

Theme 1: Brisbane's Globally Competitive Economy

Strategic Outcomes

Strategic Outcome	Response
(a) Brisbane is the third-largest metropolis in Australia, Queensland's capital city and the centre of commercial, government, retail, employment, entertainment, recreation and cultural facilities for South East Queensland and Queensland.	The proposed development does not conflict with the achievement of this strategic outcome.
(b) Brisbane has a strong, diverse and globally competitive economy and the larger City Centre is a centre of global businesses and institutions servicing the Asia-Pacific region. Business services including professional services, such as engineering, information technology, design and construction management are key drivers of Brisbane's economic growth and employment.	Not Applicable
(c) Brisbane is a world-leading knowledge centre of applied research, and of tertiary, health and education services. Brisbane supports a business environment in which innovative business and research clusters thrive.	Not Applicable
(d) Brisbane's outstanding lifestyle attracts a highly skilled and diverse workforce and is a memorable destination for business visitors and tourists.	The proposed development does not conflict with the achievement of this strategic outcome.
(e) Brisbane's facilities and infrastructure encourage and attract signature global events and international business conventions.	Not Applicable
(f) Brisbane's highly effective infrastructure including airports and seaports, freight and advanced communications infrastructure fosters the efficient operation of the city's economic activity including the Major Industry Areas, Strategic Inner City Industrial Areas, Major centres, Special centres and other economic areas.	The proposed development does not conflict with the achievement of this strategic outcome.
(g) Brisbane's industrial economy is a significant generator of employment and economic growth for the city. The industrial economy is largely contained in the Major Industry Areas, which cluster manufacturing, storage, transport and logistics activities, industrial wholesale trade and resource recovery. Brisbane's Major Industry Areas include activities of potentially high environmental impact.	Not Applicable

(h) Brisbane's Major Industry Areas do not expand significantly during the life of the planning scheme, however they are preserved and will intensify. The importance of Major Industry Areas in generating economic value and employment for Brisbane requires their maximum opportunity to be realised. The Major Industry Areas are used solely for their intended purpose to enable their ongoing operation and to protect them from incompatible land uses.	Not Applicable
(i) Brisbane's Major Industry Areas each have their individual mix of industrial activities which are able to evolve, diversify and expand in response to changing market conditions. Industrial activities in Brisbane's Major Industry Areas meet high public safety and environmental performance standards.	Not Applicable
(j) Brisbane's Major Industry Areas also include research and business development activities that benefit from integration with major industrial activities. These innovative knowledge clusters are able to co-locate with industry while ensuring the health, safety and amenity of their workforce and do not compromise the operation of industrial uses in the locality.	Not Applicable
(k) Brisbane's Strategic Inner City Industrial Areas provide a range of industrial and business economic activity and employment supporting the economy and community needs. The ongoing mix of industry and business with other land uses will be determined by considering the needs of industrial businesses and workers, economic conditions and trends and future efficient patterns of providing for smaller scale industry, services, trades, warehousing, distribution and business supporting industry.	Not Applicable
(l) Brisbane accommodates large-format retail outlets in appropriately zoned, accessible areas. Brisbane also caters effectively for the storage and distribution needs of the fast-growing online retail sector of the economy.	Not Applicable
(m) Brisbane has pockets of industrial areas appropriately located throughout the city to effectively service businesses and residents. These areas are a valuable part of the city's supply of employment generating land.	Not Applicable
(n) Home-based businesses prosper in residential areas and start-up business activities are accommodated in a range of locations across low-impact industrial areas and in centres.	The proposed development does not conflict with the achievement of this strategic outcome.

(o) Brisbane is renowned for the quality of its health and education services and is a celebrated shopping destination. Brisbane's Major Centres are highly regarded cultural, recreational and entertainment destinations with high-quality personal and community services. Brisbane's population-serving economy is strong and continues to expand and diversify.	Not Applicable
(p) Brisbane's services and facilities are within easy reach of all. Local suburban precincts offer desirable goods and services and opportunities for new businesses to innovate and appeal to local communities.	The proposed lots are located within an existing urban infill area.

Element 1.1 Brisbane as a Centre For Global Business

Specific outcomes	Land use strategies	
SO1 Brisbane is a city in which global businesses and institutions and professional service businesses are encouraged to locate and grow.	L1.1 Development contributes to Brisbane's City Centre as a vibrant and stimulating place of diverse uses and 24-hour activities.	The proposed development does not conflict with the achievement of this strategic outcome.
	L1.2 Development in Major Centres and within Special Centres includes high-profile economic precincts supporting the growth of ancillary commercial, economic and supporting residential activities.	Not Applicable
SO2 Brisbane is a city where world-leading applied research, tertiary, education and health services are supported to grow.	L2.1 Development around universities, research institutions, hospitals and similar intensive research establishments supports these locations as clusters of related innovative enterprises with easily accessible associated professional and personal services.	Not Applicable

	L2.2 Development for knowledge-intensive business clusters in engineering, information and digital technologies and other innovative sectors is provided for in Brisbane's City Centre and the Growth Nodes on Selected Transport Corridors in accordance with the City Shape theme.	Not Applicable
SO3 Brisbane is a key place in the Asia-Pacific region for signature events and global conventions and a recognised business tourist destination.	L3 Development in Brisbane's City Centre and appropriate Special Centres and Major Centres contributes to the provision of highly accessible, world-class venues and accommodation for major business, scientific, cultural, sporting and tourism events.	Not Applicable
SO4 The Brisbane Airport, Port of Brisbane and Archerfield Airport are key locations of economic activity and provide key access points supporting the city's economy.	L4 Planning for the air and sea ports is undertaken by respective entities to enable these locations to: - be key centres for economic activity related to the functions of these locations; - complement major economic activity in the city; - integrate with the city's transport network; and - develop and operate safely and efficiently.	Not Applicable

Element 1.2 – Brisbane’s Industrial Economy

Specific outcomes	Land use strategies	
SO1 Brisbane’s Major Industry Areas, Strategic Inner City Industrial Areas and other industrial zoned land 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
	L1.2 High-impact industrial activities are carefully located within industrial areas to enable their separation from nearby sensitive land uses.	Not Applicable
	L1.3 Lower impact industrial activities serve as buffers, locating between high-impact industrial activities and sensitive land uses.	Not Applicable
	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.	Not Applicable
	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 Element 5.9.	Not Applicable

SO2 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.	L2.1 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.	Not Applicable
	L2.2 The ongoing range of uses in Strategic Inner City Industrial Areas may change subject to comprehensive planning processes, outcomes and strategies indicated in Theme 5 Element 5.9.	Not Applicable
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
SO4 Brisbane's Major Industry Areas include clusters of services and facilities that support industry and the industrial workforce.	L4 Major Industry Areas provide opportunities for clusters of supporting services for business and for 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
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

	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
	L5.3 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.	Not Applicable
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
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
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
	L8.2	Not Applicable

	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.	
	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 administrative services supporting businesses or employees of that Major Industry Area and where serviced by public transport.	Not Applicable
	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
	L8.5 Brisbane's industrial zoned areas are protected from encroachment by incompatible uses to maximise their industrial land use potential to effectively service businesses and residents and link the wider network of industrial land use across the city.	

Element 1.3 – Brisbane’s Population Serving Economy

Specific outcomes	Land use strategies	
SO1 Brisbane provides for a diverse mix of highly accessible retail and commercial locations to service a growing population.	L1 Development for retail and commercial uses accords with the City Shape theme and the zoning pattern.	Not Applicable
SO2 Brisbane’s City Centre offers the greatest concentration of the highest order retail, personal and community services and facilities, and cultural, recreational and entertainment experiences.	L2.1 Brisbane’s City Centre accommodates future demand for high-order goods, services and facilities that are of a global standard.	Not Applicable
	L2.2 Brisbane’s retail heart expands beyond the Queen Street Mall into new shopping streets and precincts with high-quality pedestrian environments.	Not Applicable
SO3 Brisbane’s Major Centres and Growth Nodes on Selected Transport Corridors contain significant concentrations and diversity of population-serving activities.	L3.1 The largest existing Major Centres at Chermside, Upper Mt Gravatt and Indooroopilly absorb the greatest expansion of population-serving activities.	Not Applicable
	L3.2 Other Major Centres provide opportunities for key points providing access to goods and services in their catchments.	Not Applicable
	L3.3	Not Applicable

	Centres within the Growth Nodes on Selected Transport Corridors are Brisbane's key mixed-use areas including business and population-serving economic activities.	
	L3.4 Within Growth Nodes on Selected Transport Corridors, business activities, retail, personal and community services and facilities cluster around public transport nodes and are in proximity to high-density residential precincts.	Not Applicable
SO4 Brisbane's district centres and neighbourhood centres continue to service local population needs.	L4 District centres and neighbourhood centres continue to evolve, offering an increasing range of local services and facilities.	Not Applicable
SO5 Brisbane's population-serving economy is supported by home-based businesses.	L5 Home-based business is supported in residential areas where environmental and amenity impacts are managed to best-practice standards.	Not Applicable
SO6 Brisbane provides opportunities in its centres for start-up businesses seeking cost-effective business locations.	L6 Opportunities for low-impact manufacturing and industries are provided for in Brisbane's centres where environmental and amenity impacts are managed to best-practice standards.	Not Applicable
SO7 Brisbane preserves opportunities for low impact industry throughout	L7 Industrial premises in the Low impact industry zone or General industry A zone precinct of the Industry zone are protected from encroachment and incompatible uses.	Not Applicable

the city in support of a strong population and economic growth.		
S08 Brisbane provides appropriately zoned and accessible areas for large-format retailing.	L8 Large-format retail outlets are developed in highly visible, accessible locations along key transport routes, as identified in a neighbourhood plan or in the Specialised centre zone. Development must integrate with surrounding built form and anticipated development intensity.	Not Applicable
S09 Brisbane's large public and private community facilities are highly accessible by public transport and are well serviced with a range of associated and supporting services and facilities.	L9 Professional, business and other associated and supporting services and facilities cluster around larger scale public and private health, education, recreational, cultural and other community facilities.	Not Applicable

Theme 2: Brisbane's Outstanding Lifestyle

Strategic Outcomes

Strategic Outcome	Response
(a) Brisbane's residents live in a city that is well designed and preserves its friendly and safe neighbourhoods, active and healthy lifestyles, whilst encouraging vibrant and creative centres.	The proposed development does not conflict with the achievement of this strategic outcome.
(b) Brisbane is defined by the visual markers and amenity created by a visually dominant City Centre, concentrated centres along transport corridors, the Brisbane River, major hills and valleys, bushlands and open space, traditional character suburbs, mature urban vegetation and the bay and bayside areas and islands. Brisbane's neighbourhoods each express their individual identity.	The proposed development does not conflict with the achievement of this strategic outcome.
(c) Brisbane has locations within the city which have cultural heritage significance to a broad range of groups and individuals. Character housing provides a link with Brisbane's history and helps to reinforce a strong sense of place and community identity. Brisbane's character elements and built cultural heritage are appreciated, protected and managed. Locations of cultural significance for Aboriginal people are recognised and protected.	The proposed development does not conflict with the achievement of this strategic outcome.
(d) Brisbane's landscape and built assets reinforce the subtropical climate, help create a sense of place, provide high scenic amenity and ensure safety and comfort in sustaining active and outdoor lifestyles.	The proposed development does not conflict with the achievement of this strategic outcome.
(e) Brisbane's buildings and public spaces exhibit good urban design which results in places and spaces that are highly functional, accessible, attractive and sustainable.	The proposed development does not conflict with the achievement of this strategic outcome.
(f) Brisbane is a city of opportunity which provides employment choices for people and a diverse range of housing forms to meet the needs of a growing population and catering to people at all stages of their lives. Brisbane delivers housing in a range of dwelling styles and densities.	The proposed development does not conflict with the achievement of this strategic outcome.
(g) Brisbane provides housing choice which allows people to live in close proximity to their place of work and support their local economies, services and businesses.	The proposed development does not conflict with the achievement of this strategic outcome.

(h) Brisbane's major new housing opportunities will be provided within the existing urban area and form of the city by infill and other types of redevelopment. This will ensure opportunities for residents to enjoy easy access to employment, goods, services, community facilities and also to protect Brisbane's green edges.	Complies The proposed lots are within an existing urban infill area and meet the acceptable outcome requirements of the Subdivision Code.
(i) Brisbane's housing choices are integrated within the communities and neighbourhoods of the city in a form appropriate to the locality and are consistent with the outcomes for the relevant Growth Nodes on Selected Transport Corridors or Suburban Living Areas.	Complies The proposed lots provide a smaller housing option in an area consistent with lot sizes for the Infill Housing Precinct.
(j) Brisbane's healthy and safe communities are ensured through development which is designed to minimise environmental risks, contribute to crime prevention and promote active travel and recreation.	The proposed development does not conflict with the achievement of this strategic outcome.
(k) As a subtropical city, Brisbane has managed the natural hazards of a subtropical climate and living on a floodplain for generations. Council takes a lead on this by undertaking land use planning, ensuring that property owners are aware of the risks, planning for appropriate infrastructure and contributing to effective emergency responses.	The proposed development does not conflict with the achievement of this strategic outcome.
(l) The challenges of natural hazards will continue and as the understanding of hazards develop, the city will continuously improve, adapt, enhance and develop more sophisticated risk-management approaches that respond to the full spectrum of probable impacts.	The proposed development does not conflict with the achievement of this strategic outcome.
(m) Brisbane is a city well adapted to its environment, managing the risks associated with natural hazards in a way that balances awareness of risk with optimum use of land.	The proposed development does not conflict with the achievement of this strategic outcome.
(n) The risks associated with natural hazards in Brisbane are avoided or managed considering the capacity of communities to respond, enhance public safety, protect property and enhance the social, economic and environmental wellbeing of the city.	The proposed development does not conflict with the achievement of this strategic outcome.
(o) Development does not materially increase the extent or the severity of natural hazards.	Complies

	There are no identified natural hazards that affect the site.
(p) Brisbane has a broad range of community facilities that support the community's recreational, cultural and social activities, promote the physical, cultural and social wellbeing of the community, and are located predominantly in centres and Growth Nodes on Selected Transport Corridors.	The proposed development does not conflict with the achievement of this strategic outcome.
(q) Brisbane's large and diverse network of more than 2,000 parks comprising 14,000ha is expanded to provide more space for socialising, relaxing and outdoor activities, particularly in areas of the city experiencing population and employment growth.	The proposed development does not conflict with the achievement of this strategic outcome.
(r) Brisbane's parks network is accessible and designed to meet the needs of changing demographics and changing trends in recreation activities.	Complies The subject site is within 50m of a local park which service the local catchment.
(s) Brisbane's safe and healthy communities are protected from the adverse impacts of noise, air, social, industrial hazards or traffic effects through mitigation strategies.	The proposed development does not conflict with the achievement of this strategic outcome.
(t) Brisbane's key civic spaces and iconic vistas are identified and protected, maintained and enhanced for posterity.	The proposed development does not conflict with the achievement of this strategic outcome.

Element 2.1 Brisbane's Identity

Specific outcomes	Land use strategies	
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
	L1.2 Larger buildings are planned for and deliberately located to enable the design and function of such	Not Applicable

	buildings to contribute positively to Brisbane's natural and built form legibility.	
	L1.3 Public realm design, building setbacks, vegetation and landscaping contribute positively to Brisbane's natural and built form and legibility.	Not Applicable
SO2 Brisbane has a clear identity as a subtropical river city.	L2.1 Development protects and enhances the recreational and cultural values of the Brisbane River.	Not Applicable
	L2.2 Development design includes and protects visual and physical connections to the river and waterways, integrating internal and external spaces.	Not Applicable
	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
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 pre-war dwelling is retained which is consistent with the character housing nature of the location.
	L3.2 Development in activity centres and Growth Nodes on Selected Transport Corridors is carefully designed to create identifiable urban precincts.	Not Applicable
	L3.3	Complies.

	Features currently contributing to a community's sense of place are identified, protected and reinforced.	The proposed lot sizes are consistent with the surrounding development pattern and the acceptable outcomes of the Subdivision Code.
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.	Not Applicable
	L4.2 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.	Not Applicable
	L4.3 Development of Future Suburban Living Areas supports the emergence of an identifiable local character.	Not Applicable
	L4.4 Key civic spaces are identified and protected, maintained and enhanced via overlays.	Not Applicable
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 proposed lot widths are consistent with the surrounding development pattern, and will present to the streetscape consistently with existing urban fabric. Contay Street is the primary frontage, and features the

		most number of pre-war dwellings, so the rotated house will be consistent with the surrounding form.
	L5.2 Infrastructure is carefully designed to contribute to sense of place and protect local attributes, values and features.	Not Applicable
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.	Not Applicable
	L6.2 Universal access is provided to public vantage points, including key sites on the Brisbane River, the foreshores and high points.	Not Applicable
	L6.3 Iconic vistas are identified and protected, maintained and enhanced via overlays.	Not Applicable
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 proposed lots comply with the acceptable outcomes of the Subdivision Code.

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.	Complies. The proposed lots comply with the acceptable outcomes of the Subdivision Code.
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 front and backyard of the lots will be able to accommodate deep planting.
	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 lots will be able to accommodate landscaping requirements.
	L9.3 Development is encouraged to incorporate best-practice landscaping solutions.	The development will comply.
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.	Complies. Compensatory planting can offset the removal of one street tree.
	L10.2 Development and transport infrastructure creates continuous, well-shaded, green routes along identified major roads.	Not Applicable
SO11	L11.1	Not Applicable

Brisbane's public infrastructure and parks reinforce a subtropical landscape.	Public infrastructure is designed to respond to a subtropical climate and incorporates landscaping, shade and water management features.	
	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
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.	Not Applicable
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 proposed development will facilitate future building designs that meet the acceptable outcomes of the Dwelling House (Small Lot) Code.
SO14	L14.1	Complies

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 proposed development will facilitate future building designs that meet the acceptable outcomes of the Dwelling House (Small Lot) Code.
	L14.2 Provision of open space is appropriate to the scale and function of the area and is integrated with the urban structure.	Not Applicable
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.	Not Applicable
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	Complies. Land dedication and corner truncation can be provided to comply with the acceptable outcomes of the Streetscape Hierarchy Overlay Code.

	widened footpath areas can contribute to the creation of small, fine-grain open spaces.	
SO17 Brisbane's urban environment contributes to an outstanding lifestyle for the city.	L17 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.	Not Applicable
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	Not Applicable

	facilities, public domain and other pedestrian-focused spaces.	
	L18.2 Specific crime prevention through environmental design requirements are tailored to different land uses and specific vulnerable elements and settings.	Not Applicable
Heritage, character and cultural values		
SO19 Brisbane's important buildings and places that are important to the city's history are protected.	L19.1 Heritage places 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.	Not Applicable
	L19.2 The adaptation or re-use of a heritage place that conserves the cultural heritage significance of the place is supported.	Complies. The rotation and relocation of the pre-war building facilitates its retention on the corner.
	L19.3 Development on or adjoining a heritage place protects the cultural heritage significance of the place.	Not Applicable
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.	Complies. The rotation and relocation of the pre-war building facilitates its retention on the corner.

	L20.2 Development proposals maintain the traditional building character housing that individually and collectively contributes to the distinctive character of the area and streetscape.	Complies. The existing pre-war house is retained on site. Its rotation to face Contay Street is a performance outcome against the TBC (Demolition) Overlay Code, which is addressed in Section 6.9 of the Planning Report. The house currently addresses Holland Road, which is a major road and not suitable for vehicle access. Additionally, Contay Street is considered the primary frontage with more pre-war houses addressing it (only the subject site and adjoining house currently address Holland Road). In this circumstance the character value of keeping the house facing Holland Road is limited. Rotating the house will (a) facilitate the subdivision and creation of additional lot, which is consistent with the Infill Housing Precinct intent; and (b) result in the house fronting Contay Street which is more characterful streetscape.
	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.	Complies. The existing pre-war house is retained in full.
	L20.4 Development accords with neighbourhood plans which:	Complies. The proposal meets the overall outcomes of the neighbourhood plan.

	(a) refine character aspects and overlays to better balance the demand for growth with character protection; (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, 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
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.	Not Applicable
	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

	L21.3 Public domain design and public art complements or interprets local history and character elements.	Not Applicable
SO22 The cultural connections that Aboriginal people have to Brisbane are recognised, maintained and protected in accordance with the <i>Aboriginal Cultural Heritage Act 2003</i> .	L22.1 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.	Not Applicable
	L22.2 Culturally significant sites and cultural landscapes are identified, protected and maintained.	Not Applicable
	L22.3 Meeting Places of contemporary importance to the Aboriginal and Torres Strait Islander communities are protected and maintained.	Not Applicable

Element 2.2 Brisbane's Housing and Accommodation Choices

Specific outcomes	Land use strategies	
SO1 Brisbane's dwelling needs for future populations are met by matching growth to the existing and planned infrastructure in the city.	L1 Increased densities within Growth Nodes on Selected Transport Corridors are identified through a neighbourhood planning process and are in accordance with the Brisbane Cityscapes theme to accommodate anticipated future population.	Not Applicable
SO2	L2	Complies.

Brisbane's housing is diverse in type and form, offering choice to different household types and income levels 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 reduction of residential lot sizes is compatible with housing diversity and supported living options. The proposed lots comply with the acceptable outcomes of the Subdivision Code.
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
	L3.2 There are opportunities for accommodation of employees in residential precincts in proximity to centres.	Not Applicable
	L3.3 New hotels and extensions to existing hotels are facilitated in the City Centre and other appropriate locations.	Not Applicable
SO4	L4	Not Applicable

Brisbane's existing Rural Neighbourhoods are maintained without expansion.	Given the challenges in providing infrastructure in Rural Neighbourhoods they are not envisaged to expand.	
S05 Brisbane's last remaining greenfield development areas are well planned and well delivered.	L5 Future Suburban Living Areas exhibit a strong sense of place and demonstrate best-practice urban design outcomes, including building on the landscape features of the locality and a high degree of legibility and permeability.	Not Applicable
S06 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.	Not Applicable
	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
	L6.3	Not Applicable

	Other special purpose institutions, for example defence bases, establish accommodation either on site or nearby where well served by transport and other urban facilities, as required to meet the particular housing choice needs for staff and visitors.	
--	--	--

Element 2.3 Brisbane's Healthy and Safe Communities

Specific outcomes	Land use strategies	
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.	The proposed development does not conflict with the achievement of this strategic outcome.
	L1.2 Development avoids the unsafe isolation of communities by natural hazards.	The proposed development does not conflict with the achievement of this strategic outcome.
	L1.3 Building design protects people and property from natural hazards.	The proposed development does not conflict with the achievement of this strategic outcome.
	L1.4 Development provides for safe and effective emergency services access and evacuation.	The proposed development does not conflict with the achievement of this strategic outcome.

	L1.5 Development in areas where isolation cannot be avoided is able to provide for safe evacuation or safe refuge.	The proposed development does not conflict with the achievement of this strategic outcome.
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.	The proposed development does not conflict with the achievement of this strategic outcome.
	L2.2 Development in locations susceptible to flood, bushfire, landslide, coastal hazards and acid sulfate soil disturbance addresses the predicted risks, in particular, increased rainfall intensity, changes in overall rainfall, rising sea levels and increasing air temperatures.	Not Applicable
	L2.3 Development responds to the identification of hazard-affected areas and the approach to their management is revised.	Complies.
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

	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
	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.
	L3.4 Strategic assessment of natural hazards informs land use decisions. Development in areas severely affected by natural hazards (particularly in the case of flooding) is not further intensified for inappropriate uses and is otherwise hazard tolerant.	The proposed development does not conflict with the achievement of this strategic outcome.
	L3.5 Development accords with the land use allocations and assessment benchmarks of overlays intended to meet particular risks from natural hazards.	The proposed development does not conflict with the achievement of this strategic outcome.
	L3.6	Not Applicable

	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.	
	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
	L3.8 Development does not directly or cumulatively increase the extent or severity of a natural hazard or create adverse impacts on others.	Complies.
	L3.9 Development avoids significant reduction of flood storage or conveyance capacity which adversely impacts on other parts of the city.	Not Applicable
	L3.10 Development manages stormwater flows to protect the health and safety of landowners.	Not Applicable
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	The proposed development does not conflict with the achievement of this strategic outcome.

	enable action to be taken to avoid, mitigate and respond to risk and impacts from 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
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.	The proposed development does not conflict with the achievement of this strategic outcome.
	L5.2 Occupants and owners of development are informed with regard to natural hazard management for their properties.	Not Applicable

Element 2.4 Brisbane's Community Facilities, Services, Open Spaces and Recreation Infrastructure

Specific outcomes	Land use strategies	
SO1 Brisbane has a range of accessible multi-purpose community facilities, services and open spaces which meet the physical, social	L1.1 Development provides land for community facilities where identified as trunk infrastructure in the Local government infrastructure plan.	Not Applicable

and cultural needs of the local and wider community.		
	L1.2 Development for community services and indoor community facilities: (a) is located in or near centres and public transport stations; or (b) is encouraged to cluster around existing facilities and link with the active travel and public park network.	Not Applicable
	L1.3 Development of community hubs in the City Centre, corridor hubs and Major Centres is actively encouraged.	Not Applicable
	L1.4 Partnerships that enable the provision of community facilities are planned and encouraged.	Not Applicable
	L1.5 Development protects, maintains and enhances key civic spaces to provide for the informal recreation needs of workers, visitors and residents of the city centre and the wider city and regional population.	Not Applicable
SO2 Brisbane's existing and planned community facilities and services are protected and appropriately located.	L2.1 Potential amenity impacts from the development of community facilities or services in residential neighbourhoods will be considered in relation to the community benefit that the facility or service will provide to the broader community.	Not Applicable

	L2.2 Development protects the land allocated for community facilities such that if uses cease: (a) where the community purpose is still required by the community, it is retained by integration with the new use; (b) the land is re-used for another community purpose needed by the local community; (c) the land is only to be used for another purpose where it can be shown that the use has relocated or is absolutely no longer required by the Brisbane community.	Not Applicable
	L2.3 The redevelopment of government and institutional sites for a use not fulfilling a community facilities purpose is to ensure that the use integrates with the surrounding area and provides greater and direct compensatory community benefits that meet identified needs.	Not Applicable
	L2.4 Development enables community facilities and services, such as education institutions to provide broad community access to their facilities.	Not Applicable
	L2.5 Development of non-community facilities and services on the site are complementary and ancillary to the community facilities and services and do not	Not Applicable

	compromise the ability or capacity of the facilities and services to be delivered or operate.	
SO3 Brisbane's parks and open spaces provide a diversity of experiences.	L3.1 Parks are planned and managed to provide a diversity of experiences including informal recreation, formal sports, community gatherings, active travel, landscape amenity and nature-based recreation.	Not Applicable
	L3.2 Management strategies in natural area parks balance increasing pressures for outdoor recreation pursuits with the biodiversity and landscape values of these parks.	Not Applicable
SO4 Urban commons form civic nodes and act as local gathering spaces with high patronage levels.	L4.1 Urban commons are generally co-located with other community facilities in Growth Nodes on Selected Transport Corridors and centres and are connected by a choice of pathways to other public spaces, public transport and key destinations.	Not Applicable
	L4.2 Urban commons are subtropical in character and each has a distinctive identity to create a strong sense of place.	Not Applicable
	L4.3 Urban commons are designed to be inclusive, multifunctional and meet the informal recreation needs of residents, workers and visitors.	Not Applicable

	L4.4 Urban commons which are of an appropriate size are designed to support cultural activities such as events and festivals to strengthen community identity.	Not Applicable
SO5 Brisbane's arts and cultural development is supported.	L5.1 Development accords with neighbourhood plans that identify locations suitable for cultural precincts and for appropriate arts and cultural infrastructure and facilities.	Not Applicable
	L5.2 Development for tourist entertainment and cultural facilities are encouraged in readily identifiable and accessible locations in cultural precincts.	Not Applicable
	L5.3 Development or redevelopment of a centre or Future Suburban Living Area provides appropriate public spaces for cultural activities, events or festivals.	Not Applicable
SO6 Brisbane has enhanced sport and recreation facilities.	L6.1 Development protects the land used for privately owned sport and recreation facilities, such that: (a) the sport and recreation use is retained; (b) if redeveloped, the land is re-used for another form of sport or recreation use; (c) the land is only used for another purpose where it can be demonstrably shown that the use has been	Not Applicable

	relocated within the locality or is absolutely not required by the Brisbane community any longer.	
	L6.2 Publicly owned indoor recreation facilities are designed as multi-purpose facilities capable of responding to changing community needs.	Not Applicable
SO7 Brisbane has an integrated and high-quality open space network which continues to expand to serve a growing population.	L7.1 Development protects existing parks and open space and land identified in neighbourhood plans for new open spaces.	Not Applicable
	L7.2 Development protects park infrastructure identified in the Local government infrastructure plan, the Long term infrastructure plans and the open space in the Greenspace System.	Not Applicable
	L7.3 Development which relocates uses from parks to community hubs and facilities is encouraged as one means of increasing capacity for new open space activities in public parks.	Not Applicable
	L7.4 Development provides for water sensitive urban design to be incorporated throughout the public domain, promoting water re-use and improving amenity.	Not Applicable
SO8	L8.1	Not Applicable

Brisbane suffers no net loss of open space values.	Development for urban infrastructure is limited to the footprint of existing infrastructure or fully considers alternative locations before considering locations identified in the open space, sport and recreation, conservation or environmental management zones.	
	L8.2 Development for urban infrastructure that results in the loss of open space is offset by the provision of new open space, or improvements to the quality of existing open space to provide a higher level of service.	Not Applicable
SO9 Brisbane has private and accessible communal open spaces serving a diverse range of open space, recreation, sustainability and social needs.	L9.1 Development for larger sized multiple dwellings provides communal open space which is designed to suit the likely resident profile.	Not Applicable
	L9.2 Development provides for innovative landscaping outcomes such as green walls and green roofs as an integral part of a site's open space design where appropriate.	Not Applicable

Theme 3: Brisbane's Clean and Green Leading Environmental Performance

Strategic Outcomes

Strategic Outcome	Response
(a) Brisbane is settled in a well-managed landscape which includes and protects a diverse range of natural features of ecological, cultural and regional significance. Residents and visitors to Brisbane continue to value the natural assets, urban footprint and city form determined by previous generations. The city will continue to protect, connect and restore its environmental values.	The proposed development does not conflict with the achievement of this strategic outcome.
(b) Brisbane's distinctive landscape character and environmental values are essential to the identity, lifestyle, economic and ecological functions of the city. The natural scenery of forested hillsides, the Brisbane River, waterways, coastal wetlands, Moreton Bay and islands are retained and their multiple values are protected.	The proposed development does not conflict with the achievement of this strategic outcome.
(c) The Brisbane River is reinforced as a major social, transport, ecological, recreational, scenic amenity, waterway health and drainage feature of Brisbane.	The proposed development does not conflict with the achievement of this strategic outcome.
(d) The Greenspace System serves many functions. It contributes to the city's character and liveability; it supports landscape, recreation and ecological functions, ecosystem services and defines local neighbourhoods and the edge of the city.	The proposed development does not conflict with the achievement of this strategic outcome.
(e) Ecosystem services are the goods and services provided by natural, modified and urban ecosystems that benefit, sustain and support the wellbeing of people. Ecosystem services are valued, maintained, protected and enhanced.	The proposed development does not conflict with the achievement of this strategic outcome.
(f) A resilient, robust and well-protected system of habitat areas, connected by ecological corridors provides habitats for our rich diversity of flora and fauna species, including the koala.	The proposed development does not conflict with the achievement of this strategic outcome.
(g) A strategic and cohesive Greenspace System links the city's major waterways, biodiversity areas, selected rural and recreation lands and ecological corridors.	The proposed development does not conflict with the achievement of this strategic outcome.

(h) Productive rural industries contribute towards Brisbane's fresh food and produce consumed in the city. Brisbane's natural economic resources are protected and managed responsibly to minimise amenity impacts.	The proposed development does not conflict with the achievement of this strategic outcome.
(i) Environmental quality is proactively managed, balancing amenity considerations and the location of sensitive uses with the requirements of uses with reverse amenity impacts that are essential to the economic development and function of the city.	The proposed development does not conflict with the achievement of this strategic outcome.
(j) The release of harmful pollutants is avoided or minimised and the health and safety of residents, business and visitors are protected from exposure to harmful pollutants or industrial hazards.	The proposed development does not conflict with the achievement of this strategic outcome.
(k) Brisbane's subtropical climate offers an opportunity to improve energy and water security by pursuing generation of energy from renewable sources, stormwater harvesting and passive design options to reduce energy and water consumption.	The proposed development does not conflict with the achievement of this strategic outcome.
(l) Bayside areas adapt to rising sea levels, and remain safe and well serviced by infrastructure and environmental networks. The selection of appropriate mitigation options for hazard-affected communities is informed by risk-based planning that balances the economic, social and environmental costs and benefits of mitigation on the city.	The proposed development does not conflict with the achievement of this strategic outcome.
(m) Council has committed to reducing greenhouse gas emissions. Strategies include avoiding emissions, switching fuels, improving efficiency, offsetting remaining emissions, changes to travel behaviour and efficient location of facilities.	The proposed development does not conflict with the achievement of this strategic outcome.

Element 3.1 Brisbane's Environmental Values

Specific outcomes	Land use strategies	
Overall environmental values		
SO1 Brisbane's Greenspace System's biodiversity, recreational and cultural values and functions are protected, restored and enhanced.	L1 The Greenspace System, the majority of which occurs outside the urban footprint in the SEQ Regional Plan, also extends throughout the urban footprint through a series of district and metropolitan parks, waterway networks, sport and recreation areas and lands supporting biodiversity areas or scenic amenity values. Zones that occur within the Greenspace System are: (a) Conservation; (b) Environmental management; (c) Rural; (d) Rural residential; (e) Open space; (f) Sport and recreation.	The proposed development does not conflict with the achievement of this strategic outcome.
SO2 Brisbane's Greenspace System provides an effective network of greenspace links and contributes to a regional network.	L2.1 Development does not fragment environmental management, rural residential or rural lands.	Not Applicable
	L2.2 Development in the Emerging community zone and Industry investigation zone protects the Greenspace System's values of those areas.	Not Applicable

	L2.3 Development protects the inter-urban breaks between Brisbane and the Moreton Bay region, Somerset region, Redland City and Logan City which form part of the regional Greenspace System and provide links to greenspace in other local government areas.	Not Applicable
SO3 Brisbane's ecosystems provide ecosystem services which are maintained and enhanced.	L3 Development protects identified areas with high levels of ecosystem services which are to be integrated into the Greenspace System and infrastructure network of the city.	Not Applicable
Biodiversity values		
SO4 Brisbane has an ecologically resilient and robust network of well-connected habitats containing a comprehensive, adequate and representative sample of ecosystems and species.	L4.1 Development protects areas of high ecological significance or high strategic biodiversity value, including koala habitats, in a network of biodiversity areas that also link into biodiversity areas, networks and systems in adjoining local government areas.	Not Applicable
	L4.2 Development for an urban purpose is located outside areas of high ecological significance or high strategic biodiversity value.	The proposed development does not conflict with the achievement of this strategic outcome.
	L4.3 Roads and other infrastructure corridors avoid areas of significant biodiversity value and if overriding needs result in infrastructure being developed in areas of significant biodiversity value, the development offsets the lost values in locations enabling a net positive biodiversity	Not Applicable

	outcome by providing compensatory habitat that restores degraded areas within the identified network of habitat and ecological corridors.	
SO5 Brisbane achieves positive biodiversity development outcomes, where interface areas are provided by the development and offsets enable restoration of areas that form part of the Greenspace System and the city's biodiversity values.	L5.1 Development provides an interface area to buffer against edge effects.	Not Applicable
	L5.2 Development which results in the loss of native vegetation provides compensatory habitat that restores degraded areas within the identified network of habitat and ecological corridors.	Not Applicable
	L5.3 Biodiversity areas are identified and incrementally restored, including through the use of environmental offsets.	Not Applicable
SO6 Brisbane has safe movement routes and corridors for wildlife that are suited to species and benefit multiple species.	L6 Development for urban infrastructure provides for wildlife movement solutions at strategic locations as identified in the Streetscape hierarchy overlay.	Not Applicable
River, waterways, wetlands and bay values		
SO7 Brisbane's waterways, wetlands and foreshores are protected, in particular their natural drainage, stormwater conveyance, visual amenity, landscape character, recreational, cultural and biodiversity values.	L7.1 Development along the Brisbane River corridor is managed on section by section, responding to the diverse local characteristics and values along its length.	Not Applicable
	L7.2 Development continues to contribute towards an extended public open space network along the river.	Not Applicable

	L7.3 Development in identified waterway corridors, wetlands and the Brisbane foreshore is sited, designed and managed to retain and enhance the performance of these locations for drainage, amenity, recreational, cultural and biodiversity values.	Not Applicable
Natural economic resources and rural lands		
SO8 Brisbane's natural resource assets, including extractive resources such as quarries, are identified and protected from encroachment by incompatible development, including sensitive uses.	L8 Brisbane's natural economic resource areas for extractive resources and agricultural lands are identified and protected from fragmentation and inappropriate use.	Not Applicable
SO9 Brisbane's agricultural production, scenic amenity and environmental values of rural lands are protected.	L9 Development of Brisbane's rural areas balances the demands for use of rural lands for a broad range of rural industries and food production with the biodiversity, scenic amenity, outdoor recreation, landscape character and rural lifestyle values of those rural areas.	Not Applicable
SO10 Brisbane's aquatic habitats and fisheries are protected.	L10 Development incorporates site measures that protect water habitats, aquatic quality, fish passages and downstream fisheries from water pollution and sedimentation.	Not Applicable
SO11 Water quality is protected from adverse impacts of development.	L11 Waterway corridors wetlands, drinking water catchments including receiving waters, water supply buffer areas, water resource catchments and high ecological value water areas as indicated on the State Planning Policy	Not Applicable

	Interactive Mapping System, and areas of potential and actual acid sulfate soil are managed to contribute to protecting water quality by: (a) overlays; (b) siting and design; (c) specification management.	
--	---	--

Element 3.2 Brisbane's Environmental Quality and Sustainable Design

Specific outcomes	Land use strategies	
Air and noise		
SO1 Brisbane's activity centres and Growth Nodes on Selected Transport Corridors experience reasonable indoor noise levels and air quality.	L1.1 Development provides a mix of uses in individual centres and Growth Nodes on Selected Transport Corridors to maximise urban amenity.	Not Applicable
	L1.2 Development in centres and Growth Nodes on Selected Transport Corridors separate incompatible uses and minimise the impacts of non-residential land uses in mixed-use environments.	Not Applicable
	L1.3 New commercial and other non-residential development complies with air and noise pollution emission levels.	Not Applicable
	L1.4	Not Applicable

	New residential development and other sensitive development such as aged and childcare facilities in centres and Growth Nodes on Selected Transport Corridors is designed, built and landscaped to enable building occupants to have reasonable indoor noise levels and to improve their air quality.	
	L1.5 Special entertainment precincts manage noise issues in specialised precincts.	Not Applicable
Health and amenity		
SO2 Brisbane provides an amenity which is appropriate to the uses and development intensity planned for the different parts of the city.	L2.1 Development accords with the pattern of zones, neighbourhood plans and overlays which provide the basis for managing health and amenity impacts and interfaces between land uses and activities.	Complies. The development proposes lot sizes that comply with the acceptable outcomes of the Subdivision Code for the Infill Housing Precinct. The retained pre-war house complies with the acceptable outcomes of the Dwelling House (Small Lot) Code.
	L2.2 Development in areas of the city affected by transport corridor air quality and noise impacts as identified on the Transport air quality corridor overlay map or Transport noise corridor overlay map, achieve the amenity outcomes described for those overlays.	Complies. The development complies with the acceptable outcomes of the overlay code.
	L2.3 Development involving an interface between a residential use and non-residential use achieves the	Not Applicable

	level of residential amenity specified in an applicable overlay and neighbourhood plan and does not otherwise affect reasonable health expectations.	
SO3 Brisbane's interface areas between industry or major gas, waste and sewerage infrastructure and sensitive uses are effectively managed in terms of industrial hazards and air and noise impacts.	L3.1 Development for new industry is separated from and does not encroach upon existing sensitive zones.	Not Applicable
	L3.2 Development of sensitive uses is prevented from encroaching upon industrial areas.	Not Applicable
	L3.3 Development does not intensify within an area of risk from existing major hazard facilities without demonstrating and implementing measures to mitigate the risk.	Not Applicable
	L3.4 Development manages the transition of industrial areas to residential areas (or vice versa) to prevent conflict between incompatible uses.	Not Applicable
	L3.5 New industrial development incorporates best-practice technology and practices to control hazards and noise and air pollution.	Not Applicable
Energy security		
SO4 Brisbane has reduced reliance on non-renewable energy sources.	L4 Development layout, design, building siting and orientation integrates subtropical design principles	Not Applicable

	and reduces the need to use energy for cooling and heating.	
S05 Brisbane is serviced by increased generation and distribution of energy from renewable or low-carbon intense sources.	L5 Development layout, design, building siting and orientation provide opportunities for incorporation of alternative energy technologies.	Not Applicable
Low carbon city		
S06 Brisbane has reduced greenhouse gas emissions from transport and energy use.	L6.1 Brisbane's urban structure, form and land use mix reduces car dependency.	The proposed development does not conflict with the achievement of this strategic outcome.
	L6.2 High-speed broadband infrastructure is prioritised to facilitate telecommuting to work and leisure to reduce demand for travelling by car.	Not Applicable
	L6.3 Development layout, design, building siting and orientation provide opportunities for energy-efficient design.	Complies. The proposed lots meet the acceptable outcomes of the Subdivision Code.
S07 Brisbane has increased stored carbon.	L7.1 Existing mature vegetation and bushland is protected and revegetation is promoted via environmental offsets in areas of high ecological significance, high strategic biodiversity value or koala habitat areas.	Not Applicable
	L7.2	Not Applicable

	Streetscapes incorporate street tree planting to increase carbon sequestration.	
Sustainable water management		
SO8 Brisbane's development exhibits a diverse mix of alternative water sources and water efficiency measures.	L8 Development incorporates, where appropriate, a range of possible water management features to reduce the demand for reticulated water including water capture, treatment and re-use.	Not Applicable

Element 3.3 Brisbane's Adaptation Approaches

Specific outcomes	Land use strategies	
Coastal adaptation		
SO1 Long-term local responses to coastal hazards deliver landowner certainty through engagement with coastal communities.	L1.1 The costs and benefits to the broader community of protecting coastal areas against natural hazards are considered.	Not Applicable
	L1.2 Adaptation plans adopt land uses, development levels and building designs that are able to withstand coastal hazards and account for rising sea levels.	Not Applicable
	L1.3 Coastal adaptation measures are timed to respond to the changing impacts of coastal hazards on the safety and amenity of bayside communities.	Not Applicable
	L1.4 Development contributes to district-wide mitigation of coastal hazards.	Not Applicable

	L1.5 The space required for natural coastal processes to occur is provided.	Not Applicable
SO2 In the absence of long-term adaptation plans, development avoids or mitigates adverse impacts specific to coastal locations, or relies on existing coastal protection works.	L2.1 New development does not rely on Council undertaking specific coastal hazard mitigation actions to ensure protection of people, property or infrastructure, unless identified through an adaptation strategy.	Not Applicable
	L2.2 Development does not rely on uncommitted future provision of services or infrastructure by Council, distributor-retailers or other public sector entities.	Not Applicable
Adaptation to other changing climate challenges		
SO3 Brisbane's vulnerability to increased temperatures, including heatwaves, and more variable rainfall, including flood and drought, is minimised.	L3.1 Development accords with the evolving transport, water cycle and park infrastructure design standards which provides for the adaptation and mitigation of the impacts of hotter temperatures and more extreme weather events.	Not Applicable
	L3.2 Development incorporates requirements to meet design, siting and operational impacts of increased temperatures and climatic changes including more intense rainfall events and longer, hotter dry periods.	Not Applicable

Theme 4: Brisbane's Highly Effective Transport Infrastructure

Strategic Outcomes

Brisbane's globally competitive economy	Brisbane's outstanding lifestyle	Brisbane's clean and green leading environmental performance	Responses
Transport infrastructure network The transport infrastructure network will achieve the outcome of the Transport Plan for Brisbane 2008-2026, where all residents have high-quality access to facilities and services, while the city's environmental quality and liveability are maintained. Note—The transport infrastructure network incorporates transport infrastructure and existing and future transport corridors as identified on the State Planning Policy Interactive Mapping System.			
Transport networks provide efficient and reliable travel options for: (a) workers to access jobs; (b) residents and visitors to access services; (c) business and industry to operate effectively and productively. Freight moves easily between industrial areas, major interstate routes and the seaport and airport.	The transport network delivers people to where they want to go. Safe, accessible transport options meet the needs of users, specifically: (a) satisfying resident demand for active transport; (b) supporting needs of the aged, people with a disability and people from culturally and linguistically diverse communities; (c) The public transport network supports major events and access to key tourism destinations.	Emissions from transportation are reduced through increased walking and cycling, and use of public transport.	Not Applicable

Water and sewerage infrastructure network

Note—The water supply and sewerage infrastructure network incorporates existing and approved future bulk water supply infrastructure as identified on the State Planning Policy Interactive Mapping System.

• Potable and non-potable water supply is fit-for-purpose and meets the needs of a growing economy. • Non-potable water is utilised where appropriate. • Smart water management technologies are adopted in a majority of commercial and industrial applications. • Sustainable water design, including stormwater harvesting, is incorporated to all new significant infrastructure projects.	• Water supply meets anticipated residential demand. • Brisbane's community demonstrates water smart behaviours. • There will be a targeted reduction in the number of houses affected by one-in-two-year flood events.	• The health of natural waterways and rivers is maintained and protected. • The community values water and responds through changes in water consumption and acceptance of new technologies. • Water networks are resilient to increased rainfall levels and flooding. • Natural corridors are enhanced and ecological values are promoted. • The ecosystem health of the Brisbane River, Moreton Bay and local waterways will be maintained and improved.	The proposed development will not conflict with the achievement of this strategic outcome.
Energy infrastructure network Note—The energy infrastructure network incorporates existing and approved future major electricity infrastructure as identified on the State Planning Policy Interactive Mapping System.			The proposed development will not conflict with the achievement of this strategic outcome.

• Energy infrastructure delivers a reliable, high- quality supply of energy at a competitive cost. • Energy production, capacity, storage, management and distribution infrastructure is rapidly adapted to changing patterns of demand.	• Energy supply meets anticipated increase in demand for electricity. • Reliable energy is available to all residents including in peak periods. • Energy supply supports sustainable community lifestyle choices. • Energy prices are affordable for residents.	• Widespread use of energy sourced from renewable energy generation, such as solar, wind, tidal and hydro. • Increasingly, electricity used will be generated or redeployed through distributed energy resources and renewable energy resources. • Increased investment to deliver more sustainable energy technologies. • Brisbane businesses and residents use energy efficiently and use low carbon emission sources.	
Telecommunications infrastructure network			
• Telecommunications networks allow business and industry to operate more efficiently with increased connectivity between offices, and with remote locations. • Business and industry throughout Brisbane embrace high-speed, bi-directional	• Reliable telecommunications networks provide access to learning and information opportunities in the home and workplace. • Community services are delivered using telecommunications technology.	• High-speed internet access supports the use of smart-grid technologies encouraging energy efficiency. • Telecommunications networks facilitate telecommuting including	The proposed development will not conflict with the achievement of this strategic outcome.

broadband networks, and use the technology to become more productive and innovative.		teleconferencing and tele-meeting.	
Waste-management infrastructure network			
• Appropriate waste collection and disposal services are provided to support business and industry. • Recovered resources are used as an input to production.	• Infrastructure delivers solutions that reflect community values around waste minimisation such as a recycling solution. • Waste infrastructure and services contribute to a healthy population.	• Recovery, re-use and recycling of resources and materials are maximised. • The volume of waste being disposed to landfill is minimised.	The proposed development will not conflict with the achievement of this strategic outcome.
Social infrastructure network			
• Business activity areas are supported with appropriate community facilities and health and education facilities. • Major regional community infrastructure facilities contribute to the city economy by supporting world-class events and tourism.	• Community facilities are accessible, high quality and meet community needs. • Communities are supported by facilities that provide for the diverse needs of the community.	• Social infrastructure seeks to maintain or improve environmental quality and amenity.	The proposed development will not conflict with the achievement of this strategic outcome.

Greenspace System			
- The Greenspace System contributes to the attractiveness and functionality of the city, providing recreational, transport and relaxation functions. - The Greenspace System provides appropriate buffers between business/industry uses and residential areas. - The Greenspace System caters for the recreational needs of residents, visitors and employees in high employment areas.	A linked Greenspace System provides for a range of active and passive sporting, cultural and recreational uses.	- The community recognises and contributes to sustaining the natural environment. - The Greenspace System contributes to environmental and ecological sustainability as well as supporting future residential, commercial and industrial development. - Natural environment values are protected through a network of open space that protects natural habitats.	The proposed development will not conflict with the achievement of this strategic outcome.
Critical assets and essential community infrastructure			
Brisbane is resilient to the impacts of natural disasters, with short recovery times and low recovery costs limiting economic losses from natural disaster events.	- Brisbane is safe, confident and ready to respond to natural disasters. - The location and design of infrastructure and critical assets supports efficient disaster management and emergency response and	Brisbane is protected against environmental harm through: (a) design and location of infrastructure and networks enabling effective emergency response; (b) location of uses with the potential to cause environmental	The proposed development will not conflict with the achievement of this strategic outcome.

	minimises harm from natural disasters. Essential community infrastructure functions effectively during and immediately after natural hazard events to ensure the wellbeing of the community.	harm in a natural disaster to avoid natural hazards; (c) connection of critical assets in a hazard- resilient network.	
--	---	--	--

Element 4.1 Brisbane's Transport Infrastructure Networks

Specific outcomes	Land use strategies	
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 site fronts a minor road which is appropriate for residential vehicle access.
	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 site fronts a minor road which is appropriate for residential vehicle access.

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 site fronts a minor road which is appropriate for residential vehicle access.
	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.	Not Applicable
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; (b) provide connections in Future Suburban Living Areas; (c) provide adequate connections to the Major Industry Areas.	Not Applicable
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.	Not Applicable

SO5 Brisbane's development provides sufficient car parking to: protect the traffic functions and streetscape of the road network; 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.	Not Applicable
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.	The proposed development will not conflict with the achievement of this strategic outcome.
SO7 All urban land in Brisbane is serviced by public transport.	L7 Development protects and enhances accessibility to the public transport network.	The proposed development will not conflict with the achievement of this strategic outcome.
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.	The proposed development will not conflict with the achievement of this strategic outcome.

Active transport		
SO9 Brisbane has a safe and convenient, comfortable pedestrian and bicycle network to support development.	L9.1 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.	The proposed development will not conflict with the achievement of this strategic outcome.
	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.	The proposed development will not conflict with the achievement of this strategic outcome.
	L9.3 Development provides for integration between public transport and active transport.	The proposed development will not conflict with the achievement of this strategic outcome.
	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.	The proposed development will not conflict with the achievement of this strategic outcome.

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.	The proposed development will not conflict with the achievement of this strategic outcome.
Freight network		
SO11 Brisbane's freight network ensures the efficient movement of freight to Major Industry Areas.	L11 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.	Not Applicable
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.	The proposed development will not conflict with the achievement of this strategic outcome.
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
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	Not Applicable

	incompatible development and is otherwise in accordance with neighbourhood plans.	
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
	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

Element 4.2 Brisbane's Other Infrastructure Networks

Specific outcomes	Land use strategies	
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.	The proposed development will not conflict with the achievement of this strategic outcome.

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.	The proposed development will not conflict with the achievement of this strategic outcome.
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
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.	The proposed development will not conflict with the achievement of this strategic outcome.
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.	The proposed development will not conflict with the achievement of this strategic outcome.
Stormwater		

SO6 Development provides stormwater infrastructure to: protect water quality; reduce urban run-off and peak flows; improve waterway health and stormwater quality.	L6.1 Development incorporates best-practice erosion and sediment control.	The proposed development will not conflict with the achievement of this strategic outcome.
	L6.2 Development incorporates water sensitive urban design on site and in road, streetscape and stormwater infrastructure.	The proposed development will not conflict with the achievement of this strategic outcome.
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.	The proposed development will not conflict with the achievement of this strategic outcome.
	L7.2 Development maximises surface water infiltration and minimises stormwater run-off and pollutants from urban areas.	The proposed development will not conflict with the achievement of this strategic outcome.
	L7.3 Development minimises changes to the natural hydrological or environmental flow regimes to minimise impacts on natural water cycles.	The proposed development will not conflict with the achievement of this strategic outcome.

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.	The proposed development will not conflict with the achievement of this strategic outcome.
SO9 Brisbane's electricity and gas transmission and distribution infrastructure corridors and facilities do not adversely impact on the community and the environment.	L9.1 Development for electricity and gas transmission and distribution infrastructure is safe and effective.	The proposed development will not conflict with the achievement of this strategic outcome.
	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.	The proposed development will not conflict with the achievement of this strategic outcome.
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.	The proposed development will not conflict with the achievement of this strategic outcome.

Telecommunications infrastructure		
SO11 Brisbane's existing and planned telecommunications infrastructure is protected.	L11 Telecommunications infrastructure corridors and facilities are protected from incompatible development.	The proposed development will not conflict with the achievement of this strategic outcome.
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.	The proposed development will not conflict with the achievement of this strategic outcome.
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.	The proposed development will not conflict with the achievement of this strategic outcome.
SO14 Brisbane's development provides for telecommunications conduit in all suitable infrastructure projects.	L14 Development provides for all suitable infrastructure projects to accommodate future conduit requirements such as the roll out of the fibre to the premises network.	The proposed development will not conflict with the achievement of this strategic outcome.

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.	The proposed development will not conflict with the achievement of this strategic outcome.
	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.	The proposed development will not conflict with the achievement of this strategic outcome.
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.	The proposed development will not conflict with the achievement of this strategic outcome.
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.	The proposed development will not conflict with the achievement of this strategic outcome.
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.	The proposed development will not conflict with the achievement of this strategic outcome.

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.	The proposed development will not conflict with the achievement of this strategic outcome.
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
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
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

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
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
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
SO26 Brisbane's community facilities infrastructure is provided in Major Centres, Growth Nodes on selected Transport Corridors, Suburban Living Areas and Future Suburban Living Areas.	L26 Development makes provision for the expansion of existing community facilities infrastructure or new community facilities infrastructure where required to cater for community needs. Land for community facilities is identified in the Local government infrastructure plan or the Long term infrastructure plans.	Not Applicable
SO27	L27	Not Applicable

Brisbane's community service infrastructure is delivered by the Council, Queensland Government and the private sector.	Development of schools, tertiary institutions and business supports the co-delivery of community facilities infrastructure where appropriate.	
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
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
	L29.2 Development of schools, tertiary institutions and business support the co-delivery of cultural and arts facilities where appropriate.	Not Applicable
Sports and recreation facilities		
SO30 Brisbane's Major Centres, Growth Nodes on Selected Transport Corridors, Suburban Living	L30.1 Development in Major Centres, Growth Nodes on Selected Transport Corridors, Suburban Living Areas and Future Suburban Living Areas contributes	Not Applicable

Areas and Future Suburban Living Areas are provided with sports and recreation facilities.	to planned sport and recreation facilities outlined in the Local government infrastructure plan or the Long term infrastructure plans.	
	L30.2 Land for the development of sports and recreation facilities within emerging communities is identified in a neighbourhood plan or the Local government infrastructure plan or the Long term infrastructure plans.	Not Applicable
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.	Not Applicable
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
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

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
	L34.2 Development of natural economic resources within the Greenspace System are designed and managed for sustainable outcomes.	Not Applicable
SO35 Brisbane's public park infrastructure provides a diversity of recreation experiences.	L35 Public park infrastructure is planned in accordance with the Local government infrastructure plan or the Long term infrastructure plans 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.	Not Applicable

Element 4.3 Brisbane's Coordinated Infrastructure Planning and Delivery

Specific outcomes	Land use strategies	
Infrastructure planning		
SO1 Brisbane's development provides for the development infrastructure and other essential infrastructure required to service the development in accordance with the infrastructure planning provided for in the following: (a) for long term infrastructure for development which is not assumed future urban development, the Long term infrastructure plans; (b) for existing and planned infrastructure for development which is assumed future urban development, the Local government infrastructure plan.	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.	The proposed development will not conflict with the achievement of this strategic outcome.
	L1.2 Development provides for the following development 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; (b) the supply of trunk infrastructure specified in the Local government infrastructure plan which is necessary to service the premises;	The proposed development will not conflict with the achievement of this strategic outcome.

	(c) the payment of infrastructure charges for trunk infrastructure in accordance with the applicable infrastructure charging instrument; (d) the payment of extra infrastructure costs for the following: (i) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (ii) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: (A) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; (B) infrastructure associated with development that is not assumed future urban development or Long term infrastructure, which is made necessary by development that is not assumed future urban development. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the <i>Planning Act 2016</i>.	
	L1.3 Development protects existing and planned infrastructure in the Local government	The proposed development will not conflict with the achievement of this strategic outcome.

	infrastructure plan and long term infrastructure in accordance with the Long term infrastructure plans. Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.	
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.	The proposed development will not conflict with the achievement of this strategic outcome.
	L2.2 Land use is planned in accordance with the principles of transit oriented development.	The proposed development will not conflict with the achievement of this strategic outcome.
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:	The proposed development will not conflict with the achievement of this strategic outcome.

	(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
	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
Continuity of critical infrastructure		
SO5 Brisbane's infrastructure which is critical to the city's wellbeing and essential ability to respond to a	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	Not Applicable

natural disaster remains functional during and immediately after a natural disaster event.	components of those uses for responding to a natural disaster are able to function during and after disaster events.	
	L5.2 Essential community infrastructure is located, sited and designed to be resilient to the impacts of natural hazards.	Not Applicable
	L5.3 Development is designed and operated to withstand natural disasters in order to avoid or defer the need for emergency assistance.	Not Applicable
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 as mapped in an overlay is progressively upgraded to improve resilience to natural hazards.	Not Applicable
	L6.2 Key transport routes and critical assets are identified for future improvement or augmentation where required.	Not Applicable
	L6.3 Transport assets identified as part of the critical infrastructure movement network are designed to	Not Applicable

	provide for emergency services and public transport vehicle usage during disaster events.	
	L6.4 Critical assets are able to be efficiently accessed via a connected transport network.	Not Applicable
	L6.5 The design and progressive upgrade of the city's critical assets and transport routes support evacuation operations.	Not Applicable
	L6.6 Evacuation strategies and routes for development throughout Brisbane are designed to access the critical infrastructure movement network.	Not Applicable
SO7 Brisbane's development is located to avoid natural hazards, and ensure appropriate and efficient access to emergency and disaster response services.	L7.1 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.	Not Applicable
	L7.2 New development is located to be accessible to the critical infrastructure movement network and to	Not Applicable

	avoid unreasonable burden on emergency and disaster response services in disaster events.	
	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
	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
	L7.5 Development ensures that vulnerable, hard-to-evacuate and assembly uses are located away from	Not Applicable

	natural hazard-prone areas to maximise the efficiency of the city's disaster response capability.	
	L7.6 New development is adequately supported with emergency services infrastructure.	
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
	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
	L8.3 Essential community infrastructure is upgraded to improve resilience to natural disasters.	Not Applicable

Theme 5: Brisbane's City Shape

Strategic Outcomes

Strategic Outcome	Responses
(a) The CityShape theme states the outcomes for Brisbane's urban form and structure that integrates in a spatial context the four themes that underpin Brisbane's emergence as a new world city; namely its globally competitive economy, outstanding lifestyle, clean and green leading environmental performance and highly effective transport and infrastructure networks. Brisbane's urban form and structure is spatially represented on the following strategic framework maps: (i) SFM-001 Sub-regional Context Strategic Framework Map; (ii) SFM-002 Brisbane CityShape 2031 Land Use Strategic Framework Map; (iii) SFM-003 Brisbane Selected Transport Corridors and Growth Nodes Strategic Framework Map; (iv) SFM-004 Brisbane Greenspace Strategic Framework Map; (v) SFM-005 Brisbane Transport Strategic Framework Map.	The proposed development will not conflict with the achievement of this strategic outcome.
(b) Brisbane's City Centre is a larger and more powerful economic engine for growth of the city which: (i) accommodates a wide range of commercial, government, retail, employment, residential, entertainment, services, recreation, community and cultural facilities, provided in a high-quality urban environment which also offers highly urban lifestyle opportunities; (ii) is a focal point for Brisbane's outstanding lifestyle that offers an urban metropolitan way of life based on its memorable precincts and their relationship to the Brisbane River, the 24-hour economy,	The proposed development will not conflict with the achievement of this strategic outcome.

access to major community, cultural and education facilities, significant places of cultural heritage and world-class recreation; all of which is enjoyed in an easily accessible, high-quality pedestrian environment;

(iii) comprises three corridor hubs at the edges of the City Centre (Fortitude Valley, Woolloongabba and Milton) that act as gateways to the Selected Transport Corridors upon which its Growth Nodes are based. This ensures seamless transition points and connections between these different parts of the city (shown below in Figure b).

(iv) the City Centre and three corridor hubs sit within the Inner City area that is comprised of selected transport corridors and growth nodes, Suburban Living Areas, Special Centres, transport infrastructure and urban open spaces. This Inner City area is the highest concentration of employment, cultural facilities and residential development in the City.

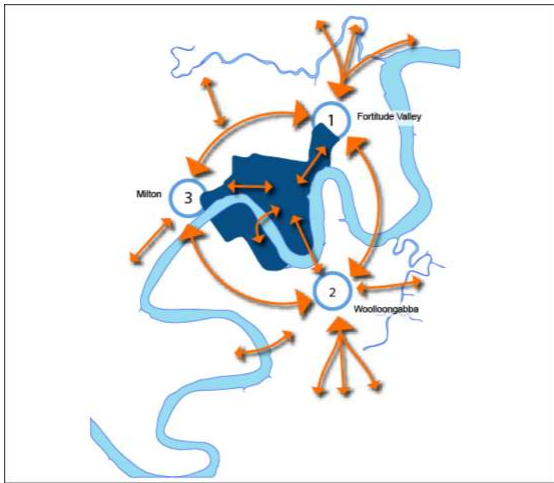


Figure b—Inner city context and connectivity

(c) Brisbane's Major Industry Areas are significant employment generators for the city and Queensland which:

Not Applicable

(i) accommodate a significant amount of economic activity generating employment; (ii) comprise low, medium and high impact industrial-based economic development that is always evolving with Brisbane's changing economy; (iii) are protected and are able to evolve to support Brisbane's industrial economy, global business and innovative start-ups; (iv) are serviced by small-scale commercial uses that: (A) have a direct nexus with industrial businesses; or (B) support the industrial workforce. (v) do not provide opportunities for other non-industrial based land uses that are otherwise adequately provided for elsewhere in the city or other parts of the region other than critical infrastructure; (vi) are serviced by major transport infrastructure which provides for: (A) more sustainable travel modes such as public transport, walking and cycling; (B) efficient freight, air and sea transport within the city and to key freight access points and routes to and from the city (shown below in Figure c).	
---	--



Figure c—Major Industry Areas context and connectivity

(d) Brisbane's Strategic Inner City Industrial Areas are the seven clusters of industrial zoned land within five kilometres of the Brisbane CBD. They are located amongst high growth mixed use areas and perform an important function in servicing the needs of surrounding residents and businesses. Strategic Inner City Industrial Areas:

- (i) prioritise economic activity generating employment;
- (ii) maximise industrial based economic development, in particular service trades, automobile servicing, couriers and self storage;
- (iii) are protected and able to evolve to support Brisbane's industrial economy, global business and innovative start-ups;
- (iv) are serviced by small-scale commercial uses that:

The proposed development will not conflict with the achievement of this strategic outcome.

(A) have a direct nexus with industrial businesses; or (B) support the industrial workforce; or (C) are not otherwise adequately provided for elsewhere in the city; (v) provide an alternative mix of industry and employment generating non-industrial uses, only where: (A) the use is not otherwise adequately provided for elsewhere in the city or other parts of the region; or (B) responding to a city-wide or local need as determined through a comprehensive neighbourhood planning approach.	
(e) Brisbane's Major Centres are the principal regional activity centres and major regional activity centres under the SEQ Regional Plan 2009-2031 which: (i) are vibrant, mixed-use destinations that support an 18-hour economy; (ii) encourage and accommodate economic activity, distinguished by different scales of built form and urban design appropriate to the local context, as detailed in neighbourhood plans; (iii) accommodate high levels of employment outside the City Centre and Major Industry Areas; (iv) are highly accessible elements in the city's public and active transport network and serve as key transport interchanges in their area (shown below in Figure d);	The proposed development will not conflict with the achievement of this strategic outcome.

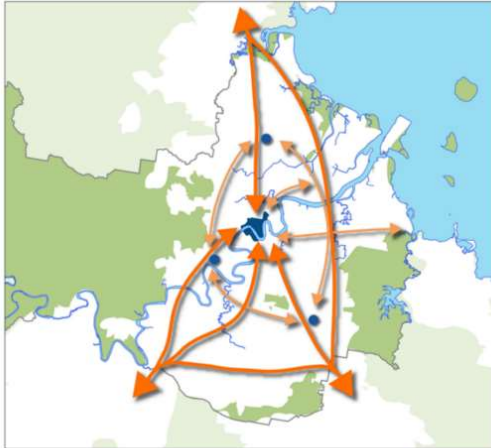


Figure d—Economic activity context and connectivity

(v) integrate residential development;

(vi) provide focal points for access to and provision of cultural, education, health and community services and urban commons;

(vii) have their own distinctive urban form, sense of place and functions, tailored to the locality and community needs.

(f) Brisbane's Special Centres are centres or clusters characterised by a dominant purpose, use or activity that is not residential which:

(i) require specific consideration apart from general centre types in order to enhance the benefit these centres can bring to the city;

The proposed development will not conflict with the achievement of this strategic outcome.

(ii) generate infrastructure requirements and impacts generally like other centres, however the nature of the dominant purpose, use or activity can alter this.	
(g) Brisbane's Suburban Living Areas represent the majority of established residential suburbs in Brisbane, where growth occurs in response to local needs and impacts on local amenity and values are carefully considered. Brisbane's Suburban Living Areas comprise the following: (i) low density residential areas where the majority of development is housing in the form of detached dwellings ranging from small cottages to large family homes on lots typically in the range of 400–800m²; (ii) centres, community facilities, medium and high density residential and industrial uses, as indicated in neighbourhood plans and the zoning pattern. (iii) localities identified in overlays, neighbourhood plans and the zoning patterns as having a particular character or value that is desired to be retained with very little visible change over the life of the planning scheme; (iv) areas of character housing substantially constructed in 1946 or earlier and commercial character buildings; (v) areas of small-scale low-medium density housing such as dual occupancy or row housing that encourage intergenerational housing options to facilitate ageing in place; (vi) a range of non-residential land uses that generally support the needs of the surrounding residential area; (vii) Emerging community zoned land where low density residential development is generally anticipated depending on location, infrastructure, services and facilities, planning need, development	Complies. The development retains the existing pre-war house. While the rotation of the house to address Contay Street is a performance outcome against the TBC (Demolition) Code it facilitates retention of the original dwelling in full while addressing the lower order (minor) road which is more appropriate for the long term amenity of the site. Contay Street is also the predominant character streetscape which the dwelling will now contribute to. The rotation facilitate retention of the dwelling while achieving the lot reconfiguration in compliance with the acceptable outcomes of the Subdivision Code.

constraints, environmental values, character and amenity and the established pattern of development.	
(h) Brisbane's Greenspace and Rural Neighbourhoods which are located outside and on edges of the urban footprint in the SEQ Regional Plan and the Priority infrastructure area at the periphery of the city, including the Moreton Bay islands: (i) are very low-density areas that generally comprise single houses on large lots; (ii) are not provided with the same level of service as urban locations with regard to the delivery of physical infrastructure, particularly connection to the sewer network, public transport, roads and refuse collection; (iii) are developed for rural industries including horticulture, intensive animal industry, livestock grazing and cropping in Rural Neighbourhoods; (iv) maintain Brisbane's ecological assets and provide some of its park and recreation needs.	The proposed development will not conflict with the achievement of this strategic outcome.
(i) Brisbane's Greenspace (refer to Brisbane greenspace system strategic framework map) offers a well-connected system of places with environmental, recreational and rural values in a variety of land use settings which: (i) comprises the majority of the city's land outside the urban footprint in the SEQ Regional Plan and land within the urban footprint located in a series of district and metropolitan parks, waterway networks, sport and recreation areas and lands supporting citywide biodiversity areas or scenic amenity values; (ii) frames and weaves through the city, including the green hills of Brisbane Forest Park and Mt Coot-tha, the leafy suburbs and waterways, along the Brisbane River to Moreton Bay and the Moreton Bay islands; (iii) maintains Brisbane's ecological assets and provides for many of its park and recreation needs;	The proposed development will not conflict with the achievement of this strategic outcome.

(iv) serves many functions which are described in the clean and green leading environmental performance theme.	
(j) Brisbane's Future Suburban Living Areas comprise the remaining large-scale greenfield development areas on the outskirts of the urban part of the city which are to be developed for new communities that: (i) ensure appropriate yield and land use interrelationships are achieved even if less than the greenfield dwelling targets for the city in the SEQ Regional Plan; (ii) are healthy, vibrant, inclusive, accessible, support walking and cycling and foster a strong sense of community; (iii) exhibit a strong sense of place and demonstrate leading-practice urban design outcomes, including building upon the landscape features of the locality and providing a high degree of legibility and permeability; (iv) demonstrate leadership in sustainable outcomes, protect and enhance environmental assets, incorporate water sensitive urban design and exhibit leading-practice integrated water management; (v) reflect the specific land use, environmental, infrastructure, social and economic contexts of each location and any relevant neighbourhood plan.	The proposed development will not conflict with the achievement of this strategic outcome.
(k) Brisbane's Growth Nodes on Selected Transport Corridors provide for growth in dwellings and jobs to be concentrated in identified nodes along Selected Transport Corridors to ensure access to employment, services and infrastructure whilst maintaining the leafy suburban character of Brisbane's Suburban Living Areas. The future Growth Nodes are to be preserved as future opportunities for	The proposed development will not conflict with the achievement of this strategic outcome.

achieving the infill requirements of the SEQ Regional Plan and employment growth until the following are satisfied: (i) a neighbourhood plan has been prepared by the Council which is to: (A) determine the extent of land included in each node and the preferred mix of land uses, densities, character and elements that comprise each node; (B) provide for a range of higher density housing forms and clusters of activity around hospitals, universities and other Special Centres that have easy access to public transport along Brisbane's transport corridors; (C) articulate that the centres closest to the City Centre and Major Centres generally support the highest densities and most diverse range of land uses whilst the centres along the Selected Transport Corridors in outer locations are hubs for their surrounding suburbs and provide a range of shops, employment opportunities and community facilities; or (ii) a comprehensive planning process is completed 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.	
(l) Brisbane's development is strongly aligned with the provision of infrastructure to service that development to enable the best value and efficiency to be gained from the land use and the infrastructure planned for in the Local government infrastructure plan and Long term infrastructure plans.	

Element 5.1 Brisbane's City Centre

Specific outcomes	Land use strategies	
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
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.	Not Applicable
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
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

S05 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
	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
	L5.3 Development extends the public domain where a neighbourhood plan and other development requirements set this outcome.	Not Applicable
	L5.4 Development in the City Centre respects heritage buildings and places of cultural significance and reinforces the river identity.	Not Applicable
	L5.5 Key civic spaces and iconic vistas are identified and protected, maintained and enhanced via overlays.	Not Applicable

S06 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
S07 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.	Not Applicable
S08 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.	Not Applicable
	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	Not Applicable

	areas of the City Centre and provide additional river crossing and stations.	
	L8.3 Development supports construction of additional ferry terminals and further upgrades to the CityCat fleet.	Not Applicable
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
	L9.2 Development provides urban commons and arcades to improve pedestrian flow, and provide space for recreational and passive uses.	Not Applicable
	L9.3 Development extends the cycle network and invests in end-of-trip facilities to promote the take up of active transport.	Not Applicable
	L9.4	Not Applicable

	Development supports the continued deployment of a bike hire scheme in the city to provide an active transport alternative for transiting 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
	L10.2 Development actively promotes telecommuting, tele-meetings and local tele-work centres.	Not Applicable
	L10.3 Development incorporates smart grid technology in the design of buildings.	Not Applicable
	L10.4 Development installs conduit in all major works projects to accommodate the provision of optic fibre cable.	Not Applicable
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
	L11.2	Not Applicable

	Development does not compromise airport operations as outlined in the Airport environs overlay.	
--	---	--

Element 5.2 Brisbane's Major Industry Areas

Specific outcomes	Land use strategies	
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
	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
SO2 The Australia TradeCoast is serviced by expanded public and active transport networks which are supported by development.	L2.1 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.	Not Applicable
	L2.2	Not Applicable

	Development encourages commuters to the Australia TradeCoast to use public transport.	
	L2.3 Development supports a rail and bus interchange at Skygate to further enable the area's operation as a commercial precinct.	Not Applicable
	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
	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
S03 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	Not Applicable

	purpose of the safe and efficient function and operation of the airport and aircraft.	
	L3.2 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.	Not Applicable
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
	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
SO5	L5.1	Not Applicable

The Australia TradeCoast has a coordinated approach to water supply.	Development supports water infrastructure investment.	
	L5.2 Development promotes efficient water use, including greater use of water sensitive urban design and demand management.	Not Applicable
	L5.3 Development supports a potential project to transport recycled water via a pipeline from Luggage Point to Australia TradeCoast Central.	Not Applicable
	L5.4 Development supports targeted opportunities for stormwater harvesting.	Not Applicable
SO6 Operations in the Australia TradeCoast are flood tolerant.	L6.1 Development provides for flood immunity and mitigation in the Australia TradeCoast.	Not Applicable
	L6.2 Development supports a coordinated approach to filling land across the Australia TradeCoast.	Not Applicable
SO7	L7.1	Not Applicable

The Australia TradeCoast is serviced by a fibre optic cable network which is supported by development.	Development supports the deployment of high-speed fibre optic cable networks.	
	L7.2 Development ensures works projects in the Australia TradeCoast include conduit suitable for fibre optic cable networks.	Not Applicable
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
	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
	L8.3 Development makes provision for appropriate community facilities to cater for an increasing workforce in the Australia TradeCoast, including health, education, childcare and recreation facilities.	Not Applicable
	L8.4 Development makes provision for improved use of the Brisbane River and bay for recreational and tourism purposes such as the investigation of the	Not Applicable

	feasibility of a river-based integrated ferry terminal to service Moreton Bay.	
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
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
	L10.2	Not Applicable

	Development supports the expanded use of service roads along the Ipswich Motorway to reduce congestion, removing local traffic from the motorway.	
SO11 The south-west industrial gateway is serviced by expanded public and active transport networks which are supported by development.	L11.1 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).	Not Applicable
	L11.2 Development supports public transport services to cater for shift workers, particularly in high-growth areas such as Springfield.	Not Applicable
	L11.3 Development supports the incorporation of bikeways into other infrastructure projects to link with existing networks.	Not Applicable
SO12 Archerfield Airport's long-term role is enhanced by development.	L12 Development enhances the functioning of Archerfield Airport.	Not Applicable
SO13	L13.1	Not Applicable

The south-west industrial gateway is serviced by an improved energy infrastructure network which is supported by development.	Development supports appropriate investment in energy infrastructure to support the forecast increase in energy-intensive heavy manufacturing.	
	L13.2 Development promotes the use of natural gas and renewable energy sources in manufacturing production.	Not Applicable
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
	L14.2 Development promotes efficient water use, including greater use of water-sensitive design and demand management.	Not Applicable
	L14.3 Development supports stormwater harvesting and storage to service industrial needs.	Not Applicable
SO15	L15	Not Applicable

Operations within the south-west industrial gateway are flood tolerant.	Development takes account of the potential for flooding and opportunities for flood mitigation.	
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
	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
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
	L17.2 Development supports the provision of an open space network along Oxley Creek and Blunder Creek addressing natural, recreational and active transport options.	Not Applicable

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
	L18.2 Development supports improved linkages between education and training institutions such as TAFE/SkillsTech and industry such as manufacturing, aviation and logistics within the south-west industrial gateway.	Not Applicable
	L18.3 Development makes provision for appropriate community facilities to support a growing workforce.	Not Applicable

Element 5.3 Brisbane's Major Centres

Specific outcomes	Land use strategies	
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;	Not Applicable

	(d) Carindale; (e) Toombul—Nundah; (f) Mitchelton; (g) Wynnum Central; (h) Toowong.	
	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
	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
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) Chermside is served by the extension of the Northern Busway and existing key bus interchanges;	Not Applicable

	(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.	
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
SO4	L4	Not Applicable

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.	
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
	L5.2 Council's community hubs are located in the Major Centres and integrated with other land uses.	Not Applicable
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 benchmarks for each Major Centre stated in the zones, zone precincts, codes, neighbourhood plans, overlays and with the Local government infrastructure plan.	Not Applicable

Element 5.4 Brisbane's Special Centres

Specific outcomes	Land use strategies	
SO1	L1.1	Not Applicable

Special Centres are characterised by a dominant use or activity that is reflected in the zone.	Brisbane's Special Centres include: (a) Queensland University of Technology; (b) Southbank Institute of Technology; (c) Mater and Queensland Children's Hospitals; (d) Boggo Road Urban Village; (e) Kelvin Grove Urban Village; (f) Royal Brisbane Hospital; (g) Princess Alexandra Hospital; (h) University of Queensland; (i) Enoggera Military Camp; (j) Griffith University, Mount Gravatt Campus; (k) Griffith University Innovation Park; (l) Griffith University, Nathan Campus; (m) Prince Charles Hospital; (n) Brisbane Technology Park.	
	L1.2 The Specialised centre zone applies to: (a) universities, other higher education campuses and research institutes;	Not Applicable

	(b) unique uses such as entertainment and conference centres and marinas; (c) large-scale sales endeavours for fresh market produce or bulky goods; (d) emerging industries; (e) science and technology parks; (f) large-format retail (the built form of the retailing, not the product).	
	L1.3 The Community facilities zone applies to major hospitals and their associated medical research institutes, where incorporated on site.	Not Applicable
SO2 Special Centres enhance and contribute to their surrounding area.	L2.1 Special Centres integrate with surrounding areas, respect the amenity of nearby sensitive uses and are accessible and inclusive.	Not Applicable
	L2.2 Special Centres provide for the unique mix of activities in a concentrated or co-located manner and at a scale that optimises the functioning of uses.	Not Applicable
SO3	L3.1	Not Applicable

Special Centres with a precinct which operates as a knowledge hub precinct builds on the city's tertiary education and research infrastructure.	Development within and around Special Centres will strengthen the role of the area for knowledge-based activities (such as research and development in resources, health and education) and enhance the functioning of the precincts as major employment generators.	
	L3.2 Development in a knowledge hub precinct will support the core function of the precinct by either complementing existing activities, broadening the diversity and scope of services or providing accommodation for workers, students and visitors, as outlined in the Specialised centre development code.	Not Applicable

Element 5.5 Brisbane's Suburban Living Areas

Specific outcomes	Land use strategies	
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 lot reconfiguration creates lots of a size and area that are consistent with the Infill Housing Precinct of the Character Residential Zone.
SO2	L2.1	Complies.

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.	
	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 proposal will create lots intended for detached housing. The retained existing dwelling meets the acceptable outcomes of the Dwelling House (Small Lot) Code, and the new lot achieves the area, width and minimum rectangle of the Table 9.4.10.3.B of the Subdivision Code.
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

	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 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 (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.	Not Applicable
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 with SO4 The proposed lots feature area, width and minimum rectangles that comply with Table 9.4.10.3.B of the Subdivision Code.
	L4.2 The siting, scale and lot coverage of new housing is consistent with the existing neighbourhood	Complies. The pre-war house is retained, and complies with the acceptable outcomes of the Dwelling House (Small Lot) Code.

	character of well-spaced houses and vegetated backyards.	
	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. One small existing street is proposed to be removed, however it is not mature and is located close to the intersection, so vehicle manoeuvring and sight lines are better served through its removal. The proposed lots will accommodate landscaping in the front yards, and one existing street tree is retained. Local shade cover along the street will remain appropriate.
S05 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
	L5.2	Not Applicable

	District centres are the focus for the public transport network within the local catchment of the district centres.	
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
	L6.2 Neighbourhood centres are of a scale which is consistent with surrounding detached housing.	Not Applicable
	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 2,500m ² or less and a maximum tenancy size of 2,000m ² 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;	Not Applicable

	(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.	
S07 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: (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	Not Applicable

	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; (e) is consistent with the scale and pattern of development intended in the zone, zone precinct, or neighbourhood plan.	Complies. The development proposes retention of the existing pre-war dwelling, and lots that are consistent with Table 9.4.10.3.B of the Subdivision Code.

Element 5.6 Brisbane's Greenspace System

Specific outcomes	Land use strategies	
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.	The proposal does not conflict with this land use strategy.
	L1.2 Development intensity, land use allocation, siting and design protect the multiple values and functions of the Greenspace System.	The proposal does not conflict with this land use strategy.
	L1.3 Development does not fragment high-value biodiversity areas, areas for large-scale rehabilitation, fauna movement and rural activities.	The proposal does not conflict with this land use strategy.
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
SO3	L3.1	Not Applicable

The Greenspace System provides an effective network of green space links and contributes to a regional network.	Development supports the linkage of Greenspace System areas with open space and recreational and biodiversity values.	
	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
	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
	L3.4 Development is designed and managed to ensure Greenspace System areas provide physical breaks and buffers within the urban footprint.	Not Applicable
	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
SO4	L4	Not Applicable

The Greenspace System protects koala habitats.	Development protects koala habitat in biodiversity areas as mapped in the Biodiversity areas overlay.	
S05 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
S06 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
Rural Neighbourhoods within the Greenspace System		
S07 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
S08 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
	L8.2 Development protects rural residential amenity.	Not Applicable
S09	L9	Not Applicable

Rural Neighbourhoods protect biodiversity and landscape values and water quality.	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.	
---	---	--

Element 5.7 Brisbane's Future Suburban Living Areas

Specific outcomes	Land use strategies	
SO1 Future Suburban Living Areas are well planned accounting for land use, environment and infrastructure; and the social and economic characteristics, issues and interrelationships of each Future Suburban Living Area.	L1.1 Future Suburban Living Areas are located at: (a) Rochedale; (b) Lower Oxley Creek excluding Paradise Wetlands.	Not Applicable
	L1.2 Development configuration and scale and the appropriate mix of uses in a Future Suburban Living Area are to accord with the relevant neighbourhood plan.	Not Applicable
	L1.3 Development yield for a Future Suburban Living Area is to accord with the neighbourhood plan and Local government infrastructure plan.	Not Applicable

Element 5.8 Brisbane's Growth Nodes on Selected Transport Corridors

Specific outcomes	Land use strategies	
SO1 Growth Nodes on Selected Transport Corridors provide opportunities for a range of more intense urban form, mix of land uses and activities that are tailored to the locality and catchment's community needs in accordance with the applicable land use strategies.	L1.1 Growth Nodes on Selected Transport Corridors, identified on the Brisbane selected Transport Corridors and Growth Nodes Strategic Framework Map, are focused on land within the centre zone on the following transport corridors that are described in more detail below: (a) Logan Road transport corridor—Kangaroo Point to Upper Mount Gravatt; (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;	Not Applicable

	(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
	L1.3 Future Growth Nodes on Selected Transport Corridors are: (a) to be the subject of the following: (i) a future neighbourhood plan prepared by the Council during the life of the planning scheme; or (ii) a comprehensive planning process which involves a local area and precinct approach, community consultation and consideration of the planning matters consistent with the scope of a neighbourhood plan prepared by the Council; (b) only to be developed for future growth beyond the character, scale and density provided for in the	Not Applicable

	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 Local government infrastructure plan; 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.	
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
	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

	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
	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.	Complies. The proposed lots are consistent with Table 9.4.10.3.B of the Subdivision Code, and the retained character house is consistent with the surrounding dwellings.
	L2.5 Development provides an enhanced standard of urban and public domain and environmental and social outcomes.	Not Applicable
	L2.6 Mixed use development offers a choice of housing types and appropriate community infrastructure.	Not Applicable
S03 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;	Not Applicable

	(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 recreation parks to satisfy local community needs.	
SO4	L4	Not Applicable

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.	
--	---	--

Logan Road transport corridor—Kangaroo Point to Upper Mount Gravatt

The Logan Road transport corridor—Kangaroo Point to Upper Mount Gravatt, begins on Main Street extending south to Woolloongabba and Buranda then stretches along Logan Road between the Stones Corner corridor centre (refer Eastern Busway Corridor profile) and Upper Mount Gravatt. This transport corridor may require road widening to achieve the alignment that is sufficient to provide for public and private transport capacity, and for safe and convenient active transport within the transport corridor. Access through Stones Corner, Holland Park and Mount Gravatt Central is constrained and further investigation is required to identify and implement improvements. The Upper Mt Gravatt Principal Regional Activity Centre, as outlined in the SEQ Regional Plan 2009-2031, anchors the transport corridor to the south. It will develop as a substantial suburban office market with supporting services. The office area will expand along Logan Road. Higher density dwellings will locate in and around the Principal Regional Activity Centre, particularly to its north-east. The Principal Regional Activity Centre is located on the South East Busway which will be extended from Eight Mile Plains to Springwood by 2026. Corridor centres within the transport corridors at Stones Corner, Greenslopes, Greenslopes Mall, Holland Park, Mount Gravatt East and Mount Gravatt Central will develop with higher density residential and employment uses.	Not Applicable
--	----------------

Parks and public places within the Norman Creek catchment will be enhanced and upgraded. Glindemann Park provides a linear green connection between the Holland Park and Mount Gravatt East corridor centres. The Bulimba Creek multifunctional corridor within the Greenspace System provides a strategic pedestrian and cyclist link between the Upper Mt Gravatt Principal Regional Activity Centre and surrounding neighbourhoods. The transport corridor contains a range of existing parks, however further recreation opportunities and other complementary community facilities will be required to service a growing population. A subtropical boulevard will be created along Logan Road, either through major road projects or as development along the corridor proceeds. It has the potential to become a commercial main street linking and serving the growing residential communities.	
--	--

Gympie Road and Northern Busway transport corridor—Royal Brisbane Hospital to Carseldine

The Gympie Road and Northern Busway transport corridor—Royal Brisbane Hospital to Carseldine follows Lutwyche and Gympie roads between the Royal Brisbane Hospital and Carseldine. The busway construction to Kedron is completed, with the extension to Carseldine proposed for completion prior to 2026. Growth in this transport corridor will need to be coordinated with significant local and regional transport network improvements. Access throughout the transport corridor is constrained particularly with congestion at major intersections. Airport Link and the completion of the Northern Busway will assist in alleviating congestion in the short to medium term. In the long term, the desired standard of service for movement will be underpinned by regional network solutions including the Western Orbital Motorway project, Stafford Road upgrade and the North-west Rail Corridor.	Not Applicable
--	----------------

Road capacity constraints exist along the southern section of the transport corridor. Further investigation will be required to identify required corridor augmentation.

The Chermside Principal Regional Activity Centre anchors the transport corridor and will provide significant levels of regional employment, including retail and commercial services, entertainment and recreational facilities and a major community hub, supported by high-density residential dwellings.

Commercial development will extend along Gympie Road to the north and south. Marchant and 7th Brigade parks adjoin the Chermside Principal Regional Activity Centre to the north providing regional recreation opportunities to cater for the growing worker and resident population.

The Prince Charles Hospital adjoins the Chermside Principal Regional Activity Centre to the west and higher density residential and employment precincts will integrate these two nodes. The hospital will provide a node for continued growth in supporting health services and worker, outpatient and visitor accommodation in the immediate surrounds.

Corridor centres at Windsor, Lutwyche, Gordon Park, Kedron and Aspley will develop with higher density residential and employment opportunities supported by high-density residential development. The Aspley corridor centre will continue to support a diverse range of affordable housing and housing suited to seniors.

A new corridor centre at the Carseldine Railway Station will create an intermodal node, and will serve the new community of the Fitzgibbon Chase.

A subtropical boulevard will be created along Lutwyche and Gympie roads, either through major road projects or as development along the transport corridor proceeds.

The Kedron Brook, Downfall Creek, Cabbage Tree Creek, Breakfast Creek and Enoggera Creek multifunctional Greenspace System corridors provide strategic east–west pedestrian and cyclist links. These linear parklands provide designated active transport connections from within the transport corridor with surrounding neighbourhoods.

Old Cleveland Road and Eastern Busway transport corridor—Stones Corner to Carindale

The Old Cleveland Road and Eastern Busway transport corridor—Stones Corner to Carindale stretches along the high-frequency Eastern Busway route that follows Old Cleveland Road between Stones Corner and Carindale. Extension of the Eastern Busway in the future to Capalaba provides for an attractive and convenient alternative to travelling along the transport corridor by road. Private vehicle access through Stones Corner is constrained and further investigation is required to identify and implement feasible improvements. The Carindale Principal Regional Activity Centre anchors the transport corridor to the east and will continue to serve a major retail, community and professional service and entertainment function, with some surrounding increased density residential development, particularly to the south and linking towards the Carina corridor centre. Corridor centres at Stones Corner, Coorparoo and Carina will each develop a distinctive identity and will build upon existing character values, with higher density residential and employment uses. The Carina corridor centre will continue to support a diverse range of key worker housing and housing suited to older people. A subtropical boulevard will be created along Old Cleveland Road, either through major road projects or as development along the transport corridor proceeds. Langlands Park is developing as a sporting and recreation hub. The Bulimba Creek multifunctional corridor within the Greenspace System provides recreational opportunities and a strategic pedestrian and cyclist link between the Carindale Principal Regional Activity Centre and surrounding neighbourhoods.	Not Applicable
---	----------------

Brisbane South Rail transport corridor—Princess Alexandra Hospital to Coopers Plains

The Brisbane South Rail transport corridor—Princess Alexandra Hospital to Coopers Plains follows the Beenleigh line from the Princess Alexandra Hospital to Coopers Plains, with stations at Dutton Park,	Not Applicable
--	----------------

Fairfield, Yeronga, Yeerongpilly, Moorooka, Rocklea, Salisbury and Coopers Plains. Major roads, including Ipswich and Fairfield roads, are in proximity to the transport corridor, and neighbourhood planning undertaken in the area should include those roads and associated land uses.

The major road corridors may require capacity improvements sufficient to provide for public and private transport capacity, and for safe and convenient active transport. Construction of the planned Cross River Rail suburban rail network will underpin growth for the transport corridor and improve connections to Woolloongabba and the City Centre and provide improved connectivity to the remainder of the rail network.

Corridor centres are located at each of the railway stations at Fairfield, Yeronga, Yeerongpilly, Moorooka, Rocklea, Salisbury and Coopers Plains and will encourage transit-supported development including increased densities.

Key parklands and recreational facilities are accessed from the corridor centres including the Yeronga Memorial Park recreation facilities and the Queensland Government Tennis Centre at Tennyson.

Queensland Government lands at the Yeerongpilly corridor centre will be developed by the Queensland Government as a demonstration transit-supported development site.

The Coopers Plains corridor centre will continue to support a diverse range of affordable and key worker housing and housing suited to older people.

Southern corridor centres will provide opportunities for greater housing choices, serving major education facilities such as Griffith University and other nearby employment hubs. The corridor also hosts a number of important Special Centres with a research focus, such as the Ecosciences Precinct at Boggo Road Urban Village, Dutton Park.

Kingsford Smith Drive transport corridor—Newstead to Hamilton

The Kingsford Smith Drive transport corridor—Newstead to Hamilton stretches along Kingsford Smith Drive between Newstead and Northshore Hamilton, providing an important link between the City Centre and the Brisbane Airport and Australia TradeCoast. Current Kingsford Smith Drive upgrades at the eastern end will assist in transport movements through this transport corridor to the Australia TradeCoast. Further augmentation may be required to underpin the ultimate growth of this transport corridor including investigation and improvements through to Breakfast Creek. Bus priority and provision for active transport will need to be included. Additional ferry services and facilities are expected to accommodate some of the transport demand generated from the Northshore Hamilton area, nearby growing communities and the growing employment areas of the Australia TradeCoast. This transport corridor contains two large riverfront development areas that will include residential and mixed use development in conjunction with a tourism and recreation focus. Northshore Hamilton anchors this corridor to the east. The site covers 304ha and will accommodate over 300,000m² of non-residential, predominantly retail and entertainment- focused development. The Newstead corridor centre is the centre of the 17ha mixed use Newstead Riverpark residential, business and retail precinct. It will contain significant public spaces and active travel and ferry links to the City Centre. The Albion neighbourhood plan provides for some increased residential development supporting commercial and light industrial uses north of Kingsford Smith Drive. The Racecourse Road corridor centre creates a vibrant mixed use linear centre with a lifestyle retail and dining and commercial focus, linking Northshore Hamilton with surrounding neighbourhoods. The 108ha Bowen Hills area on the western side of the corridor is intended as the northern gateway to the City Centre, capitalising upon its significant transport assets. It will be a mixed use precinct and also contain major events spaces and a wide range of housing choices including affordable housing options.	Not Applicable
---	----------------

The Skills Tech Campus at Eagle Farm will provide opportunities for specialised research, education and technology activities. A subtropical boulevard will be created along Kingsford Smith Drive Road, either as part of major road projects and/or as development along the corridor proceeds.	
---	--

Brisbane South-west Rail transport corridor—Milton to Wacol

The Brisbane South-west Rail transport corridor—Milton to Wacol follows the Ipswich line from Milton to Wacol and services one of the most important major industrial areas in Brisbane. This is one of the most diverse corridors with significant commercial, health, education and residential growth potential at its northern end and employment and residential growth associated with industry at its southern end. There is no expansion of uses envisaged around character suburbs like Chelmer. Growth in this transport corridor will need to be coordinated with infrastructure upgrades to the road and rail transport network. Access through the transport corridor is constrained, including along Oxley Road, over the Walter Taylor Bridge to Indooroopilly and at Toowong Central. Augmentation upgrades will need to be identified and improvements made to achieve a desired standard of service for road transport, and to include safe and convenient access for active transport travel. Investigation is required to increase capacity for the bus network between the University of Queensland, St Lucia Campus and Moggill Road, Indooroopilly. In the longer term, growth of the transport corridor will be underpinned through an expansion of the suburban rail network particularly the Toowong–Auchenflower transport corridor through to the City Centre. The Indooroopilly Principal Regional Activity Centre is the most significant centre along the corridor with a strong retail and commercial service focus, a cluster of community facilities that supports higher density dwellings. The Toowong Major Regional Activity Centre will have a strong commercial office focus due to the centre’s proximity to the City Centre, including via the Centennial pedestrian and cyclist route along the	Not Applicable
---	----------------

Brisbane River. Higher density residential development builds on the centre's proximity to the river and the University of Queensland, St Lucia Campus. Corridor centres at Milton, Auchenflower, Taringa, Sherwood, Corinda, Oxley, Darra and Wacol will develop with higher density residential and employment uses. The Auchenflower corridor centre will provide a range of supporting health services and visitor accommodation associated with the Wesley Hospital. The Darra corridor centre is located on the junction of the Ipswich and Springfield railway lines and provides the main public transport access for workers to the South Western Corridor major industrial area. The corridor centre's expansion will cater to workers' needs and a growing resident population with efficient access provided to the nearby specialised employment precincts and augmentation of community facilities and services to match population growth. The Wacol precinct within the Richlands—Wacol corridor neighbourhood plan provides for future expansion of industry supported by regional transport networks including motorways and the Springfield and Ipswich rail corridors.	
---	--

Enoggera Road and North-west Rail transport corridor—Kelvin Grove to Mitchelton

The Enoggera Road and North-west Rail transport corridor—Kelvin Grove to Mitchelton stretches along Kelvin Grove and Enoggera roads from Kelvin Grove Urban Village to Alderley Railway Station and then west along the railway line to Mitchelton. Duplication of the railway track from Mitchelton to Ferny Grove is to be completed by 2013. Capacity constraints exist at intersections along the transport corridor. Further investigation will be required to identify required corridor augmentation. Planning mechanisms will also need to be applied including sequencing and land use mix to promote self-containment.	Not Applicable
--	----------------

In the longer term, public transport will underpin growth in the corridor with particular emphasis on expansion of the suburban rail network including the North-west Rail Link that will reduce some demand for road space in the inner section. The Mitchelton Major Regional Activity Centre anchors the transport corridor to the west and will provide subregional employment and community services. Increased density dwellings will build on the major retail, recreational and educational opportunities provided in the community facilities that surround the Major Regional Activity Centre. Corridor centres at Newmarket, Alderley and Enoggera will develop with increased density residential development supporting key employment destinations, including the Enoggera Military Camp and the specialist education activities at the Queensland University of Technology campus adjoining the Kelvin Grove Urban Village. The Enoggera corridor centre provides a bus and rail interchange. The Enoggera Military Camp adjoins the transport corridor. It represents one of the largest landholdings in Brisbane. The Kedron Brook multifunctional corridor within the Greenspace System provides a strategic east–west pedestrian and cyclist link between the Mitchelton Major Regional Activity Centre and surrounding neighbourhoods. The Enoggera Creek multifunctional corridor within the Greenspace System also provides a strategic east–west pedestrian and cyclist link between the Newmarket corridor centre and surrounding neighbourhoods.	
--	--

Brisbane North-east Rail transport corridor—Bowen Hills to Northgate

The Brisbane North-east Rail transport corridor—Bowen Hills to Northgate follows the Caboolture line between Bowen Hills and Northgate, with stations at Albion, Woolloowin, Eagle Junction, Toombul, Nundah and Northgate. Growth in this transport corridor will need to be coordinated with improvements to the local and regional transport networks.	Not Applicable
---	----------------

In the longer term, growth in the transport corridor will be underpinned by the suburban rail network. With extra demand placed on all networks, regional network solutions including the Western Orbital Motorway project, Gateway Arterial system and North-west Rail corridor may be required to ensure that a desired standard of service for movement is achieved on both the road and rail networks. The Toombul—Nundah Major Regional Activity Centre anchors the transport corridor to the north and will provide subregional employment opportunities and community services. Nundah provides a diverse range of retail, commercial and residential uses. The Major Regional Activity Centre will provide increased density dwellings including short-term accommodation due to proximity to the Brisbane Airport. Corridor centres at Albion, Eagle Junction and Northgate will develop increasing the density of residential and employment uses. The Kedron Brook multifunctional corridor within the Greenspace System provides a strategic pedestrian and cyclist link between the Toombul—Nundah Major Regional Activity Centre, recreational opportunities at Kalinga Park and surrounding neighbourhoods.	
--	--

Brisbane East Rail transport corridor—Norman Creek to Cannon Hill

The Brisbane East Rail transport corridor—Norman Creek to Cannon Hill follows the Cleveland line from Buranda to Cannon Hill with stations at Coorparoo, Norman Park, Morningside and Cannon Hill. Cleveland rail corridor upgrades are to be finalised by 2026. This transport corridor will require some augmentation along Wynnum Road to improve traffic efficiency, however growth in the corridor will continue to be underpinned by the suburban rail network. Corridor centres at Morningside and Cannon Hill will develop with increased density residential and employment uses. The transport corridor is well supplied with a range of community facilities and recreation opportunities that will service a growing population, including many educational establishments, the CP Bottomley Park and open spaces along the Norman Creek Greenspace System corridor. This area also provides strategic pedestrian and cyclist links to surrounding neighbourhoods.	Not Applicable
--	----------------

Element 5.9 Brisbane's Strategic Inner City Areas

Specific outcomes	Land use strategies	
SO1 Strategic Inner City Industrial Areas provide a range of industry and industrial related uses with a focus on industrial, service trades, logistics, construction, automotive services, office support and research.	L1.1 Land use zoning provides a basis for industrial and industrial related development.	Not Applicable
	L1.2 Development enhances the industrial and industry related functions.	Not Applicable
	L1.3 Development manages potential impacts to not compromise the ongoing mix of uses or the surrounding sensitive land uses.	Not Applicable
SO2 The ongoing range, mix and focus of activities and uses in Strategic Inner City Industrial Areas will be responsive to changing business and community needs.	L2.1 Development of non-industrial uses that are less compatible with industry is not supported without undertaking comprehensive planning consistent with Element 5.8.	Not Applicable

	L2.2 Development retains a focus on economic activity, business and employment in whatever ongoing land uses and mix of land uses is determined.	Not Applicable
	L2.3 The scale and intensity of development is consistent with industrial uses or the outcomes and strategies of underlying strategic framework Theme 5 elements only where L2.2 above is achieved.	Not Applicable