table 9.3.3.3.A—Centre or Mixed Use Code

Performance outcomes	Acceptable outcomes	Response
(f) is capable and supported to grow and at maturity provide effective shade or screening to buildings, outdoor spaces or adjoining uses; (g) balances hard-stand areas and provides shade and informal recreation spaces that are directly accessible from residences, building tenancies or the street frontage.	(b) ensures that each deep-planting area has a minimum area of 25m² and a minimum dimension of 4m in any direction.	areas; one on the corner of the site and one in the north-west corner of the site next to the driveway. It is considered that the proposed development will offer a high-quality landscaping outcome that will be compatible with and positively contribute to the streetscape character of the surrounding locality.
	AO56.3 Development provides deep-planting areas that are: (a) exclusively for landscaping; (b) not containing vehicle manoeuvring areas, pedestrian paths, surface structures or infrastructure, sub-surface structures or infrastructure; (c) able to accommodate trees planted in natural ground with no development underneath; (d) 100% open to the sky; (e) able to be accessed for maintenance purposes.	Complies Deep planting areas provided are exclusively for landscaping and do not contain any surface or sub-surface infrastructure. All spaces are open to the sky and capable of accommodating trees planted in natural ground.
	AO56.4 Development provides trees in deep-planting areas which: (a) are capable of growing to a minimum canopy diameter of 5m and/or a minimum height of 5m within 5 years of planting; (b) are subtropical tree species consistent with the Planting species planning scheme policy. Note—Tree species should be chosen to respond to particular site location or design needs. Where site circumstances permit, tree species that are complementary in scale and height to the building form should be selected. Note—Tree height and canopy spread will be dependent on species.	Complies Acceptable trees can be nominated within the deep soil zones. The required tree planting is to be in accordance with the Planting Species Planning Scheme Policy.
	AO56.5 Development provides a minimum of 25% of all trees as advanced stock.	Complies

Table 9.3.3.3.A—Centre or Mixed Use Code

Performance outcomes	Acceptable outcomes	Response
		Acceptable trees can be nominated within the deep soil zones. The required tree planting is to be in accordance with the Planting Species Planning Scheme Policy.
PO57 Development for an open air car park is landscaped to: (a) contribute positively to the landscape character of the centre or mixed use area; (b) reinforce and support pedestrian movement; (c) provide a comfortable environment for pedestrians; (d) reduce glare and heat; (e) reduce impervious areas; (f) establish shade cover within a period of 5 years.	AO57.1 Development for an open air car park at or above ground level provides that setbacks are densely planted with a minimum of 1.5m wide landscaping. Note—Front setback is to be treated to address streetscape interface issues and requirements.	Complies Aboveground car parking in the building is sleeved behind podium planters containing climbing or cascading plants that, in addition to the proposed screening, will assist to screen the car park and soften the appearance of the building's street-facing podium façades.
	AO57.2 Development for a ground-level open-air car park is designed with trees planted: (a) in a minimum 5.2m x 2.4m landscaped area between every 6 car parking spaces with a permeable surface treatment either side of the landscape area; or (b) at 6m intervals in a minimum 2.5m-wide landscaped bed, swale or other water sensitive urban design device adjacent to parallel car parking spaces; (c) at a minimum rate of 1 shade tree for every 6 car parking spaces.	Not Applicable Ground level open air car parking is not proposed.
	AO57.3 Development ensures that trees planted in an open air car park area achieve a minimum 50% shade cover along internal pedestrian paths within 5 years of certification. Note—Further requirements are contained in the Landscape works code and the Planting species planning scheme policy.	Not Applicable Ground level open air car parking is not proposed.
	AO57.4 Development uses landscaping to delineate safe pedestrian movement through open-air car parks.	Not Applicable Ground level open air car parking is not proposed.
PO58	AO58	Complies

Table 9.3.3.3.A—Centre or Mixed Use Code

Performance outcomes	Acceptable outcomes	Response
Development which is not located on an active frontage provides landscaping on the street frontage to: (a) contribute to the centre or mixed use area or development's landscape character and the development of Brisbane's subtropical streetscapes and public spaces; (b) provide shade and pedestrian comfort and visual amenity; (c) contribute to the subtropical character of the streetscape and public realm; (d) not impede the establishment of active frontages where required; (e) maintain views from the street to the building and frontage and consider personal safety.	Development setback from the road, where not including an active frontage treatment or the part of the frontage not treated as an active frontage, is provided with: (a) a minimum of 2m wide landscaping with advanced trees and low-level planting along the full street or public space frontage or balance part, excluding any driveway crossover and pedestrian access; or (b) a minimum of 3m wide landscaping with advanced trees and low-level planting, to establish a positive landscaped street edge where a service station or outdoor sales use. Note—It is envisaged that landscaping will be primarily located on frontages to arterial roads that are not suitable for active frontages.	The proposal provides in-ground and podium planting with a minimum width of 2m along the Coronation Dr frontage. Larger landscaping spaces are provided in the corner of Coronation Drive and Graham Street and in the north-western corner of the site, next to the driveway.
PO59 Development for a building must not incorporate any type of glass or other surface likely to reflect specular rays that could create undue nuisance, discomfort or hazard to the surrounding locality.	AO59 Development ensures that any reflective glass material has: (a) a level of light reflectivity not greater than 20%; (b) a level of heat transmission not less than 20%.	Complies The proposed development will comply with any reasonable or relevant condition of approval pertaining to the mitigation of glazing reflectivity.
PO60 Development minimises direct overlooking between buildings and to adjoining residential uses not located within the centre or mixed use area through site planning, building design, screening and landscaping.	AO60 No acceptable outcome is prescribed. Note—Screening and fencing for a residential use is designed in accordance with the Multiple dwelling code.	Not applicable The subject site does not adjoin any residential uses. Appropriate glazing and/or internal screening will mitigate the potential for direct overlooking to the adjoining buildings to the south.
PO61 Development for residential uses in a zone in the Centre zones category or the Mixed use zone maximises privacy and amenity for residents, taking into consideration the mix of uses within the area. Note—Residential development in a zone in the Centre zones category or the Mixed use zone is not afforded the same level of visual privacy or amenity as within a residential area.	AO61 No acceptable outcome is prescribed. Note—Screening and fencing for a residential use is designed in accordance with the Multiple dwelling code.	Not applicable The development does not include any residential uses.
PO62	AO62.1 Development for a car park:	Not applicable The proposal does not include the development of a car park.

Table 9.3.3.3.A—Centre or Mixed Use Code

Performance outcomes	Acceptable outcomes	Response
Development of garages, driveways and parking structures minimise impacts on the amenity of neighbouring dwellings.	(a) provides a 2m-high acoustic fence and a landscaped area 1.5m wide where located adjacent to a neighbouring dwelling; (b) is acoustically screened where the car park is used at night and where located adjacent to a neighbouring dwelling.	
	AO62.2 Development for a driveway or vehicle movement area is screened by a 2m-high acoustic fence along the side or rear boundary if located adjacent to a residential dwelling.	Not Applicable The subject site does not adjoin any residential uses.
PO63 Development provides refuse and recycling collection and storage facilities that: (a) are located conveniently in an unobtrusive dedicated storage room or separate screened structure; (b) are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised; (c) provide for refuse and recycling including source separation; (d) are of a design which allows low-frequency service collection; (e) minimise ongoing building management cost for occupants.	AO63.1 Development is designed and constructed to ensure refuse and recycling collection and storage facilities comply with the Refuse planning scheme policy.	Complies The refuse and recycling collection and storage areas are designed in accordance with the Refuse planning scheme policy.
	AO63.2 Development is designed and constructed to ensure refuse and recycling collection and storage facilities do not have any odour, noise or visual impacts which are detectable and disturbing at the site or adjoining sites. Note—Refer to the Refuse planning scheme policy for further guidance.	Complies The refuse and recycling collection and storage areas will ensure that odour, noise or visual impacts are not detectable and disturbing at the site or adjoining sites.
PO64 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design that are tailored to the land use and specific vulnerable elements and settings.	AO64 Development incorporates the key elements of crime prevention through environmental design in its layout, building or structure design and landscaping by: (a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; (b) defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings;	Complies The development has been designed with consideration to crime prevention through environmental design principles by locating entrances and pathways in spaces offering direct line of sight, way finding cues and appropriate lighting. Building materials and finishes will limit opportunities for graffiti and vandalism.

Table 9.3.3.3.A—Centre or Mixed Use Code

Performance outcomes	Acceptable outcomes	Response
	(c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; (d) ensuring publicly accessible areas such as car parks, pathways, public toilets, communal areas are well lit; (e) including way-finding cues; (f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs, communal areas. Note—For guidance in achieving the key elements of crime prevention through environmental design refer to the Crime prevention through environmental design planning scheme policy.	
PO65 Development minimises the potential for graffiti and vandalism through appropriate design and landscaping which controls access, reduces canvas and allows for easy maintenance selection.	AO65 Development design and landscaping incorporates graffiti and vandalism prevention techniques which: (a) deny access to potential canvas using access control techniques; (b) reduce potential canvases using canvas-reduction techniques; (c) ensure graffiti can be readily and quickly removed through easy maintenance selection techniques. Note—For guidance on graffiti and vandalism prevention techniques refer to the Graffiti prevention planning scheme policy.	Complies The development incorporates graffiti and vandalism prevention through access restriction and inclusion of landscaping.
PO66 Development does not adversely impact the structural integrity or ongoing operation and maintenance of sub-surface transport infrastructure which is an existing or endorsed proposed tunnel.	AO66 Development demonstrates that it will not result in any impact on existing or planned sub-surface transport infrastructure through the submission of an engineering and geological report and certification or consent provided by the relevant infrastructure owner.	Complies The development will not impact on any current or planned sub-surface infrastructure.
If identified in a neighbourhood plan		
PO67	AO67.1 Development ensures building placement and design does not impact on a view corridor identified in a neighbourhood plan.	Not Applicable No view corridors are identified.

Table 9.3.3.3.A—Centre or Mixed Use Code

Performance outcomes	Acceptable outcomes	Response
Development minimises visual impacts to view corridors of local significance and enhances opportunities for observation of key vistas and views from identified view points.	Note—A neighbourhood plan may identify view corridors and may or may not identify any specific view points from which they are observed.	
	AO67.2 Development creates opportunities for views and vistas from a view point identified in a neighbourhood plan. Note—A neighbourhood plan may identify view points and may or may not identify any specific view corridor that they observe.	Not Applicable No view corridors or vistas are identified.
PO68 Development on a significant corner site provides a prominent visual reference and contribution to the neighbourhood's public realm by: (a) accommodating high levels of pedestrian movement at the corner and enhancing the pedestrian experience; (b) emphasising the corner setting through building form, expression, silhouette, scale, materials and landscaping; (c) reinforcing a sense of arrival to the neighbourhood plan area, precinct or sub-precinct through marking a node, an intersection or connection point in the neighbourhood; (d) respecting the prominence of any adjoining or nearby heritage places, traditional character buildings or local landmarks; (e) if a corner land dedication is required: (i) accommodating a deep-planted feature tree within the dedication area; (ii) providing a building envelope which acknowledges and respects the presence of the large feature tree canopy. Note—A neighbourhood plan will indicate whether or not a land dedication is required.	AO68.1 Development is designed to emphasise the corner setting of a significant corner site identified in a neighbourhood plan and provides: (a) building entries on both street frontages; (b) a single main entry at the corner.	Not Applicable The subject site is not identified as a significant corner site. However, the site's prominent location on the corner of Coronation Drive and Graham Street and opposite the Milton ferry terminal, has been taken into consideration during the design process. The proposed building therefore offers an interesting and attractive building form, scale and finish.
	AO68.2 Development provides a corner land dedication on a significant corner site identified in a neighbourhood plan, adjacent to the existing verge area which: (a) complies with any dimensions identified in the neighbourhood plan (b) accommodates a deep-planted large feature tree in compliance with the road corridor design section of the Infrastructure design planning scheme policy; (c) is embellished in compliance with the road corridor design section of the Infrastructure design planning scheme policy. Note—A neighbourhood plan may indicate if a corner land dedication is to be truncated or inverted. If the configuration is not specified, a truncated land dedication is to be provided where the building or podium is 2 storeys or fewer. Where an inverted corner land dedication is provided, the building design accommodates the feature tree canopy at maturity.	Complies The subject site is not identified as a significant corner site and is not required to provide a corner land dedication to provide for the embellishment of the road corridor.

Table 9.3.3.3.A—Centre or Mixed Use Code

Performance outcomes	Acceptable outcomes	Response
	AO68.3 Development ensures that any part of the building including the basement but excluding awnings is outside the corner land dedication area. Note—A neighbourhood plan may indicate if a building is able to volumetrically extend into the corner land dedication area.	Not Applicable The subject site is not identified as a significant corner site and is not required to provide a corner land dedication.
PO69 Development on a landmark site provides a prominent visual reference and contribution to the city's public realm by: (a) exhibiting subtropical architectural excellence through design, treatment and articulation; (b) defining the site and its setting through building form, expression, silhouette, scale, materials and landscaping; (c) reinforcing a sense of arrival to the neighbourhood plan area, precinct or sub-precinct through marking a node, an intersection or major connection point in the city; (d) respecting the prominence of any adjoining or nearby heritage place or local landmark; (e) if a significant corner land dedication is required: (i) accommodating a deep-planted large feature tree within the dedication area; (ii) providing a building envelope that acknowledges and respects the presence of the large feature tree canopy; (iii) accommodating high levels of pedestrian movement and enhancing the pedestrian experience. Note—A neighbourhood plan may indicate whether or not a land dedication is required.	AO69.1 Development: (a) emphasises a landmark site identified in a neighbourhood plan and its setting; (b) addresses all elevations, with front, side and rear facades all displaying a high level of modulation and articulation; (c) both vertically and horizontally articulates building form and mass with proportions compatible with the height, scale and setting of the building; (d) provides an interesting and varied skyline and silhouette; (e) uses high-quality and durable materials and finishes; (f) integrates landscaping, building entries and the public realm at the ground plane. Note—The Council's Independent design advisory panel may be invited to provide advice on developments in accordance with the provisions of the Independent design advisory panel planning scheme policy.	Not Applicable The subject site is not identified as landmark site.
	AO69.2 Development provides a corner land dedication adjacent to the existing verge area which: (a) complies with any dimensions identified in a neighbourhood plan; (b) accommodates a deep-planted feature tree in compliance with the Infrastructure design planning scheme policy;	Not Applicable The subject site is not identified as a landmark site.

Table 9.3.3.3.A—Centre or Mixed Use Code

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

Table 9.3.14.3.A—Multiple Dwelling Code

Performance outcomes	Acceptable outcomes	Response
Site area and frontage		
PO1 Development has a site area and frontage width that is sufficient to: (a) accommodate the scale and form of multiple dwelling buildings considering site features such as heritage or character buildings and slope; (b) deliver useable communal open space areas and private open spaces; (c) achieve viable areas of deep planting and landscaping to retain	AO1 Development has a site area and frontage width that meets the minimum requirements set out in: (a) a neighbourhood plan; or (b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.14.3.B. Note—The site frontage is measured at the property line on the	Complies The subject site meets the minimum site area and frontage requirements of this Code, as the site has a total area of 2,339m² and has frontages to Coronation Drive of approximately 60.4m and to Graham Street of approximately 32.2m.

Table 9.3.14.3.A—Multiple Dwelling Code

Performance outcomes	Acceptable outcomes	Response
significant vegetation and protect or establish large subtropical shade trees; (d) achieve safe and convenient vehicle access to the site; (e) accommodate on-site parking and vehicle manoeuvring for residents, visitors and service providers; (f) accommodate the location and size requirements of service authorities and site services to minimise adverse visual and amenity impacts on neighbours and the streetscape; (g) minimise the impact of new driveways on the streetscape.	primary road boundary.	
PO2 Development in the High density residential zone or Medium density residential zone does not isolate or negatively impact on the potential for adjoining sites to develop to a scale and intensity envisaged for the zone or neighbourhood plan area. Note—An indicative concept plan that demonstrates compliant development can be achieved on the adjoining site may be required to demonstrate achievement of this outcome.	AO2 Development in the High density residential zone or the Medium density residential zone ensures that the site area and frontage width of an adjoining site in the High density residential zone or the Medium density residential zone meets the minimum requirements set out in: (a) a neighbourhood plan; or (a) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.14.3.B.	Not Applicable The site is located in the Mixed Use Zone.
Building design and appearance		
PO3 Development height, bulk and scale, siting and layout ensures that: (a) building height is consistent with the intended form and character of the local area including the predominant height of existing or approved buildings in the street; (b) where building height is greater than the acceptable outcome for building height on sites adjoining or opposite the subject site, the development sensitively reduces height towards site boundaries to a compatible scale; (c) impacts on residential amenity and privacy from overlooking, visual dominance and overshadowing are minimised and	AO3 Development is contained within the building envelope for the site created by applying: (a) the maximum building height in Table 9.3.14.3.B; (b) front, rear and side boundary setback requirements in Table 9.3.14.3.C; (c) car parking boundary setback requirements in Table 9.3.14.3.E; (d) building separation requirements in Table 9.3.14.3.F; (e) building height transitions specified in Table 9.3.14.3.I where applicable; (f) the acceptable outcomes for deep planting and landscaping	Performance Outcome The development seeks performance outcomes with respect to: - Maximum building height; - Primary frontage and side boundary setbacks for levels 4 and above; - Building separation where associated with the upper levels of the tower to the northern and western side of the development; and - Carpark setbacks. The appropriateness of these performance outcomes is discussed in detail below or in section 5.2 of this report.

Table 9.3.14.3.A—Multiple Dwelling Code

Performance outcomes	Acceptable outcomes	Response
adequate levels of natural light and breezes are maintained to habitable rooms, private and communal open space for both the development and residences on adjoining and nearby sites; (d) sufficient visual and acoustic privacy is achieved between dwellings without reliance on screening; (e) the development is consistent with the setback pattern and contributes to the character of the streetscape; (f) adequate landscape buffering is achieved, including the retention and provision of large subtropical shade trees in deep planting areas.	areas. Refer to Figure b and Figure c. Note—This acceptable outcome can be demonstrated by the preparation of a building envelope plan, elevations and sections.	
PO4 Development has a building height, scale and form that improves the amenity and achieves the intended outcomes of the zone or neighbourhood plan area, contributes to a cohesive streetscape and built form character and is: (a) consistent with the anticipated density and assumed infrastructure demand; (b) aligned to community expectations about the number of storeys to be built, having regard to the intent for the zone precinct and the predominant height of approved buildings in the street; (c) proportionate to and commensurate with the site area and frontage width so as not to be overbearing on the street or adjoining development; (d) designed to avoid a significant and undue adverse amenity impact to adjoining development; (e) sited to enable existing and future buildings to be well separated from each other and to avoid affecting the potential development of adjoining sites; (f) considerate of street conditions, the topography of the area and site slope; (g) designed to maintain significant view points and corridors; (h) designed and orientated to retain solar access to key public	AO4.1 Development has a maximum building height that complies with: (a) a neighbourhood plan; or (b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.14.3.B. AO4.2 Development incorporates the building height transition requirements set out in Table 9.3.14.3.I.	Performance Outcome The proposed development is a maximum height of 30 storeys (including ground floor but excluding rooftop areas). The Milton Neighbourhood Plan does not specify a maximum height of development in Table 7.2.13.2.3.A – Performance Outcomes and Acceptable Solutions, but includes an overall outcome for the Office Precinct referencing that medium-rise development is to be provided. Detailed discussion on the proposal’s suitability with regard to height, including specific responses to the performance outcome criteria for this Code, is included in section 5.2 of this report. Not Applicable The subject site is not required to provide a transition in height in response to neighbouring development.

Table 9.3.14.3.A—Multiple Dwelling Code

Performance outcomes	Acceptable outcomes	Response
spaces and adjoining buildings.		
PO5 Development for services and related structures, including electricity transformers, fire hydrant and booster assemblies, air conditioning and other mechanical plant, vents, exhausts and refuse and recycling storage areas: (a) are integrated into the development; (b) do not dominate the site frontage; (c) are compatible with the intended streetscape character; (d) ensure adverse amenity impacts to the streetscape and habitable spaces are ameliorated.	A05 Development ensures that where services and related structures, including electricity transformers, fire hydrants and booster assemblies, air conditioning and other mechanical plant, vents, exhausts and refuse and recycling storage areas, are located within 4 metres of the front boundary: (a) comprise no more than 5m or 10% of the street frontage, whichever is the lesser; (b) are orientated towards the internal driveways or footpaths onsite; (c) are located, screened or landscaped so as not to be visually obtrusive.	Complies The proposed services and related structures account for less than 10% of the street frontage and have been appropriately screened by landscaping.
PO6 Development provides a front boundary setback that: (a) defines the street edge; (b) creates a clear threshold and transition from public to private space; (c) assists in achieving visual privacy to ground-floor dwellings from the street; (d) supports the location of balconies for casual surveillance of the street and modulation of the facade; (e) allows for built form and facade articulation that contributes to the streetscape character and landscape; (f) is consistent with the intended streetscape and setback pattern; (g) facilitates landscaping appropriate to soften and screen the built form of the development from the street.	A06 Development provides setbacks to the primary and secondary frontages that complies with: (a) a neighbourhood plan; or (b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.14.3.C. Note—Roofing of terrace areas on car parking structures are to comply with boundary setback requirements for balconies. Note—Boundary setbacks are also influenced by minimum building separations considering the nature of the wall proposed and the number of openings or balconies.	Performance Outcome The Milton Neighbourhood Plan does not contain specific requirements for front boundary setbacks, thus the provisions of this Code apply. Specifically, for a podium element up to 5 storeys of a non-residential use fronting an arterial road, the preferred front boundary setback is 3m, whilst the tower element should be a minimum of 6m from the boundary. On the subject site, these minimum setbacks apply only to the primary street frontage, being Coronation Drive. The proposal complies with the minimum setback from the pre-dedication boundary for the podium level by providing a 3m setback to the proposed screening elements for Levels Ground to 3 and to the perimeter terrace area on Level 4. The proposal seeks a performance outcome with regard to front boundary setbacks to Coronation Drive for the tower element by providing a setback of 5m from the pre-dedication site boundary. Detailed discussion on the suitability of this design outcome is included in section 5.2 of this report.
PO7	A07.1	Performance Outcome

Table 9.3.14.3.A—Multiple Dwelling Code

Performance outcomes	Acceptable outcomes	Response
Development provides side and rear boundary setbacks that: (a) consider future development; (b) minimise the impacts of development on the amenity and privacy of future and existing neighbourhood residents; (c) support the separation of buildings to provide visual and acoustic privacy without reliance on screening, and ensure access to natural light, sunlight and breezes; (d) contribute to the rhythm and pattern of the streetscape in keeping with the intended neighbourhood character; (e) maximise the opportunity to retain significant vegetation and protect or establish large subtropical shade trees in deep-planting areas.	Unless greater setbacks are required to achieve adequate building separation, development provides a rear boundary and side boundary setback that complies with: (a) a neighbourhood plan; or (b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.14.3.C. Refer to Figure d.	The proposal does not meet the minimum requirements for building separation at the western side of the development for levels 9 and above. The corresponding performance outcome is not applicable given that neither of the existing buildings on the adjoining sites to the north or west currently contain, or are likely to contain in the future, a residential use. The proposal therefore is not required to mitigate any potential loss of privacy or amenity resulting from reduced building separation distances
	A07.2 Development ensures that any built to boundary walls located in a zone in the residential zones category are: (a) not located along both side boundaries unless in the Low-medium density residential zone, Medium density residential zone or High density residential zone; (b) not located along a common boundary with a lot located in the Low density residential zone or Character residential zone; (c) for non-habitable rooms or spaces only; (d) not located within 1.5m of a habitable room in an adjoining dwelling house where not located in the Medium density residential zone or High density residential zone; (e) not located within the front or rear setback; (f) where on the side boundaries of a corner lot, located towards the front of the development and separated; (g) a maximum height of 3m; (h) low maintenance or constructed of prefinished materials. Refer to Figure e.	Not Applicable The subject site is located in the Mixed Use Zone.
	A07.3 Development ensures built to boundary walls: (a) have a maximum cumulative length along each side boundary of 15m, where located in the Low-medium density residential	

Table 9.3.14.3.A—Multiple Dwelling Code

Performance outcomes	Acceptable outcomes	Response
	zone, Medium density residential zone or High density residential zone; or (b) have a maximum cumulative length of 9m, where permitted in the Infill housing zone precinct of the Character residential zone; or (c) do not exceed the length of an abutting and lawfully constructed built to boundary wall on an adjoining lot.	
PO8 Development ensures that the proportion of buildings to open space and landscaping on a site: (a) is consistent with the intended form, character and intensity of the local area and immediate streetscape; (b) facilitates modulation and articulation of the building form; (c) supports residential amenity for occupants and adjoining properties; (d) supports private outdoor subtropical living; (e) provides for well-located and functional communal open space areas; (f) provides for deep planting areas to retain significant vegetation and protect or establish large subtropical shade trees.	A08 Development has: (a) a building footprint within the building envelope; (b) a maximum site cover that: (i) complies with the requirements set out in a neighbourhood plan; or (ii) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan: (A) where in the Medium density residential zone, Low-medium density residential zone or the Infill housing zone precinct of the Character residential zone, is 45%; or (B) where in the High density residential zone, is 40%.	Performance Outcome An assessment against the relevant provisions has occurred within the earlier sections of this report.
PO9 Development balances the height and footprint of the building, providing modulation and variation in the façade's horizontal and vertical profiles that: (a) reduces the appearances of bulk through changes in building depth, length and articulated form; (b) maintains a human scale and is consistent with the form and character intent of the neighbourhood and street; (c) supports residential amenity to occupants and adjoining properties, including access to natural light and breezes;	AO9.1 Development where in the Medium density residential zone, Low-medium density residential zone or in the Infill housing zone precinct of the Character residential zone, the maximum length of a wall in any direction is 30m with substantial articulation provided every 15m. Note—Substantial articulation is a full building separation of 6m or a change in building line of plus or minus 2m for a length not less than 5m.	Not Applicable The subject site is located in the Mixed Use Zone.
	AO9.2 Development where in the High density residential zone, the	Not Applicable The subject site is located in the Mixed Use Zone.

Table 9.3.14.3.A—Multiple Dwelling Code

Performance outcomes	Acceptable outcomes	Response
(d) provides opportunities for dual aspect dwellings; (e) incorporates changes in material, finish or texture at regular intervals; (f) provides expressive shadow casting elements; (g) provides opportunities for useable and functional open space. Refer to Figure i.	maximum length of a wall in any direction is 50m with substantial articulation provided every 15m. Note—Substantial articulation is a full building separation of 6m or a change in building line of plus or minus 2m for a length not less than 5m.	
	AO9.3 Development incorporates the following design elements: (a) balconies, verandas or terraces on each level; (b) variation in the treatment and patterning of windows to bring visual interest and activation to each facade; (c) variation in building form, materials, colours, textures and finishes to articulate finer scale architectural features and building elements such as party walls and slab edges; (d) recessions and projections in the roof and wall plane, such as steps, slopes or splays which cast shadows. Refer to Figure l, Figure m and Figure n.	Complies The development has been designed with a number of different elements including balconies on each level above the podium, variation in building form, materials, colours, textures and finishes; recesses and projections.
	AO9.4 Development of the first 3 storeys of the building includes: (a) balconies and outdoor living areas orientated to the street or public realm; (b) expression and promotion of pedestrian entries; (c) elements of a finer scale than the building's main structure framing such as party walls and slab edges; (d) recesses in built form to allow natural light to access habitable rooms within the building. Refer to Figure j, Figure k and Figure l.	Performance Outcome The first four storeys of the building comprise a four level podium which includes two pedestrian prominent pedestrian entries, one on each street frontage. The building offers substantial variations in glazing treatments in both the podium and tower elements of the building. The podium incorporates projecting vertical elements with recessed glazing or screening as well as podium planters to provide a horizontal element on every floor level. The proposal has a distinct entry in the centre of the Coronation Drive façade, as well as ground level open terraces presenting to the corner of the site. Rooftop elements have clear breaks or deep recesses to provide visual interest and to accommodate rooftop planting. The corner

Table 9.3.14.3.A—Multiple Dwelling Code

Performance outcomes	Acceptable outcomes	Response
		roof reads as a projecting form owing to the lack of vertical structures connecting it to the floors below. The building will be constructed from a variety of materials, colours and textures, as shown on the proposal plans.
PO10 Development for rooftops and building caps: (a) is contextually and climatically appropriate in form; (b) reduces the bulk and scale of development when viewed from the street; (c) is responsive to orientation and solar access; (d) is attractive and not marred by plant and equipment; (e) may incorporate a rooftop garden where integrated as part of the overall building design and enhancing the presentation and visual amenity of the rooftop and skyline when viewed from external public vantage points. Note—External public vantage points means from at least two mostly unobstructed views of the development from a public area.	AO10.1 Development provides building caps and rooftops which: (a) contribute to the architectural distinction of the building and roofs; (b) include interesting forms created through pitches, gables, skillions or other features; (c) provides opportunity for landscaping, alternative water sources, solar energy and communal open space area. Refer to Figure m and Figure n.	Complies The proposal offers an interesting rooftop which contributes to the architectural distinction of the building.
	AO10.2 Development for rooftop service structures, lift motor rooms and mechanical plant and equipment is: (a) designed as an architectural feature of the building; (b) incorporated into the roof form; (c) designed to enable future inclusion of plant and equipment such as telecommunications facilities in an unobtrusive manner; (d) visually and acoustically screened from any communal open space on the rooftop.	Complies The proposed roof top incorporates all necessary plant and mechanical equipment as well as lift overruns and stairwells (located in the centre of the building).
	AO10.3 Development for a rooftop garden: (a) incorporates a combination of built form and soft landscape elements integrated with the overall building design; (b) enhances the presentation and visual amenity of the rooftop and skyline when viewed from external public vantage points. Note—External public vantage points means from at least two	Not Applicable The development proposal does not include a rooftop garden.

Table 9.3.14.3.A—Multiple Dwelling Code

Performance outcomes	Acceptable outcomes	Response
	mostly unobstructed views of the development from a public area.	
PO11 Development provides a building that must define the street edge and reinforce the desired character of the neighbourhood through: (a) orientation to the street; (b) front boundary setback; (c) balconies and windows to provide overlooking and casual surveillance; (d) building entrances; (e) the treatment of retaining walls or basement car parking edges. Refer to Figure r and Figure u.	AO11.1 Development provides a building front elevation that is parallel or nearly parallel to the street frontage.	Complies The primary entry is located parallel to the Coronation Drive street frontage.
	AO11.2 Unless required to achieve landscaping and streetscape outcomes, development provides a building that is not set back further than 2m beyond the minimum required street front setback.	Complies The building is not setback further than 2m from the acceptable outcome for front setback.
	AO11.3 Development provides balconies and windows from the primary living area that face and overlook the street or public space.	Complies Balconies and windows from primary living areas overlook the street, where possible.
PO12 Development provides an entrance that must define the threshold between public and private space and provide: (a) safe, secure and convenient access to the site for residents and visitors; (b) a sufficiently scaled and sheltered entry and meeting space; (c) clear building signage and numbering for emergency access; (d) lighting to ensure the safety of residents and visitors whilst not causing undue nuisance to adjoining premises; (e) conveniently located mailboxes; (f) individual entrances to ground storey dwellings provide for a varied streetscape.	AO12.1 Development of a small-scale multiple dwelling of 5 or fewer dwellings in attached form, such as townhouses, ensures access to the front door of each dwelling is at the ground storey and clearly identifiable and visible from the public street or internal driveway.	Not Applicable The development proposal is not for a small scale Multiple Dwelling.
	AO12.2 Development where not a small-scale multiple dwelling of 5 or less dwellings, provides at least one prominent pedestrian entry that connects a foyer or building entry directly with the public verge, is separated from the vehicle entry and includes: (a) entry and waiting space off the footpath; (b) shelter; (c) lighting in accordance with Category P3 of the AS/NZS 1158.3.1:2005 Lighting for roads and public spaces and complying with Table 2.1 - Illuminance in the vertical plane of AS 4282-1997 Control of the obtrusive effects of outdoor lighting; (d) mailboxes. Refer to Figure s.	Complies The development includes a prominent entry from Coronation Drive connected to a foyer and leading to a lift. Waiting areas are sheltered and will be lit in accordance with the relevant requirements.
	AO12.3	Not Applicable

Table 9.3.14.3.A—Multiple Dwelling Code

Performance outcomes	Acceptable outcomes	Response
	Development provides direct entry from the street for any ground storey dwellings that are adjacent to the street front and ensures that: (a) any steps are set back a minimum of 1m and are perpendicular to the front boundary; (b) retaining walls step to the street level and provide a transition from private outdoor space and the street; (c) lighting is provided in accordance with Category P3 of the AS/NZS 1158.3.1:2005 Lighting for roads and public spaces and complying with Table 2.1 - Illuminance in the vertical plane of AS 4282-1997 Control of the obtrusive effects of outdoor lighting; (d) street numbering is provided to support visitor and emergency access. Refer to Figure t.	No ground floor dwelling are proposed.
Safety, privacy and amenity		
PO13 If: (a) identified in a neighbourhood plan as a building height transition; or (b) in the High density residential zone or the Medium density residential zone and sharing a common boundary with, or located fronting a minor road that is opposite, premises in the Low–medium density residential zone, Low density residential zone or Character residential zone. Development provides a transitional built form which protects the amenity of lower density residential areas by: (a) stepping down in height and scale; (b) heavily landscaping interface area; (c) minimising impacts including overlooking and visual dominance through building articulation; (d) maintaining adequate levels of natural ventilation and light	AO13.1 Where identified in a neighbourhood plan, development provides a building height transition which ensures that buildings and structures comply with the requirements specified in the neighbourhood plan. AO13.2 Where no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, development in the High density or Medium density residential zones provides a building height transition that complies with the requirements specified in Table 9.3.14.3.I. Refer to Figure f.	Not Applicable The Neighbourhood Plan does not specify a building height transition. Not Applicable The site is located in the Mixed Use Zone.

Table 9.3.14.3.A—Multiple Dwelling Code

Performance outcomes	Acceptable outcomes	Response
penetration to habitable rooms and private open space; (e) avoiding large blank walls on steeply sloping sites.		
PO14 Development separates buildings from existing or future buildings within a site or on an adjoining site to: (a) be consistent with the form and character intent for the local area; (b) protect residential amenity including access to natural light, sunlight and breeze; (c) provide visual privacy to reduce the need for fixed screening.	AO14.1 Development provides building placement and design that: (a) complies with Table 9.3.14.3.F; or (b) positions the primary balcony or private open space to face the street frontage or rear boundary or adjoining public open space; (c) offsets balconies or habitable rooms so that they are positioned outside the cone of vision of existing or approved habitable rooms or outdoor spaces. Refer to Figure g and Figure h. Note—This is demonstrated by a site context plan that includes adjoining and adjacent buildings (including habitable rooms) and strategies to address separation issues. Note— Considered site planning and design and strategies such as offsetting balconies, the location of private space, selective screening or other design elements can reduce building separation requirements.	Performance Outcome The building separation distances to the adjoining residential buildings are generally compliant with the requirements of Table 9.3.14.3.F. Refer to Section 5.2 for further details on building separation.
	AO14.2 Development with a secondary private open space or balcony used for drying or services is located to the side boundary with fixed screens.	Not Applicable Each unit is equipped with a laundry room with a washer and dryer. No private open spaces are intended for drying or other services at this conceptual stage.
PO15 Development of a building 8 storeys and over ensures that the design mitigates the impacts of ground-level wind acceleration to ensure safe and amenable environment for pedestrians and building occupants. Note—Where building height exceeds 15 storeys, a wind impact report prepared by a suitably qualified professional is required to be submitted to demonstrate achievement of the above outcome.	AO15 Development with a building between 8 storeys and 15 storeys provides wind mitigation that uses at least 2 of the following strategies: (a) building orientation, plan shape, massing and facade articulation to avoid tall and wide facades that face prevailing winds; (b) a podium and tower building form with tower set back at least 10m from all streets above the podium level to deflect wind	Not Applicable The building proposed is 30 storeys in height.

Table 9.3.14.3.A—Multiple Dwelling Code

Performance outcomes	Acceptable outcomes	Response
	downdrafts from penetrating to street level; (c) canopies, roof structures and awnings to protect pedestrians and building occupants at ground and podium levels; (d) trellis structures and a dense network of trees onsite at ground or podium level. Note—No acceptable outcome is prescribed for a development if more than 15 storeys in height. Note—Where a podium provides for unroofed private or communal open space areas, a wind impact report prepared by a suitably qualified professional may be required to justify appropriate wind mitigation measures to ensure the safety of residents and visitors of the building.	
PO16 Development provides screening and partial enclosure of balconies to: (a) balance the privacy needs of neighbouring dwellings with the comfort of building occupants; (b) ensure buildings are subtropical and climatically responsive; (c) reduce the appearance of excessive bulk; (d) provide opportunities for passive surveillance of the street or public spaces. Note—Balconies use a combination of solid balustrades, operable screens and lightweight materials to provide a balance of privacy and engagement with the street and other public spaces.	AO16.1 Development where providing balconies with solid balustrades on the street frontage or visible from public space, limits solid balustrading to a maximum of: (a) 50% of the balconies on the first 3 storeys; (b) 25% on the 4th storey and above. Refer to Figure w.	Not Applicable The proposed development does not include solid balustrades.
	AO16.2 Development where providing solid walls or fixed screening to balconies limits the walls and screening to: (a) the side directly adjoining another balcony or private open space within the same building; (b) a maximum of 20% or 1m of 1 external face, whichever is lesser, to screen utilities or private clothes lines; (c) the full extent of a secondary balcony on a side elevation where for utilities or services. Note—This excludes solid balustrades or screening where provided to reduce amenity or privacy impacts to nearby dwellings.	Complies Solid walls to balconies are limited to sides, where adjoining other balconies.
	AO16.3	Not Applicable

Table 9.3.14.3.A—Multiple Dwelling Code

Performance outcomes	Acceptable outcomes	Response
	Development where providing operable, moveable or adjustable screening of balconies, limits the screening to a maximum of: (a) 60% of the front side or rear boundary balconies to achieve visual privacy to an existing dwelling within 9m; (b) 100% of west-facing primary balconies. Refer to Figure w.	No operable elements are proposed as part of this application.
PO17 Development must minimise direct overlooking between buildings through appropriate building layout, location and the design of windows and balconies or screening devices. Note—Siting and building separation is used to minimise privacy screening requirements.	AO17.1 Development where the dwelling is located within 2m at ground storey or 9m above ground storey of a habitable room window or private open space of an existing dwelling house, ensures habitable rooms and any private outdoor spaces have: (a) an offset from the habitable room or private open space of the existing dwelling to limit direct outlook; or (b) sill heights a minimum of 1.5m above floor level; or (c) fixed obscure glazing in any part of the window below 1.5m above floor level; or (d) fixed external screens; or (e) in the case of screening for a ground floor level, fencing to a minimum 1.8m above the ground storey floor level. Refer to Figure h.	Not Applicable There are no adjoining residential uses.
	AO17.2 Development where a direct view is available from balconies, terraces, decks or roof decks into windows of habitable rooms, balconies, terraces or decks in an adjacent existing dwelling house, is screened from floor level to a height above 1.5m above floor level.	Not Applicable There are no adjoining residential uses.
	AO17.3 Development provides screening devices that are solid translucent screens, perforated or slatted panels or fixed louvres that have a maximum of 25% openings, with a maximum opening dimension of 50mm, and that are permanently fixed and durable. Note—The screening device is offset a minimum of 0.3m from the	

Table 9.3.14.3.A—Multiple Dwelling Code

Performance outcomes	Acceptable outcomes	Response
	wall around any window. Note—Screening devices may be hinged or otherwise attached to facilitate emergency egress.	
PO18 Development minimises light nuisance to residents and adjoining premises whilst maintaining safety of publicly accessible areas of the development.	AO18 Development of outdoor lighting is in compliance with AS 4282-1997 Control of the obtrusive effects of outdoor lighting. Note—This includes outdoor lighting to communal open spaces on the roof.	Complies All lighting requirements are intended to be met and can be conditioned accordingly, where deemed necessary.
PO19 Development for a building must not incorporate any type of glass or other surface likely to reflect specular rays that could create undue nuisance, discomfort or hazard to the surrounding locality.	AO19 Where development incorporates reflective glass material, it is to have: (a) a level of light reflectivity of not greater than 20%; (b) a level of heat transmission of not less than 20%.	Complies All light reflectivity requirements are intended to be met and can be conditioned accordingly, where deemed necessary.
PO20 Development is located, designed and constructed to achieve the: (a) air quality (planning) criteria in Table 9.3.14.3.G; (b) odour criteria in Table 9.3.14.3.H. Note—An air quality impact report prepared in accordance with the Air quality planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO20.1 Development in a zone in the centre zones category or the Mixed use zone, including any outdoor air intakes for the development, is separated from: (a) exhaust vent outlets of premises where food or cooking odour is released, by a minimum of 6m; (b) exhaust vent outlets from car parks or bus stations, by a minimum of 15m.	Complies The appropriate separation distances are achieved.
	AO20.2 Development is located no closer than 150m to a spray painting workshop. Note—This distance is to be measured between the building containing the spray painting workshop and the property boundary of the sensitive use.	Not applicable The subject site is not located within 150m of a spray painting workshop
PO21 Development in a zone in the centre zones category or the Mixed use zone must:	AO21 Development in a zone in the centre zones category or the Mixed use zone has a minimum acoustic performance of:	Complies The relevant acoustic performance outcomes will be achieved. Refer to the Acoustic Report prepared by Acoustic Works for further

Table 9.3.14.3.A—Multiple Dwelling Code

Performance outcomes	Acceptable outcomes	Response
(a) be located, designed and constructed to protect bedrooms and other habitable rooms from exposure to noise arising from non-residential activities outside the building; (b) be designed and constructed to achieve a minimum reduction in sound pressure level between the exterior of the building and the bedrooms or indoor primary living areas of 30dBA. Note—A noise impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome. Note—Site-specific criteria will be identified in a neighbourhood plan for sites within a Special Entertainment Precinct Area or within the Transport noise corridor overlay.	(a) Rw 35 for glazing (windows and doors) where total area of glazing is greater than 1.8m²; (b) Rw 32 for glazing (windows and doors) where total area of glazing is less than or equal to 1.8m².	details.
PO22 Development that includes mechanical plant (including air-conditioning plant, heat pumps and swimming pool pumps) ensures it is located, designed and attenuated to achieve the following criteria: • LAeq,adj,T emitted from mechanical plant is not greater than the rating background level plus 3 at a sensitive use not associated with the development. Note— Where T is • Day (7am to 6pm): 11hr, • Evening (6pm to 10pm): 4hr, • Night (10pm to 7am): 9hr. Where- • LAeq,adj,T is the A-weighted equivalent continuous sound pressure level during measurement time T, adjusted for tonal and impulsive noise characteristics, determined in accordance with the methodology described in the Noise impact assessment planning scheme policy. • The rating background level is determined in accordance with the	AO22 Development ensures mechanical plant is acoustically screened from nearby sensitive uses.	Complies All mechanical plant is intended to be visually and acoustically screened. A standard condition of approval can be provided, where deemed necessary.

Table 9.3.14.3.A—Multiple Dwelling Code

Performance outcomes	Acceptable outcomes	Response
methodology described in the Noise impact assessment planning scheme policy. Note—A noise impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.		
PO23 Development must create a safe environment by incorporating the key elements of crime prevention through environmental design in its layout, building or structure design and landscaping by: (a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets, and communal areas; (b) defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; (c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; (d) ensuring publicly accessible areas such as car parks, pathways, public toilets, and communal areas are well lit; (e) including way-finding cues; (f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs, communal areas. Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.	AO23 No acceptable outcome prescribed.	Performance Outcome The development includes appropriate CPTED measures, including avoiding the creation of entrapment points, maximising the overlooking of publicly accessible areas and providing security between private and public areas.
PO24 Development incorporates graffiti and vandalism prevention techniques in its layout, building or structure design and landscaping, by: (a) denying access to potential canvases through access control	AO24 No acceptable outcome prescribed.	Performance Outcome The development incorporates appropriate graffiti prevention measures, by limiting the accessibility to walls at ground level, including landscaping in front of ground level walls and incorporating

Table 9.3.14.3.A—Multiple Dwelling Code

Performance outcomes	Acceptable outcomes	Response
techniques; (b) reducing potential canvases through canvas reduction techniques; (c) ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. Note—For guidance on graffiti and vandalism prevention techniques refer to the Graffiti prevention planning scheme policy.		glass.
PO25 Development has hours of operation which are controlled so that the use does not detrimentally impact on the amenity of adjoining residents.	AO25 Development: (a) for accommodation activities, dwelling unit or emergency services has unlimited hours of operation; (b) for any other use, has hours of operation, including deliveries, which are limited to 6am to 8pm, or as otherwise identified in a neighbourhood plan.	Complies The proposal includes an accommodation activity and therefore will have unlimited hours of operation.
Subtropical design and landscaping		
PO26 Development supports Brisbane's subtropical character and sustainable lifestyle through functional and climatically responsive building design, layout and orientation that: (a) reduces the need for mechanical heating, cooling and lighting; (b) ensures access to sunlight and natural heating, cooling and ventilation for residents; (c) provides protection and relief from the subtropical climate; (d) mitigates the impact of urban heat island.	AO26.1 Development is designed to provide all dwellings with: (a) floor-to-ceiling heights of at least 2.7m; (b) habitable rooms with a minimum of 2 dual aspect windows or openings. Refer to Figure o and Figure p. AO26.2 Development includes: (a) weather protection and sun shading to all external doors and windows to habitable rooms; (b) deep recesses, eaves and sun-shading devices on the north-facing building facades; (c) extensively shaded west-facing building facades using building and landscape elements such as adjustable screens, awnings or pergolas, green walls and planting.	Performance Outcome All dwellings have a minimum floor to ceiling height of 2.7m. Where possible dwellings are provided habitable rooms that have multiple openings. Complies Weather protection and sun shading is provided to windows and doors in the form of balconies and projecting elements from the buildings façade.

Table 9.3.14.3.A—Multiple Dwelling Code

Performance outcomes	Acceptable outcomes	Response
PO27 Development ensures significant vegetation and large subtropical shade trees are retained, or where retention is not possible, compensatory planting is established to balance the bulk, scale and form of the building and provide a subtropical landscape setting including natural shade to mitigate heat island effects. Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy.	AO27.1 Development ensures that the location of new buildings, car parking, driveways, crossovers, retaining walls, filling and excavation, utilities or services will not adversely impact the long-term viability of significant vegetation, including large subtropical shade trees to be retained. Note—Invasive species listed as 'Undesirable plant species' in the Planting species planning scheme policy are not required to be retained unless the tree is a significant, mature and healthy shade tree. Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy.	Not Applicable The subject site does not contain significant vegetation. The proposal undoubtedly provided a net improvement to the landscape outcome.
	AO27.2 Development provides or retains one tree within the site per 20m of frontage that is capable of growing to a minimum height of 15m at maturity. Note—Landscape design incorporates planting in accordance with the Planting species planning scheme policy. Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy.	Complies The accompanying Landscape Concept Plan identifies the landscape outcome for the site and streetscape. The intended landscape outcome meets the requirements of this Acceptable Outcome.
	AO27.3 Development provides tree species that are selected and planted to provide a minimum 50% shade cover to a site's open space within 10 years. Note—Shade cover is to be measured at 12pm on 21 December.	Complies The development will provide appropriate tree species. Refer to the accompanying Landscape Concept Plan for further details.
PO28 Development provides landscaping that must: (a) provide shade to pedestrian pathways; (b) maintained sightlines and support personal safety by allowing for the overlooking of the street and public spaces from the site	AO28.1 Development provides landscaping within the site along the frontage of the site that consists of: (a) a minimum of 1 area of deep planting with a dimension of 4m x 4m; (b) shade and/or rounded canopy trees located to cast a minimum	Performance Outcome The proposal provides 196m ² or 8.5% of the site for in-ground planting. Specifically, the site offers two separate deep planting areas; one on the corner of the site and one in the north-west corner of the site next to the driveway.

Table 9.3.14.3.A—Multiple Dwelling Code

Performance outcomes	Acceptable outcomes	Response
and balconies; (c) present an integrated landscape, neighbourhood and streetscape character; (d) contribute positively to amenity and the subtropical microclimate of the site, streetscape and public spaces; (e) reduce the appearance of building bulk and soften built form, driveways and hardstand areas from the street and adjoining properties; (f) contribute to privacy between residences; (g) provide natural shade to mitigate heat island impacts. Note—This is demonstrated by an overall site landscape concept plan. Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy.	of 50% shade over the adjacent verge within 5 years of planting; (c) a minimum of 50% of frontage length planted for a minimum width of 2m, excluding the driveway crossover and pedestrian access. Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy. Note—The above requirements do not apply where a front boundary setback of zero metres is required, such as in a zone in the centre zones category or Mixed use zone.	It is considered that the proposed development will offer a high-quality landscaping outcome that will be compatible with and positively contribute to the streetscape character of the surrounding locality.
	AO28.2 Development provides landscaping along side boundaries as follows: (a) a minimum of 1.5m wide landscaping for a side boundary excluding the area for built to boundary walls; (b) a minimum of 1.5m wide landscaping for a side boundary where a driveway, or at ground level open parking area, is located adjacent to the boundary.	Not Applicable The site is located in the Mixed Use Zone and a building podium is proposed.
PO29 Development provides deep planting areas that: (a) are of sufficient size and dimension to contain large subtropical shade tree species; (b) are maintained exclusively for landscaping, with no underground development or infrastructure; (c) are open to the sky with access to light and rainfall into the natural ground; (d) are planted with subtropical tree species that at maturity are complementary in scale and height to the building form and respond to the site location and design needs; (e) soften the impact of building and hardstand areas and reduces impervious areas to improve stormwater; (f) provides natural shade to mitigate heat island effects; (g) provides informal recreation spaces that are easily accessible for	AO29.1 Development locates deep-planting areas: (a) to protect existing significant vegetation including large subtropical shade trees; (b) to provide an opportunity for the co-location of deep soil plants and large subtropical shade trees within the street or on adjoining premises; (c) within the front or rear set back to soften the built form for the street and adjoining premises. Note—In regards to (c) above, deep planting is not required within the front setback where a front boundary setback of zero metres is required, such as in a zone in the centre zones category or Mixed use zone.	Complies The proposed development has incorporated deep soil areas for potential deep planting areas intended to protect and co-locate deep soil plants and large subtropical shade trees within the streetscape.
	AO29.2 Development provides deep-planting areas that are:	Performance Outcome

Table 9.3.14.3.A—Multiple Dwelling Code

Performance outcomes	Acceptable outcomes	Response
building occupants; (h) is located to retain and protect existing site features such as significant vegetation or grouped with deep-planted areas on adjacent sites to maximise contiguous areas of deep planting.	(a) a minimum of 10% of the site area; (b) a minimum unobstructed dimension of 4m in any direction; (c) able to accommodate trees planted in natural ground; (d) 100% open to the sky; (e) can be accessed for maintenance purposes.	The proposal provides 196m ² or 8.5% of the site for in-ground planting. Specifically, the site offers two separate deep planting areas; one on the corner of the site and one in the north-west corner of the site next to the driveway. It is considered that the proposed development will offer a high-quality landscaping outcome that will be compatible with and positively contribute to the streetscape character of the surrounding locality.
	AO29.3 Where there are no existing large subtropical shade trees on the site, development provides trees in the deep-planting areas which: (a) are capable of growing to a minimum canopy diameter of 5m and a minimum height of 5m within 5 years of planting; (b) are subtropical tree species consistent with the Planting species planning scheme policy. Note—Tree species should be chosen to respond to particular site location or design needs. Where site circumstances permit, tree species that are complementary in scale and height to the building form should be selected. Tree height and canopy spread will be dependent on species.	
	AO29.4 Development ensures that deep-planting areas are exclusively for landscaping and do not contain: (a) vehicle driveways, manoeuvring or hardstand areas and pedestrian paths; (b) surface structures and infrastructure such as water conservation services, refuse storage areas, fire hydrants or boosters, electrical transformers or other utilities; (c) sub-surface structures or infrastructure such as piping, bioretention pits, basement car parking structures.	Complies Deep planting areas are intended to be exclusively for landscaping.
Private and communal open space		
PO30 Development provides communal space that must be designed to	AO30.1 Development consisting of 10 or more dwellings provides communal	Complies

Table 9.3.14.3.A—Multiple Dwelling Code

Performance outcomes	Acceptable outcomes	Response
provide: (a) residents with passive and active recreation opportunities; (b) a pleasant outlook for residents and maximise opportunities for shared views or access to viewing points; (c) opportunity for a range of uses and flexible use.	open space, that is clearly distinguished from deep planting areas and private open space, and: (a) is a minimum of 5% or 40m² of the site area, whichever is greater; (b) is one consolidated useable space, or where exceeding 100m², two separate useable areas within the site; (c) is a minimum 50% open to the sky; (d) is a minimum of 25% landscaping; (e) is a minimum of 25% shaded by trees within 5 years; (f) is a maximum 25% as internal dedicated created space; (g) is designed to provide a range of recreational facilities such as seating, barbeque, swimming pool and vegetable gardens; (h) incorporates a flat paved or grassed area with a minimum dimension of 5m in any direction. Note—Deep planting areas can be located within communal open space. However, the minimum site percentage requirements for communal open space and deep planting must be calculated separately. Note—In regards to (b) above, one space may be provided on ground as a swimming pool and barbeque area with substantial landscaping, and another on the roof to take advantage of views. Note—Internal spaces may include a gymnasium, movie room or entertainment room. Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy.	The proposed development delivers exceptional communal amenities that far exceed the minimum requirements of the Multiple Dwelling Code, which prescribes 5% of the site area (117m²) for communal recreation space. Instead, the proposal provides generously scaled, high quality communal spaces across the two uppermost levels. These premium amenities include a large swimming pool, outdoor dining areas, a steam room, sauna, and a lounge deck with a fireplace. Further enhancing the communal offering, the development integrates indoor and outdoor areas, a gym, home office facilities, private meeting rooms and a dedicated cinema room. Additionally, expansive indoor lounge areas provide comfortable social and recreational spaces, reinforcing the development's commitment to delivering a high level of amenity.
	AO30.2 Development ensures that communal outdoor space areas do not contain: (a) vehicle driveways, manoeuvring or hardstand areas; or (b) surface structures and infrastructure such as rainwater tanks, transformers and water boosters.	Complies The proposed communal areas are free of driveways and infrastructure.

Table 9.3.14.3.A—Multiple Dwelling Code

Performance outcomes	Acceptable outcomes	Response
	Note—Bioretention areas can form part of communal open space provided it is designed as a component of the landscape area but not any area of deep planting. Lightweight shade structures such as pergolas are able to be located within communal open space.	
PO31 Development must provide attractive and functional private open space for residents that: (a) is appropriately sized and located to enhance amenity and liveability for residents; (b) is designed to be functional for the use of the possible number of residents in each dwelling; (c) is designed to contribute to the form and detail of the building. Note—Private open space can be provided on ground, on balconies or in a structure over a platform, basement and on rooftops.	AO31.1 Development provides private open space which comprises: (a) for ground storey dwellings, a minimum area of 35m² with a minimum dimension of 3m; (b) for dwellings above ground storey, a balcony with a minimum area of 12m² and a minimum dimension of 3m. Note—The measurement of minimum private open space requirements must be clear of utilities such as hot water systems, air-conditioning units, rainwater tanks, bicycle parking, fire hydrants or other utilities, as well as areas required for deep planting and communal open space.	Performance Outcome Each dwelling is provided is generally provided with a balconies of at least 12m ² with a minimum dimension of 3m. Some dwellings are provided with balconies with a size of 10m ² , however the sizing and layout is considered to provide functional private open space for building occupants.
	AO31.2 Development provides for private open space areas that are: (a) for the primary area, directly accessible from the internal primary living areas of the dwelling; (b) provided with a screened area of 2m² minimum dimension capable of screening air-conditioning plant, private clothes drying, etc.; (c) provided with adjustable, moveable or operable privacy screening where appropriate.	Complies Private open spaces are directly accessible from primary living areas and generally large enough to incorporate clothes drying, if necessary, which can be setback form balustrade lines to avoid being immediately visible from the surrounding area.
	AO31.3 Development provides balconies that are located to the front or rear of a building except where adequate building separation and screen landscaping can be achieved to maintain privacy along side boundaries.	Complies The proposed development has been designed to orientate all balconies towards each of the street frontages where possible. Appropriate building separation for side facing balconies is achieved.
	AO31.4 Development ensures that private open space areas do not contain:	Complies Private open spaces are proposed to be used for recreation only.

Table 9.3.14.3.A—Multiple Dwelling Code

Performance outcomes	Acceptable outcomes	Response
	(a) vehicle driveways, manoeuvring or hardstand areas; or (b) surface structures and infrastructure such as retaining walls, rainwater tanks, electricity transformers and fire hydrants and boosters. Note—Water conservation services or utilities or stormwater treatment measures, such as bioretention areas, can form part of private open space provided they are designed as a component of the landscape area but not any area of deep planting. Lightweight shade structures, such as pergolas, are able to be located within at-grade and in-structure private open space.	
	AO31.5 Development provides a minimum of 75% of a dwelling's outdoor living area positioned to the north or north-east. This is balanced with street interface desired outcomes. Note—Side boundary facing north or north-east facing windows or balconies may be permitted where this will significantly improve passive solar design, provided privacy for occupants and adjacent dwellings is maintained.	Performance Outcome Where possible, dwelling balconies are orientated to the north or north-east.
Refuse storage and collection		
PO32 Development provides refuse and recycling collection and storage facilities that: (a) are located conveniently in an unobtrusive dedicated storage room or separate screened structure; (b) are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised; (c) provide for refuse and recycling including source separation; (d) are of a design that allows low-frequency service collection; (e) minimise ongoing building management cost for occupants. Note—Refer to the Refuse planning scheme policy for further	AO32 Development provides refuse and recycling collection and storage facilities, including source separation, in accordance with the Refuse planning scheme policy.	Complies Refuse collection and storage is considered appropriate as is outlined in the reporting provided by Colliers.

Table 9.3.14.3.A—Multiple Dwelling Code

Performance outcomes	Acceptable outcomes	Response
guidance.		
Car parking, manoeuvring and hardstand areas		
PO33 Development provides car parking areas, vehicle site access, services and utilities that do not adversely impact on a positive streetscape character and interface being established.	AO33.1 Development ensures that vehicle access comprises no more than 30% of the street frontage width at the front boundary and is located away from the main pedestrian entry. Note—This excludes driveway splays to the kerb.	Complies The vehicular crossover accounts for less than 30% of the site frontage.
	AO33.2 Development provides site access, combined with short-term parking, drop-off zones or porte-cocheres, that does not dominate the street frontage or comprise more than 40% of the street frontage width.	Complies The vehicular crossover accounts for less than 30% of the site frontage.
	AO33.3 Development, where above-ground or partially above-ground car parking, is located so that: (a) the facade design and materials selection is extended to the car park entry and car park areas on all frontages and boundaries; (b) building services, pipes and ducts within the car park are not visible from the street and other public spaces or adjoining properties and are screened and landscaped. Refer to Figure v.	Complies The proposal provides car parking in three basement levels and in 4 above-ground levels in the podium. The building's design ensures that this parking is not visible from the site's street frontages.
PO34 Development where not in a zone in the centre zones category or the Mixed use zone, provides car parking that is sited and of a bulk and form that: (a) does not dominate the street frontage of the development; (b) does not impact on the safety and efficiency of the road networks; (c) does not detract from the quality of adjoining streetscape or public spaces;	AO34.1 Development where not in a zone in the centre zones category or the Mixed use zone, provides car parking that is located: (a) below ground; or (b) at ground level or above ground level only if contained within the development footprint and located behind the main building line, except where for visitor parking; (c) set back from front, rear and side boundaries in accordance with a neighbourhood plan or if no neighbourhood plan applies or no requirements are specified in a neighbourhood plan, Table	Not Applicable The subject site is located in the Mixed Use Zone.

Table 9.3.14.3.A—Multiple Dwelling Code

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

Table 9.3.14.3.A—Multiple Dwelling Code

Performance outcomes	Acceptable outcomes	Response
	planting area.	
	AO34.5 Development, where not in a zone in the centre zones category or Mixed use zone, for a small-scale multiple dwelling, such as attached or townhouse dwellings, provides a tandem car parking space for those units which provide direct vehicle access from the street, that is designed in accordance with Figure q. Note—Direct vehicle access for individual units is subject to availability of on-street parking, street trees and general amenity impacts assessment and is generally not acceptable for development on major roads.	Not Applicable The subject site is located in the Mixed Use Zone.
PO35 Development where not in a zone in the centre zones category or the Mixed use zone, ensures that car parking, hardstand or manoeuvring areas are: (a) located to minimise noise and fumes disturbance on residents within and adjoining the site; (b) acoustically and visually screened to: (i) minimise the reflection of headlights into dwelling windows; (ii) attenuate noise impacts; (c) landscaped to: (i) soften the visual appearance of at grade hardstand areas; (ii) enhance pedestrian safety; (iii) improve visual amenity for the streetscape and urban area; (iv) provide shade for pedestrians and reduce the impact of glare and radiant heat from car parking areas. Note—where in a zone in the centre zones category or the Mixed use zone, the car parking provisions of the Centre or mixed use code apply.	AO35.1 Development where not in a zone in the centre zones category or the Mixed use zone, ensures that a hardstand or manoeuvring area situated at or above ground level is: (a) located a minimum of 3 metres vertically and horizontally from any habitable window on site to minimise noise disturbance on residents; (b) screened to prevent the reflection of car headlights onto dwelling windows adjoining or opposite the site.	Not Applicable The subject site is located in the Mixed Use Zone.
	AO35.2 Development where not in a zone in the centre zones category or the Mixed use zone ensures any vehicle movement or vehicle parking areas along the side or rear boundary are: (a) acoustically screened from adjoining dwellings to a minimum height of 1.8m; (b) provided with a vegetated buffer next to any movement or parking areas: (i) a minimum of 1m wide along the side boundary; (ii) a minimum of 2m wide along the rear boundary; (iii) planted at a pot size and density sufficient to screen up to	Not Applicable The subject site is located in the Mixed Use Zone.

Table 9.3.14.3.A—Multiple Dwelling Code

Performance outcomes	Acceptable outcomes	Response
	1.5m above ground level at establishment.	
	AO35.3 Development, where not in a zone in the centre zones category or the Mixed use zone, and where car parking is above ground and uncovered, provides: (a) a minimum of 1 shade tree for every 6 car spaces; (b) trees which are planted to achieve a minimum 50% shade cover along internal pedestrian paths and driveways within 5 years of certification in accordance with the Landscape work code and the Planting species planning scheme policy.	Not Applicable The subject site is located in the Mixed Use Zone.
	AO35.4 Development where not in a zone in the centre zones category or the Mixed use zone, provides: (a) landscaping that is used to delineate safe pedestrian movement through car parks; (b) exterior vehicle movement areas that are broken up by alternative materials, patterns or threshold treatments.	Not Applicable The subject site is located in the Mixed Use Zone.
	AO35.5 Development of ground level or other above ground car parking, where not in a zone in the centre zones category or the Mixed use zone, provides densely planted setbacks. Note—Front boundary setbacks must be treated to address streetscape interface issues and be in accordance with the streetscape interface performance outcomes and acceptable outcomes.	Not Applicable The subject site is located in the Mixed Use Zone.
Transit oriented development		
PO36 Development adjoining or in the immediate vicinity of a railway or busway station or in a location identified in a neighbourhood plan, supports a high level of personal and community safety, and promotes activity at the street front, in public spaces and at the	AO36 Development within 200m walking distance of a dedicated public pedestrian access point of a railway or busway station or in a location identified in a neighbourhood plan, is designed to have an active frontage that:	Not Applicable The subject site is not located within 200m walking distance of a dedicated public pedestrian access point of a railway or busway station or in a location identified in a neighbourhood plan as having an active frontage.

Table 9.3.14.3.A—Multiple Dwelling Code

Performance outcomes	Acceptable outcomes	Response
interface with railway and busway stations through: (a) building design that enables future adaptation to facilitate non-residential uses; (b) provision or contribution towards safe, logical and direct pedestrian access to railway or busway station entry points; (c) enabling casual surveillance of the street, public spaces and immediate station environment, entries and platform; (d) creating vibrant and attractive street environments and active public spaces at the edge of the railway or busway station environment through pedestrian orientated building and landscape design.	(a) includes ground storey tenancies, with commercial ceiling heights, increased glazing to front facades, and individual pedestrian entries, that can be adapted for conversion to and between non-residential and residential uses; (b) provides safe, logical and direct pedestrian access to and from the development to the street front or adjoining public areas; (c) provides or maintains safe, logical and direct pedestrian access to the railway or busway station entry points in accordance with the Infrastructure design planning scheme policy; (d) ensures that any screening and landscaping provided within the development creates vibrant and attractive street environments whilst not preventing casual surveillance of streets, public spaces and the immediate station environment, entries and platform.	
Fencing and retaining walls		
PO37 Development provides fencing and retaining walls that must: (a) facilitate casual surveillance of the street and public space; (b) enable use of private open space; (c) assist in highlighting entrances to the property; (d) provide a positive interface to the streetscape; (e) protect the privacy and amenity for residents and dwellings adjoining the site.	AO37.1 Development ensures that, where fencing is provided: (a) along any common boundary to a street or public space, it is a maximum of: (i) 1.2m in height, where fence construction is solid or less than 50% transparent; (ii) 1.5m in height, where fence construction is at least 50% transparent; (iii) 1.8m in height and solid only where setback behind landscaping and the site is on an arterial road; (b) along any side or rear boundary, it is a minimum of 1.8m in height, except where forward of the main building line; (c) along any side boundary, where forward of the main building line to the front boundary, it is: (i) a maximum of 1.2m in height, where fence construction is solid or less than 50% transparent; or	Not Applicable No fencing is proposed.

Table 9.3.14.3.A—Multiple Dwelling Code

Performance outcomes	Acceptable outcomes	Response
	(ii) a maximum of 1.5m in height, where fence construction is at least 50% transparent.	
	AO37.2 Development incorporating solid front fences or walls that front the street or other public spaces 1.2m or more high and longer than 10m, indentations, material variation and landscaping is provided to add visual interest and soften the visual impact.	Not Applicable No fencing is proposed.
	AO37.3 Development for a retaining wall is: (a) stepped to minimise impact on the streetscape and pedestrian environment; (b) a maximum of 0.6m in height if directly abutting the edge of the adjoining road reserve verge.	Complies The proposal requires the construction low retaining walls which are to be setback from the verge.
Adaptable housing		
PO38 Development meets a diverse range of community needs by providing adaptable housing that is responsive to changing community life-cycle needs.	AO38 Where development provides housing, including associated outdoor living areas intended to be adaptable to different persons and households with differing mobility needs, the dwelling units and other site features are constructed in accordance with Table 9.3.14.3.D.	Complies Outdoor living areas are intended to be adaptable. Dwellings and site feature will be constructed in accordance with Table 9.3.14.3.D.
Additional requirements for sites with an area of 7,000m² or greater, or for 20 or more dwellings if in the Emerging community zone – Not Applicable		
Additional criteria for development if identified in a neighbourhood plan – Not Applicable. The site is not identified to have specific requirements.		
If in the Infill housing zone precinct of the Character residential zone – Not Applicable.		