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TOWN PLANNING REPORT

PROPOSED MULTIPLE DWELLING

16 Hamilton Street, Kangaroo Point QLD 4169

Lot 1 on RP60298

SP25014

Development Application

Development Permit for Material Change of Use - Multiple Dwelling

Prepared for

Feel-J Properties Pty Ltd ACN 669 980 509 as Trustee

1 October 2026



Document Reference: SP25014.R01.001

Date: 1 October 2026

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Executive Summary

This Town Planning Report has been prepared in support of a Development Application made by Feel-J Properties Pty Ltd ACN 669 980 509 as trustee (Applicant) to Brisbane City Council (Council) over land at 16 Hamilton Street, Kangaroo Point QLD 4169 (the site). The Applicant seeks a Development Permit for a Material Change of Use.

The Town Planning Report includes the following chapters:

- Chapter 1 provides a site and development application summary;
- Chapter 2 documents the relevant site details;
- Chapter 3 documents the proposed development for which the Development Application has been made;
- Chapter 4 outlines the statutory town planning framework applicable to the assessment of the Development Application;
- Chapter 5 summarises the compliance of the proposed development with the statutory town planning framework outlined in Chapter 4; and
- Chapter 6 provides a conclusion to the report.

The proposal involves the development of a Multiple Dwelling comprising 13 dwellings. The proposed building form is 9 storeys above ground level (8 storeys of residential units and 1 storey of car and bicycle parking) and includes car parking at basement levels, and indoor and outdoor communal areas at Level 2 and Rooftop.

The City Plan prescribes that the development application is subject to impact assessment, due to the proposed building exceeding the maximum building height and site cover applicable to the site, pursuant to the Kangaroo Point Peninsular Neighbourhood Plan.

The proposed development warrants approval subject to reasonable and relevant conditions on the following basis:

- The proposed development supports the relevant aspects of the Strategic Framework, in so far as:
 - The proposed development is responsive to the existing and emerging design and pattern of residential tower development within the high residential density area of Kangaroo Point Peninsular. Old and new towers, including the adjoining tower at 12 Hamilton Street (Sorano House), and proposed towers at the corner of Main Street and Bright Street, establish the locally distinctive building design outcome and pattern of development. The proposal contributes and complements the now established high density residential development outcomes comprising the block bounded by Hamilton Street, Bright Street and Main Street.
 - The proposal does not obstruct views to the Story Bridge or the Bradfield Highway from riverside public vantage points and preserves a corridor connection between the historic 'Sunnyside' residence at 255 Main Street and CT White Park and the Brisbane River beyond.
 - The design of the proposed multiple dwelling incorporates generous balconies and a rooftop common recreation area that overlook Hamilton Street, CT White Park, the Brisbane River and the city centre beyond, and each of the residential units have at least three elevations with glazing providing excellent cross ventilation opportunities.
 - Deep planting is provided where achievable and large containerised planting zones are proposed at each level and at the front and rear elevations of the building to deliver a subtropical planting outcome
 - The proposed multiple dwelling includes apartment sizes that include a mix of 3 and 4 bedrooms, providing for household diversity and aging in neighbourhood opportunities. A household that may have ordinarily purchased or be living in a 3 or 4-bedroom detached dwelling would find a similar sized unit dwelling this city centre location
 - The proposed development will provide additional dwellings to the inner-city supply allowing people to live in close proximity to their place of work and support local businesses supported by active and public transport travel opportunities and open space and recreation infrastructure.

- The proposed development supports the intent of the High Density Residential (Up to 15 Storeys) Zone, in so far as:
 - The proposed development represents an urban infill / consolidation opportunity and the highest and best use of the site.
 - The proposed development will provide 13 new dwellings in an inner-city location within comfortable walking distance to the city centre employment hub and major hospitals and educational facilities.
 - The proposed development incorporates a mix of three and four bedroom units, providing a point of difference compared to existing unit stock in the immediate vicinity of the subject site. The proposed development will provide a typical detached dwelling floor plan in unit form which is capable of accommodating families and encourage downsizers to move from a detached dwelling to a unit within the building.
 - The proposed development incorporates tower setbacks to existing residential buildings ranging from approximately 10m to 27m, supporting comfort and privacy objectives reasonably expected in a high density residential environment.
 - The proposed development is an appropriate response to the existing and emerging characteristics of the high density residential area, within which taller buildings have been approved and constructed.
 - The proposed development does not diminish the prominence of the Story Bridge and Bradfield Highway when viewed from key vantage points.
 - The proposed development has been designed to take advantage of views to the north, west and east. Habitable areas overlook Hamilton Street and CT White Park, providing casual surveillance opportunities.
 - The proposed development involves a building that provides 8 residential storeys and a ground level that provides access to basement car parking areas cut into the natural ground. The proposed building height is respectful of the emerging changes to the height of buildings in the locality and does not diminish the prominence of the Story Bridge and Bradfield Highway.
- The proposed development supports the overall outcomes of the Kangaroo Point Peninsular Neighbourhood Plan, in so far as:
 - The proposed development represents the highest and best use of an inner-city urban infill site that promotes efficient use of existing physical and social infrastructure. The proposed building is a contemporary design that is responsive to Brisbane's sub-tropical climate and is complementary to the existing and emerging residential towers located around the subject site and within Kangaroo Point peninsular. The built form outcome of the proposed development is a consequence of the characteristics of the site, the emerging built form characteristics of existing and approved residential buildings in the immediate vicinity of the site and Kangaroo Point more broadly, and higher order City Plan provisions.
 - The proposed development is responsive to the recent change in streetscape and built form character established by the construction of the residential tower at 12 Hamilton Street (Sorano House). Sorano House exceeds the prescribed 12m maximum building height applicable within Bright Street Sub-precinct A; however, the building is generally contained within the maximum building height plane prescribed for premises within Bright Street Sub-precinct B, with a small proportion of the northern building elevation exceeding the limit. Consistent with this established built form within Hamilton Street, the proposed development has been informed by the Bright Street Sub-precinct B maximum building height plane, with only a small proportion of the northern building elevation exceeding the limit.
 - The proposed built form of the building sits comfortably within the boundaries of the subject site, providing for well-designed floor plans and private balconies of generous proportions.
 - The prominence of the Story Bridge and Bradfield Highway in the context of the identified neighbourhood plan View Corridors V1 and V2 is maintained.
 - The proposed development provides light and air circulation and view corridors at the northern and southern site boundaries as a result of the tower setbacks to adjoining development.
 - The tower setbacks are generous enough to facilitate future higher density residential development at 18 Hamilton Street and at 245 Main Street (Seafarers – provided all strata owners agree to the redevelopment of the site).

- The proposed development will not generate unacceptable impacts within the premises or to adjoining premises.



Source: Bureau Proberts UDR



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1 Site and Development Application Summary

1.1 SITE SUMMARY

An overview of site details follows.

Table 1-1 Site Details

Real Property Description	Lot 1 on RP60298
Address	16 Hamilton Street, Kangaroo Point Q 4169
Area	756sqm
Owner	Feel-J Properties Pty Ltd ACN 669 980 509 as trustee under instrument 724021410 Refer to Appendix A – Property Searches
Existing Uses	The site is improved by an existing dwelling house.  (Source: Brisbane City Plan 2014)
State Interests SARA DA Mapping	• SEQ Regional Plan – Urban Footprint • Water Resources Planning Area • Queensland Heritage Place – Adjoining (Queensland Heritage Register Place ID 601810 – Sunnyside) • Water Resource Planning Area Boundary
Regional Plan	South-East Queensland Regional Planning - Urban Footprint
EMR / CLR	The site is not included in the Environmental Management or Contaminated Land Registers.
Local Government	Brisbane City Council



Brisbane City Plan 2014 Strategic Framework Land Use Designation	Suburban Living Area
Brisbane City Plan 2014 Zone	HDR2 High Density Residential (Up to 15 Storeys) Zone
Brisbane City Plan 2014 Neighbourhood Plan	Kangaroo Point Peninsular Neighbourhood Plan Thornton Street Precinct – NPP-002 (Bright Street A Sub-Precinct – NPP-002a)
Brisbane City Plan 2014 Overlays	• Airport Environs Overlay - OLS: Horizontal Limitation Surface Boundary - PANS: 213.4m – 365.8m contour (building height limitation 274m AHD) - BBS Zone: 8 - 13km • Bicycle Network - Local Cycle Route: Hamilton Street • Critical Infrastructure and Movement Network - Critical Assets - Critical Infrastructure and Movement Planning Area • Dwelling House Character • Flood - Brisbane River Flood Planning Area 5 • Heritage - Area Adjoining Heritage: ▪ Local Heritage Place: mapped over 255 Main Street, Kangaroo Point ▪ Queensland Heritage Place: Place ID 601810 – Sunnyside • Potential and Actual Acid Sulfate Soils - Land above 5m AHD and below 20m AHD • Road Hierarchy - Neighbourhood Road: Hamilton Street • Streetscape Hierarchy - Neighbourhood Street Major: Hamilton Street
Previous Development Applications	-
Pre-lodgement Meeting	A pre-lodgement meeting was held between the Applicant and Brisbane City Council on 17 December 2025.



1.2 DEVELOPMENT APPLICATION SUMMARY

A summary of the development application details is outlined below.

Table 1-2 Application Details

Development Type	Development Permit for Material Change of Use
Defined Use	Multiple Dwelling
Level of Assessment	- Impact Assessment - Exceeds Neighbourhood Plan 12m maximum building height - Exceeds Neighbourhood Plan 45% maximum site cover
Public Notification	Yes – 15 business days
Proposal Summary	Refer to Appendix B – Proposal Plans for details. The proposal involves the demolition of the existing dwelling house to facilitate the construction of a 9 storey Multiple Dwelling comprising 13 dwellings. Basement car parking will provide car parking spaces to service the occupants of and visitors to the building. A common garden and recreation area for residents is proposed at the roof top level, in addition to common areas located within the building. The proposed multiple dwelling is a building exhibiting design excellence that responds to: - its location within a highly accessible and well-serviced area that is capable of supporting high density residential development; - its adjacency to the Brisbane River with views west towards to Brisbane central business district; and - the evolving character of the Bright Street precinct within which it is located, including the recently completed Sorano House on the adjacent site at 12 Hamilton Street, the development application over 219 – 229 Main Street confirmed by Council 30 January 2026, and the development that has been occurring within the Kangaroo Point peninsular more broadly. Key Development Parameters include: - Site Cover: - Ground form – 636sqm ~ 83.9% - Tower, excluding ornamental attachments – 443sqm ~ 58.5% - Tower, including ornamental attachments – 517sqm ~ 68.2% - Planted Area – 744.6sqm - Deep Planting – 72.5sqm ~ 9.7% of overall landscape area - In-ground Planting – 16.8sqm ~ 2.3% of overall landscape area - Containerised Planting – 655.3sqm ~ 88.0% of overall landscape area - Total GFA – 2,752sqm - Storeys – 9 above ground level - Maximum Building Height: 39.58 AHD to Rooftop floor level - Tower Setbacks to site boundaries - Hamilton Street: average 2.0m to glazing, average 1.0m to ornamental attachment (between 0m and 2.0m) and 5.1m balcony recess - North Elevation: average 3.5m to glazing (between 2.6m and 4.0m) - East Elevation: average 3.2m to glazing (between 2.9m and 3.6m) - South Elevation: average 5.5m to glazing (between 4.6m and 6.0m) - Car Parking – 28 spaces total - Lower Basement – 10 resident spaces



	• Upper Basement – 6 resident spaces • Ground – 5 resident spaces and 1 visitor space • Upper Ground – 6 resident spaces - Servicing –MRV loading zone - Bicycle Parking – 17 spaces • Upper Ground Level – 4 visitor spaces • 1 resident space within each unit – 13 resident spaces
Assessment Manager	• Brisbane City Council
Applicable Brisbane City Plan 2014 Assessment Benchmarks	• Strategic Framework (relevant assessment benchmarks) • Zone Code - 6.2.1.4 High Density Residential Zone Code • Neighbourhood Plan Code - 7.2.11.1 Kangaroo Point Peninsular Neighbourhood Plan Code • Overlay Codes - 8.2.2 Airport Environs Overlay Code: Purpose, Overall Outcomes and Outcomes in Section A - 8.2.3 Bicycle Network Overlay Code - 8.2.12 Heritage Overlay Code: Purpose, Overall Outcomes and Outcomes in Sections B and C - 8.2.15 Potential and Actual Acid Sulfate Soils Overlay Code - 8.2.18 Road Hierarchy Overlay Code: Purpose, Overall Outcomes and Outcomes in Sections A, B and C - 8.2.20 Streetscape Hierarchy Overlay Code: Purpose, Overall Outcomes and Outcomes in Sections A and B • Use Code - 9.3.14 Multiple Dwelling Code • Other Development Codes - 9.4.3 Filling and Excavation Code - 9.4.4 Infrastructure Design Code - 9.4.5 Landscape Work Code - 9.4.6 Operational Work Code - 9.4.7 Outdoor Lighting Code - 9.4.9 Stormwater Code - 9.4.11 Transport, Access, Parking and Servicing Code
State Interest Referral - Concurrence	Queensland Heritage Place – Adjoining (Register ID 601810 – Sunnyside) • Referral Concurrence: Department of State Development, Infrastructure and Planning – State Assessment and Referral Agency (SARA) - MCU carried out on a lot that shares a common boundary with a Queensland Heritage Place (Place ID 601810 – Sunnyside): Schedule 10, Part 8, Division 2, Subdivision 3, Table 2, Item 1
Applicable State Development Assessment Provisions Codes	• State Code 14 – Queensland Heritage: Table 14.4
Referral - Advice	-
Applicant	Feel-J Properties Pty Ltd ACN 669 980 509 as trustee under instrument 724021410
Project Reference	SP25014
Applicant's Representative	Sinclair Planning Pty Ltd PO Box 130 Lutwyche Q 4030 Leisa Sinclair, Director Email: leisa.sinclair@sinclairplanning.com.au Mobile: +61 413 626 694

2 Site Details

2.1 PROPERTY DETAILS

2.1.1 Location, Real Property Description and Ownership

The location, real property description and ownership of the subject site is summarised in Table 1-1 Site Details and refer to Appendix A – Property Searches for details.

The subject site is located one property removed from the Hamilton Street cul-de-sac head and a pedestrian access (stair and lift) to the eastern end of the Kangaroo Point Bridge – refer to Figure 2-1 Subject Site.

The site benefits from an access easement over common property on BUP4464 at 245 Main Street, Kangaroo Point – refer to Grant of Easement provided at Appendix A – Property Searches.



Figure 2-1 Subject Site shaded red and outlined in red, and easement outlined in red (Source: Survey Plan and Brisbane City Plan 2014 29/6/2026)

2.1.2 Road Frontages and Access Locations

The site has frontage to Hamilton Street of approximately 40m. There is currently one vehicular crossover located adjacent to the southern property boundary. Pedestrian access to and from the site is via a footpath located along the eastern verge of Hamilton Street.

2.1.3 Environmental Values

The site is fully developed and holds no vegetation values or vegetation of significance and is not subject to an overland flow path. Brisbane Flood Planning Area 5 is mapped at the western end of the existing driveway.

2.1.4 Heritage Values

The site is not identified as a place of State or local heritage significance.

The site shares approximately 6m of a common boundary premises at 255 Main Street, Kangaroo Point, which is improved by a dwelling house known as Sunnyside, included in the Queensland Heritage Register (Place ID: 601810) and the Brisbane City Heritage Register.

2.1.5 Existing Infrastructure Services

The site has only been used for the purposes of a dwelling house and is connected to all urban services, including reticulated mains water and sewerage services, stormwater infrastructure, electricity and telecommunications networks.

2.2 SURROUNDING USE

The site is located on the western side of the Kangaroo Point peninsular, west of Bradfield Highway, and separated from the Brisbane River by Hamilton Street and CT White Park. Pedestrian access to the recently constructed Kangaroo Point Bridge extends from the cul-de-sac end of Hamilton Street, which is one property removed from the site.

Land immediately adjacent to the site is improved by:

- to the north, a newly constructed 8-storey residential apartment building ('Sorano House', 12 Hamilton Street).
- to the east, an older 11-storey residential apartment building ('Seafarers', 245 Main Street) and a single-storey detached dwelling ('Sunnyside', 255 Main Street'), which is included in the State and local heritage registers (Queensland Heritage Place ID: 601810).
- to the south, a 2-storey detached dwelling (18 Hamilton Street), the building footprint of which extends across most of the lot.

The suburb block bounded by Hamilton Street, Bright Street, Main Street and Scott Street comprises a combination of older and more contemporary residential towers, historic dwellings and vacant land:

- to the east, extending from Bright Street in the north to Scott Street in the south:
 - 16 Bright Street is improved by a 5-storey residential apartment building ('The Point Apartments').
 - 215 – 229 Main Street are the subject of a development application confirmed by Council as properly made on 22 January 2026, with proposal plans illustrating a 20 storey tower and a 7 storey tower joined by a podium building, proposed to be used for short-term accommodation and multiple dwellings (BCC Reference: A006924144). The proposal involves the demolition of the apartment building at the corner of Main Street and Bright Street ('Bradfield Court').
 - 235 Main Street is improved by a 7-storey residential apartment building ('Mariners Lodge').
 - 1 Scott Street is improved by a contemporary 15-storey residential tower, the development of which includes an historic 2-storey duplex/maisonettes dwelling ('Silverwells'), included in the State and local heritage registers (Queensland Heritage Place ID: 600243).

Kangaroo Point peninsula is bisected by the Bradfield Highway, which is a grade separated road in this location that connects to the Story Bridge.

On the western side of Bradfield Highway:

- the precinct north of Bright Street comprises mostly mid-rise residential apartments and small scale retail, food and commercial tenancies focused on Main Street.
- the precinct south of the site, south of the Kangaroo Point Bridge and north of the St Vincent's Hospital complex, comprises high-rise residential multiple dwellings.

The eastern side of the Bradfield Highway predominantly comprises mid-rise and high-rise short-term accommodation and residential apartment buildings. A small scale commercial precinct is clustered around Wharf Street and Baildon Street.

Figures 2-2 and 2-3 provide a broadscale airphoto of the Kangaroo Point peninsular and the Brisbane City Plan 2014 zoning. Figure 2-4 provides an illustrative summary of existing and approved high density development within the Kangaroo Point peninsula.

2.3 DEVELOPMENT APPROVAL HISTORY

The site does not have a development approval history. The existing dwelling house on the site is the same as that originally built circa 1945.

2.4 PRE-LODGEMENT MEETING

A pre-lodgement meeting was held between the Applicant and Brisbane City Council on 17 December 2025. Key matters identified and discussed included: the building's architectural expression and façade details; building height and setbacks, and site landscaping. The design of the proposed development has been refined in acknowledgement of the advice provided by Council.



Figure 2-2 Site (red star) and surrounds (Source: QldGlobe 2026)

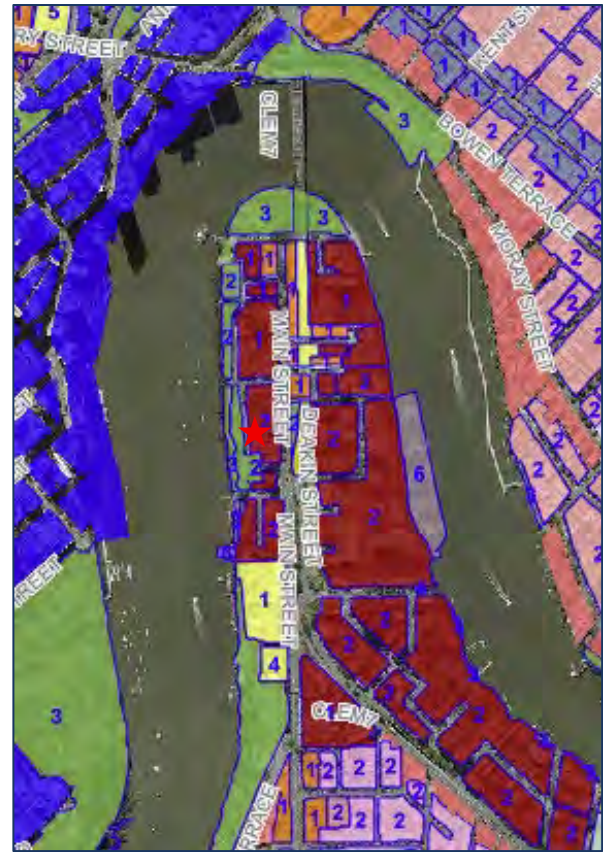


Figure 2-3 Site (red star) and surrounds zoning (Source: BCP2014)



Figure 2-4 Existing and approved high density residential development within the Kangaroo Point peninsular (Source: Bureau Proberts UDR)

3 Proposed Development

3.1 PROPOSAL OVERVIEW

The proposal involves the development of a multiple dwelling building on the site for permanent residential living. The existing detached residential dwelling will be demolished and, in its place, will be constructed a 9 storey building with four, half-levels of basement car parking and a communal rooftop garden and recreation area.

The proposed building will accommodate 13 apartments comprising 11 half-floor, 3-bedroom apartments and 2 full-floor, 4-bedroom apartments. The apartments have been designed to incorporate generous room and private balcony proportions.

Residents will have the benefit of communal areas at Level 2, which includes an internal wellness area and balcony area, and at Rooftop Level, which includes gardens, a swimming pool, amenities, an outdoor dining area and seating areas.

Vehicle and bicycle parking is provided within four basement levels, with the entry via Hamilton Street at ground level and ramps provided up to upper ground mezzanine and down to upper basement and further down to lower basement level.

Landscaping is provided at ground level, including a deep planting zone adjacent to the southern site boundary, and at each level of the building, including the rooftop. Landscaping will be visible on all four building elevations and at all four site boundaries.

The proposed building exhibits design excellence and demonstrates the principles for building high density residential development in a subtropical climate encompassed within *Council's New World City Design Guide: Buildings that Breathe*.

The proposed development:

- makes best use of the site's gradient, which falls approximately 3.5m (19% gradient) from the rear boundary to the street frontage, by providing: at-grade pedestrian access to the building's lobby, which provides lift and stairwell access; at-grade access to vehicle parking spaces (resident and visitor); a standing zone for an MRV service vehicle; and bin stores.
- at Ground Level (Level1), incorporates: a ramp down to upper and lower basement levels, which provide vehicle parking spaces; and a ramp up to an upper ground level, which provides vehicle and bicycle parking. Deep planting area is provided along the site's southern boundary and setback landscaping is provided at the Hamilton Street site frontage.
- at Level 2, provides a half-floor 3-bedroom apartment on the southern side of the floor with internal and external living areas overlooking the street. The northern side of the floor incorporates an enclosed communal wellness area with a balcony that overlooks the street. A building services area is located at the rear of the floor and accommodates a water tank, electricity plant room and a fire pump room. Containerised landscaping is provided within the 'wave' form ornamental attachment at the street and rear building elevations and between the building and the north and east site boundaries.
- at Levels 3 to 7, provides 2 half-floor 3-bedroom apartments per floor, with internal and external living areas overlooking the street. The 'wave' form ornamental attachment varies across all levels of the building (front and rear) and will house containerised landscaping.
- at Levels 8 and 9, provides a 4-bedroom apartment on each floor, with internal and external living areas overlooking the street. Containerised landscaping is provided within the 'wave' form ornamental attachment (front and rear).
- at Rooftop Level, provides a communal rooftop garden that complies with the Rooftop Garden definition under the Brisbane City Plan 2014, which includes a pool and leisure deck, amenities, barbeque, and seating and dining areas. Containerised landscaping is provided within the 'wave' form ornamental attachment and additional containerised landscaping is provided around the pool deck.

3.2 DEVELOPMENT APPLICATION ELEMENTS

The following development application elements are required to be approved to facilitate the proposed development:

- Development Permit for Material Change of Use for Multiple Dwelling land use activity.



3.3 DEVELOPMENT PARAMETERS

Bureau Proberts has prepared the architectural proposal plans for the proposed development – refer to [Appendix C – Proposal Plans](#). The key development parameters of the proposed development are provided at [Table 3-1](#).

Table 3-1 Key Development Parameters

PARAMETER	PROPOSED DEVELOPMENT
Site Area	756sqm
Yield	13 residential units, including: 11 x 3-bedroom units 2 x 4-bedroom units
Height	9 storeys 39.58m AHD to Rooftop floor level 44.2m AHD to roof of lift overrun housing
Site Cover	Ground form – 636sqm ~ 83.9% of the site area Tower, excluding ornamental attachments – 443sqm ~ 58.5% of the site area Tower, including ornamental attachments – 517sqm ~ 68.2% of the site area
Planted Area	744.6sqm - Deep Planting - 72.5sqm ~ 9.7% of overall landscape area - In-ground Planting - 16.8sqm ~ 2.3% of overall landscape area - Containerised Planting - 655.3sqm ~ 88.0% of overall landscape area
Total GFA	2,752sqm
Setbacks to Site Boundaries	Hamilton Street: average 2.0m to glazing, average 1.0m to ornamental attachment (between 0m and 2.0m) and 5.1m balcony recess North Elevation: average 3.5m to glazing (between 2.6m and 4.0m) East Elevation: average 3.2m to glazing (between 2.9m and 3.6m) South Elevation: average 5.5m to glazing (between 4.6m and 6.0m)
Private Open Space	Level 2 - 25sqm Levels 3 to 7 – 25sqm to 30sqm Levels 8 and 9 – 54sqm
Communal Open Space	296sqm ~ 39.1% of site area
Communal Enclosed Space	146sqm ~ 19.3% of site area
Rooftop Garden	GFA 37sqm ~ 7% of rooftop area Soft Landscaping 76sqm ~ 15% of rooftop area that will provide a minimum of 25% shade cover of rooftop communal open space within 5 years. Roofed Area 72sqm ~ 14% of rooftop area
Access	New driveway crossover proposed at northern end of Hamilton Street frontage. Crossover width of 6.5m – Type B2 Crossover with aisle width of 6.5m
Servicing	MRV standing zone
Car Parking	28 spaces total - Lower Basement – 10 resident spaces - Upper Basement – 6 resident spaces - Ground – 5 resident spaces and 1 visitor space - Upper Ground – 6 resident spaces
Bicycle Parking	17 spaces total: Upper Ground Level = 4 visitor spaces; and each unit = 1 resident space

3.4 DESIGN INTENT

Bureau Proberts has prepared an Urban Design Report that demonstrates how the proposal responds to the site and Kangaroo Point peninsular district context – refer to Appendix C – Urban Design Report.

Bureau Proberts architectural inspiration has been drawn from the site’s context – refer to Figure 3-2, below:

“Architecturally, it is a place of contrasts and layers. The robust presence of the Story Bridge, historic masonry and remnants of the cliffs sit alongside traditional Queensland housing and an increasingly sophisticated collection of contemporary apartments. This creates a language that can draw simultaneously from mass, permanence and infrastructure, and from the softness, openness and subtropical qualities of the landscape. 16 Hamilton is conceived in this contextually led manner, with its influence drawing specifically from the convergence of river, parkland and the civic foundations that stand as statues amongst the trees. Further, its desired riverfront living has lead to a precedence of architecture scale that is contextually driven, with tapered heights responding to prevalent view corridors.”

(Bureau Proberts UDR)

The proposal involves a high quality architectural design that “...presents an opportunity to respond to a dual identity: the solidity and civic scale of the Story Bridge and cliffs contrasted against the fluidity of the river and landscape. Its form mediates between these conditions—grounded and enduring in its material expression, while becoming lighter, softer and more responsive through landscape, curvature, screening and outdoor living” (Bureau Proberts UDR).

Bureau Proberts Urban Design Report is provided at Appendix D – Urban Design Report.



Figure 3-1 Architectural response to the site’s Kangaroo Point peninsular context (Bureau Proberts UDR)

3.4.1 Ground Plane

The subject site rises from the Hamilton Street frontage towards the rear (eastern) site boundary by approximately 3.5m, providing the opportunity to for the built form to be constructed into the slope of the land. The Hamilton Street frontage provides vehicle access to basement car parking and pedestrian access to the building lobby and lift and stair access to the units.

At the rear (eastern) boundary, containerised planting will be provided at ground level to screen the built form. Containerised planting will be provided along the northern (side) boundary

A deep planting zone will be provided along the southern (side) boundary providing:

- screening to the adjoining dwelling at 18 Hamilton Street;
- retention of an east-west corridor extending from the 6m length of common boundary with 255 Main Street “Sunnyside” heritage place toward Hamilton Street; and
- providing a sense of a vegetated corridor connection to the large stand of trees located in CT White Park opposite the site.

Figure 3-2, below illustrates the Groundplane response.

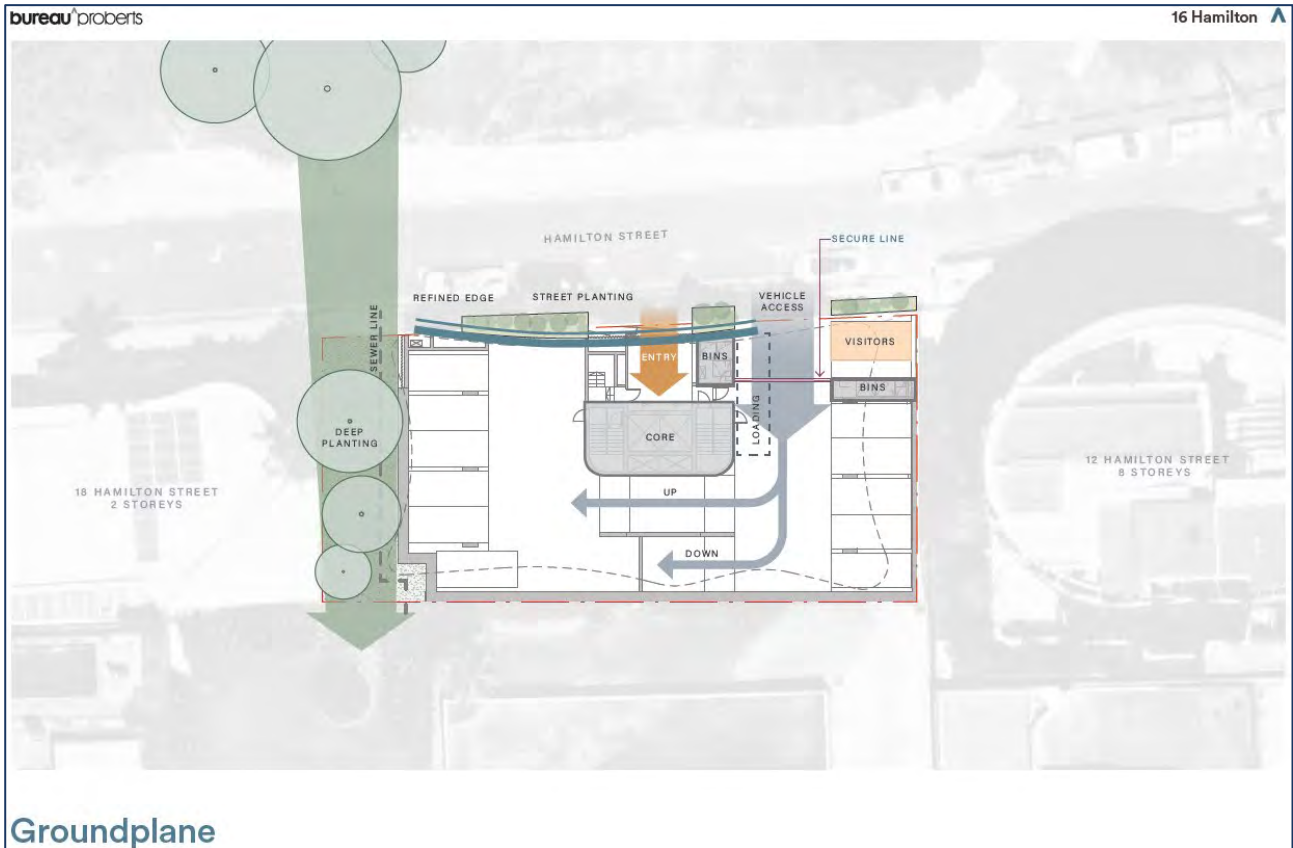


Figure 3-2 Groundplane response to site characteristics and surrounding context (Bureau Proberts UDR)

3.4.2 Tower Setbacks and Form

The tower form has been informed by the location and shape of the existing adjoining built form – refer to Figure 3-3, below. The proposed building form delivers regular-shaped floor plates internally, and an organic/fluid external building elevation, with the addition of the “ornamental” attachments, which also allows for containerised planting at each level.

The proposed building separation distance, at the widest points:

- is approximately 10m at the northern boundary;
- is approximately 27m at the eastern boundary; and
- is approximately 7.9m at the southern boundary.

3.4.3 Unit Contextual Design

The site has a longer frontage to Hamilton Street than width and is located opposite linear parkland - CT White Park. These characteristics have influenced the floor plan layout of each unit and the rooftop garden.

The primary living areas, private balconies and master bedrooms of each unit face west, overlooking Hamilton Street and maximising views over parklands, the Brisbane River and the city centre beyond.

Areas requiring more privacy, such as secondary bedrooms and bathrooms are located along the eastern side of the building.

Screening and containerised planting will be provided outside of both master and secondary bedrooms and will add interest to the elevation of the building through the use of different materials and shadow effects. Core / back of house services are located within the centre of the floor plate. Figure 3-4 illustrates the contextual design of the unit floor plan layout.

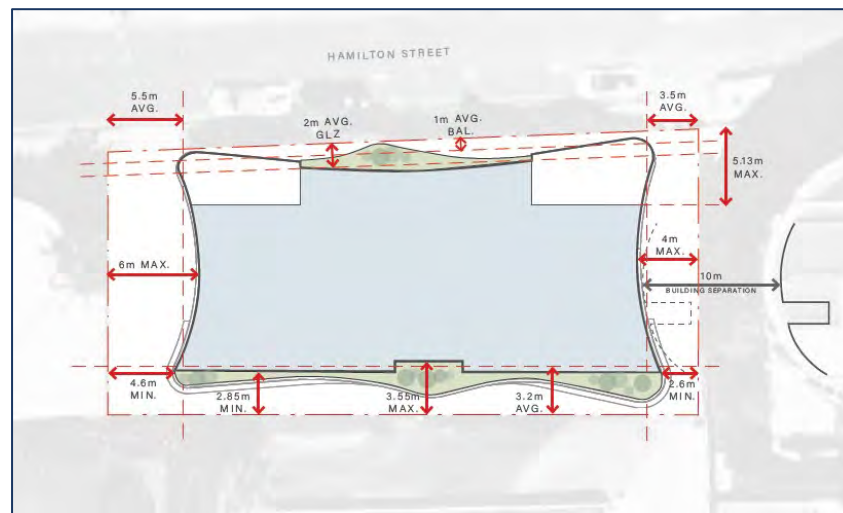
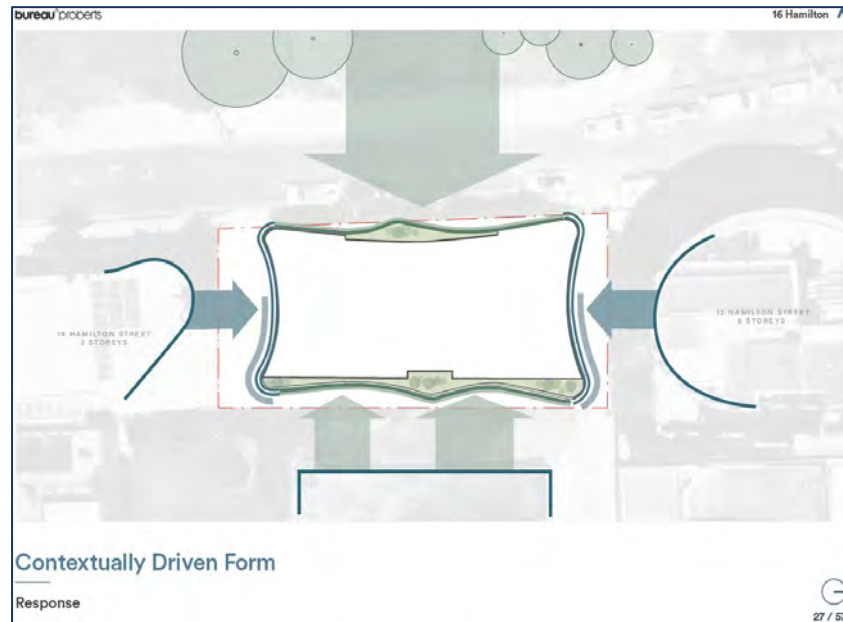


Figure 3-3 Tower form and setbacks (Bureau Proberts UDR)

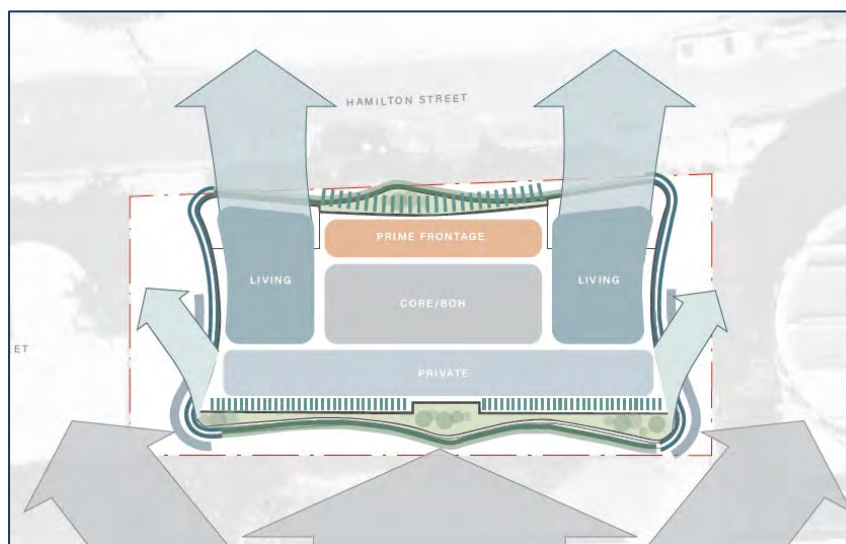


Figure 3-4 Unit floor plan contextual layout (Bureau Proberts UDR)

3.5 SITE LANDSCAPING

WildStudio has prepared a Landscape Concept for the proposed development – refer to Appendix E – Landscape Concept.

The landscape vision for the proposed development is expressed as *“A living, breathing landscape that responds to climate and water, embedding nature into everyday urban life while enhancing wellbeing and environmental performance”*.

There are 5 street trees located on the verge along the site frontage. These street trees will need to be removed to accommodate the driveway and footpath alignment for the proposed development. It is noted that the placement of the existing street trees does not comply with Council’s Street Tree Species Selection Guide, in particular, the tree planting clearance requirements, which require street tree planting to be avoided where:

- house services occur, no closer than 1.5m either side. The verge in this location includes existing in-use underground house services that run along the entirety of the street frontage.
- a road verge is less than 2.5m wide. The road verge in this location is 2.3m wide.

A ground level, deep planting area is provided adjacent to the southern site boundary and will be planted with subtropical shade trees. Tree planting will avoid the existing sewer pipeline and 1.1m either side (which will be required to be located within a services easement). Between the building’s front elevation and the footpath will be street planting to match the adjoining property. A planter will be provided at the north-west corner of the Ground Level and will be planted with feature and cascading plants. Above Ground Level, each level of the building will have containerised planting along the front and rear building elevations that incorporate feature and cascading plants. The rooftop garden will feature containerised planting and groundcovers amongst paving.

Containerised landscaping:

- at Ground Level will be a minimum depth and width of 1,200mm;
- at Ground Mezzanine Planter 1 will be a minimum depth and width of 600mm and Planter 1 will be a minimum depth and width of 800mm;
- at Levels 2 to 9 will be a minimum depth and width of between 600mm and 800mm, depending upon location;
- at Rooftop Garden level will be a minimum depth and width of between 600mm and 1,200mm, depending upon location.

The proposed Landscape Concept achieves a Green Factor score of 0.933, which exceeds the acceptable outcome of 0.6 for buildings under 20 storeys.



Figure 3-5 Proposed Rooftop Garden landscaping outcome (Source: Wildstudio)

3.6 HERITAGE

The subject site shares 6m of its eastern boundary with property at 255 Main Street, which is the location of “Sunnyside”, a dwelling that is both a state and local heritage place – refer to Figure 3-6, below.



Figure 3-6 Subject site's relationship with “Sunnyside” heritage place (Bureau Proberts UDR)

Heritage Architect, Ruth Woods, has prepared a Heritage Assessment that considers the potential impact of the proposed development in the context of the identified heritage values of “Sunnyside” – refer to [Appendix F – Heritage Impact Assessment](#).

The Heritage Impact Assessment concludes:

“The apartment building has been designed and located on the site to minimise impacts on the views between Sunnyside and the city.

The proposed works will have no impact on the views to Sunnyside from Main Street and minimal impact on the views from the rear of Sunnyside to the city.

The cultural heritage significance of Sunnyside as a rare nineteenth century residence in this location and its aesthetic qualities as a substantial well detailed brick residence are not impacted by the construction of the apartment building at 16 Hamilton Street and should be supported.”

3.7 CIVIL ENGINEERING

Robert Bird Group (RBG) has prepared a Civil Engineering Report, which provides information in support of the proposed development in relation to earthworks, flood hazard, stormwater and connection to necessary urban services – Refer to [Appendix G – Civil Engineering Report](#).

3.7.1 Earthworks

RBG confirms that basement finished floor levels vary between RL 5.99m AHD to RL7.49m AHD, and an allowance will be made for basement floor slab thickness and bedding layer. Retention will be provided to allow excavation with minimal impact on adjoining land. Detailed excavation works will be developed in accordance with a Construction Management Plan, which will also include a Vibration Management Plan.

RBG has:

- completed a BCC Erosion and Hazard Assessment (refer to Appendix C of the Civil Engineering Report); and
- prepared a concept Bulk Earthworks Plan (refer to Appendix G of the Civil Engineering Report).

3.7.2 Flooding Objectives

RBG confirms that the flood data gathered from the BCC FloodWise Property Report shows that the subject site is only affected by river flooding for the 0.2% AEP. The subject site and adjacent properties are not affected by overland flow.

The subject site is affected by Flood Overlay Flood Planning Area 5. RBG states at Section 4.1.3 of the Civil Engineering Report:

“No flood levels are assigned for the 1% AEP (RFL) or more frequent events, confirming the site sits above the Defined Flood Event. Accordingly the Flood overlay code generates no minimum habitable or non-habitable floor level, and finished floor levels are set by the development design above natural ground.

The site is subject to the rare 0.2% AEP event at RL 7.1 m AHD. With a kerb level of circa RL 6.1m AHD and a proposed basement floor of RL 5.99, the basement is below this level and would be inundated in the 0.2% AEP event. As this event is beyond the Defined Flood Event, basement inundation represents a residual flood risk rather than non-compliance with a floor immunity standard.”

3.7.3 Stormwater Management

RBG confirms that existing stormwater infrastructure in proximity to the subject site includes two gully pits and a 100mm dia stormwater pipe.

An existing 225mm dia stormwater pipe runs along the northern site boundary and conveys upstream runoff from the property at 245 Main Street, east of the subject site. This pipe will be diverted to accommodate the building footprint of the proposed development, and, in doing so, will maintain the existing drainage function. RBG confirms that *“In accordance with BCC Planning Scheme Policy SC6.16, Clause 7.10.2, no easement is required for this infrastructure”*.

No stormwater detention is required for the proposed development. Stormwater from the proposed development will be designed and conveyed in accordance with the Brisbane City Plan 2014 – Infrastructure Design Planning Scheme Policy, discharging to the current lawful point of discharge in Hamilton Street.

3.7.4 Water and Sewerage Reticulation

Water Supply

RBG confirms that a single 20mm connection point to the subject point exists, which could be used to service the proposed development. This connection taps off a 100mm water reticulation main that runs along Hamilton Street.

UU will be requested to determine whether the existing water infrastructure contains adequate capacity to serve the proposed development.

Sewerage

RBG confirms that the site has a 100mm diameter service connection, which connects to a 150mm dia sewer main that runs from the rear of the property, roughly parallel to the southern site boundary, through to Hamilton Street where it connects to two sewer manholes. A 1m horizontal clearance around the edge of a sewer maintenance cover is required in addition to an infinite vertical distance.

A minor change to the alignment of the main at the south-east corner of the site will be made to accommodate the footprint of the proposed development. The main is located within the deep planting zone. The Landscape Concept plans illustrate that trees will be planted to achieve compliance with the required clearances to infrastructure.

3.7.5 Other Urban Services

Electrical Supply

RBG confirms that there is existing low and high voltage electricity cables located along Hamilton Street, which the proposed development can connect to, subject to determination of maximum demand calculations.

Telecommunications

RGB confirms that various telecommunications and fibre optic cables are located around Hamilton Street (e.g., Telstra, NBN and Optus), which the proposed development can connect to subject to further detailed investigation.

Gas

RGB confirms that there is a 40mm dia High Pressure Natural Gas main, encased in a 50mm dia casing, located in Hamilton Street, 4.6m from the property boundary. There is no existing property connection to this main. The proposed development is not likely to generate demand for reticulated gas.

3.8 TRANSPORT ENGINEERING

Colliers has prepared a Transport Engineering Report in support of the proposed development – refer to [Appendix H – Transport Engineering Report](#).

3.8.1 Kerbside Allocation

Colliers has documented the kerbside allocation adjacent to the subject site (refer to Section 2.3 of [Appendix H – Transport Engineering Report](#)):

- The subject site is located within the “Brisbane Central Traffic Area”, and subject to the following on-street parking restrictions unless signed otherwise:
 - 2 hours (2P) between 7:00am and 6:00pm on weekdays and 7:00am to 12:00pm Saturdays.
- All kerbside parking in the vicinity is signed as 4P (maximum stay of 4 hours), which should deter long term residential and commuter parking.
- Kerbside parking is generally limited to one side of Hamilton Street only, with the opposite side being marked as no-standing (yellow pavement marking), and changes sides along the length of Hamilton Street.
- Kerbside parking spaces are marked on the pavement adjacent to the subject site.
- Two PWD spaces are marked on the pavement immediately south of the site.
- Pavement marking suggestive of an 8.5m long loading zone is located immediately north of the subject site, although there is no associated signage detailing if it is commercial or passenger or both or if any time restrictions apply.

3.8.2 Public and Active Transport

Colliers confirms that the proposed development is well-located in relation to access to public and active transport options:

Railway Options

- Central Station is located within 1.3km walking distance;
- Albert Street Cross River Rail Station, due to commence operation in 2029, is located within 1km walking distance;

Bus Options

- Nearest kerbside bus stops are within 250m walking distance and provide connection to Fortitude Valley, the city centre and the eastern suburbs;
- City centre stops, with access via the Kangaroo Point Bridge
- King George Square Busway / Metro Station is located within 1.4km walking distance via the Kangaroo Point Bridge;

Ferry Options

- Holman Street Ferry Terminal and Dockside Ferry Terminal located within 450m and 750m walking distance, respectively;
- Ferries from these terminals connect to stops that run CityCat services upstream and downstream;

Pedestrian Options

- Kangaroo Point Bridge lift and stair access is located within 50m walking distance;

- Footpaths provided both sides of Hamilton Street;
- Shared path provided along the southern portion of the western side of Hamilton Street connecting to the existing riverside shared path which connect more broadly south of the site (to Southbank), the Thornton Street Ferry Terminal and underneath the Bradfield Highway (Story Bridge) around the eastern side of the peninsula;

Cyclist Options

- A number of local cycle routes exist on the peninsula, including along Hamilton Street and a parallel route closer to the river;

E-mobility Options

- The subject site is located within the service areas of e-mobility providers Lime and Neuron with e-bikes and e-scooters generally available within close proximity.

3.8.3 Site Access

Vehicles

Colliers confirms that the proposal provides a single, 6.5m wide, Type B2 crossover to the building, located at the northern end of the Hamilton Street frontage, which provides access to car parking areas and for service vehicles. The existing crossover, located at the southern end of the Hamilton Street frontage, will be removed.

In relation to the Brisbane City Council Transport, Access, Parking and Servicing Planning Scheme Policy (TAPSPSP), Colliers advise:

- The driveway type (for MRV / RCV) will be resolved via a Performance Solution; the proposed 6.5m wide crossover is 0.5m less than the 7m width prescribed for Type B2 MRVs. The Performance Solution is acceptable given that MRV access to the premises will be very infrequent (>1 MRV every 4 months on average) and swept paths indicate that the manoeuvre is achievable.
- The distance from both a minor / major intersection and another driveway is compliant.
- The sight distance (for 50kph) is compliant.
- Pedestrian visibility splay (in the city centre) will be resolved via a Performance Solution with only 1m splay being provided into the site. The small scale of the proposal and the provision of a more substantial and better connected pedestrian footpath on the opposite of Hamilton Street minimises the exposure of pedestrians to cars departing the site. Nevertheless, it is recommended that additional mitigation measures are included in the design:
 - *a speed bump to ensure departing cars are travelling at low speed;*
 - *signage within the site, oriented toward departing cars, to the effect of 'watch for pedestrians';*
 - *signage within the site, oriented toward pedestrians approaching from the south to the effect of 'watch for exiting cars'.*
- The gradient for the first 6m is compliant.
- The minimum queueing provisions will be resolved via a Performance Solution with almost 1 car (5m) distance being provided between the footpath and the security roller shutter. The Performance Solution is acceptable given that pedestrians will still be able to use the footpath, and most pedestrians will use the far superior and better connected footpath provided on the opposite side of Hamilton Street. Also, the proposal will generate very low traffic movements (5vph per peak hour), which means queueing of more than 1 car at a time is unlikely.

Pedestrian and Cyclist

Pedestrian access to the building will be direct from the Hamilton Street footpath to a residential entry lift lobby located at approximately the mid-point of the frontage.

Bicycle parking/storage for residents will be provided within each apartment with access provided via the lifts.

Visitor bicycle parking is provided at Upper Ground level with access provided via a 9m long ramp.

3.8.4 Car Parking

Provision

Colliers confirms that the proposed development provides 27 resident car parking spaces and 1 visitor car parking space.

The TAPSPSP prescribes a maximum car parking rate for the proposed development of 1.5 tenant spaces per 3-bedroom unit and 2.0 tenant spaces per 4-bedroom unit, plus minimum of 1 visitor space per 20 dwellings, which results in a maximum limit of 21 resident spaces plus 1 visitor space.

The proposal does not include a dedicated PWD space; however, the visitor bay is located with a 1.2m wide walkway adjacent; and there are two kerb-side PWD spaces (4P limit) located on the opposite side of Hamilton Street.

Colliers supports the proposed provision of car parking spaces on the following basis:

“... the commercial reality is that prospective buyers expect a minimum of 2 parking spaces for a 3-4 bedroom luxury apartment.

The additional parking spaces do not create a new source of vehicle trips, and are unlikely to produce a measurable increase in network impacts. They simply provide secure on-site storage for vehicles that form part of the household's vehicle ownership profile regardless. The proposal does not diminish residents' ability to utilise public transport, walk or cycle. The sustainable transport advantages of the location remain fully available and attractive irrespective of the proposed parking provision.”

Design

In relation to the Brisbane City Council Transport, Access, Parking and Servicing Planning Scheme Policy (TAPSPSP), Colliers advise:

- The parking space lengths are compliant.
- The parking space widths are compliant apart from the width for ‘residential’ spaces, which will be resolved via a Performance Solution. The width required is 2.6m and the width proposed is 2.4m. The Performance Solution is acceptable given it: complies with AS2890.1, which specifies an appropriate width of 2.4m and an associated aisle width of 5.8m; the increased parking aisle width; and the one-way operation (controlled by a signals system) creating additional manoeuvring areas for parking space access.
- The aisle widths are compliant.
- The maximum parking aisle gradient is compliant.
- The maximum ramp gradient will be resolved via a Performance Solution. The Performance Solution is acceptable given the proposed 1:5 ramps comply with AS2890.1, which specifies a maximum grade of 1in5 for short ramps <20m long.
- The general height clearance is compliant.
- The height clearance over the service area will be resolved via a Performance Solution. The Performance Solution of 4m clearance *“is sufficient for RCV transit and loading, SRVs and the majority of MRV furniture trucks. This limitation for MRVs will need to be documented in the BMS, with all residents advised, and appropriate height clearance warning signage installed at the car park entry.”*
- The terminated aisle extension will be resolved via a Performance Solution. The Performance Solution is acceptable given the proposed 1m aisle extension complies with AS2890.1, which specifies an appropriate aisle extension of 1m.

Carpark Signal System

Colliers recommends the installation of a carpark signal system to avoid vehicle conflicts given the configuration of the carpark which involves three, single-lane, 2-way ramps, with limited visibility.

“The eventual system will need to be designed and implemented by an appropriate signal manufacturer / installer, however the following is a possible concept of operations:

- *Red / green signal lanterns located on each level, with movement only ever possible in either in inbound or outbound direction at any given time.*

- *In general, the default signal state will allow for inbound movement ie all lanterns facing inbound traffic will display green, and all lanterns facing outbound traffic will display red.*
- *Push buttons located on each parking level will activate a change in directionality, whereby after say a 20 second delay to allow drivers to get into their car, inbound lanterns will change to red (after a clearance time of flashing red), and then outbound lanterns will change to green.*
- *For simplicity of operation, it is proposed that outbound movement be on a simple timer system, allowing, say, 60 seconds for cars to depart their parking space and exit the site. After this time, the system will reset to the default state with green inbound lanterns.*

This arrangement will minimise the chance of vehicle queues forming at the entry.

Whilst the above concept of operations is likely to be applicable to most times of day / week, should a peak outbound period be identified (possibly between say 730am and 830am, when journey to work / school is more likely to occur) the default state could be changed to a green outbound at this time."

3.8.5 Bicycle Parking

Colliers confirms that that proposed development provides 13 resident bicycle parking spaces and 4 visitor bicycle parking spaces. Resident bicycle parking/storage will be located within the laundry area of each dwelling and visitor bicycle parking will be located within the Upper Ground car parking area. Resident bicycles are proposed to be located within each dwelling given the typical value of the bicycles, to provide a more tailored secure storage solution for residents.

The TAPSPSP prescribes a minimum of 1 resident space per dwelling, plus a minimum of 1 visitor space for 4 units, which equates to a minimum of 13 resident spaces and 4 visitor spaces for the proposed development.

3.8.6 Servicing Arrangements

Colliers advise that the TAPSPSP nominates that a regular access vehicle is an RCV and an occasional access vehicle is a LRV.

Given the limited demand for servicing vehicles associated with 13 dwellings, instead of a dedicated service bay, a standing zone on the driveway is proposed, dimensioned 10m x 3.5m x 4m high, which will accommodate RCVs and furniture trucks. There is also a loading zone marked on the opposite side of Hamilton Street that could be used.

Refuse collection will involve rear-loading RCVs accessing the site to collect 1,100L bulk bins.

3.8.7 Development Traffic Impacts

Colliers advise that *"the net increase in site generated traffic is estimated as up to 6vph. This minimal traffic increase is considered inconsequential in the local context, and unlikely to result in any operational or safety issues. As such, no further impact assessment is considered necessary"*.

3.8.8 Operational Waste Management Plan

Colliers has prepared an Operational Waste Management Plan, which provides information on the typical movement of waste streams from generation to collection – refer to [Appendix I – Operational Waste Management Plan](#).

Using the Brisbane City Plan 2014 SC6.26 Refuse Planning Scheme Policy waste management design criteria, the proposed development will generate:

- 3,120 L/week General Waste; and
- 3,120 L/week Comingled Recycling Waste.

The volume of waste generated will require the following number of bins based on one collection per week and not incorporating any additional level of sustainability and landfill diversion measures:

- x 1,100L General Waste bins; and
- 3 x 1,100L Comingled Recycling Waste bins.

The bulk, mobile, stream-separated bins will be available for use by all residents and will be stored within dedicated bin rooms at Ground Level, and outside of the building's security line. The bin rooms are of sufficient dimensions to store the number of bins required for the proposed development.



The collecting contractor will access both bin storage rooms for the retrieval of all bins from each stream for collection. The bins can be access and moved to the rear of the RCV for collection from the single RCV standing position.

The RCV will perform a single reverse entry manoeuvre onto site via the Hamilton Street driveway and leave the site in a forward gear.

Colliers has confirmed that the proposed Operational Waste Management Plan complies with the City Plan Refuse Planning Scheme Policy.

4 Statutory Town Planning Framework

Chapter 4 outlines the statutory town planning framework that is applicable to the assessment of the Development Application. A summary of the compliance of the proposed development with the applicable statutory town planning framework is provided in Chapter 5.

4.1 PLANNING ACT 2016

The *Planning Act 2016* (Planning Act) is the statutory instrument for the State of Queensland under which, amongst other matters, development applications are assessed. The Planning Act is supported by the *Planning Regulation 2017* (Planning Regulation). The following sections of this report discuss the parts of the Planning Act and Planning Regulation applicable to the assessment of the Development Application.

4.1.1 Approval and Development

Pursuant to Sections 49, 50 and 51 of the Planning Act, the Development Application seeks a Development Permit for Material Change of Use assessable under the local categorising instrument. The proposed development is identified as Assessable Development by the Brisbane City Plan 2014 (City Plan), as the applicable local categorising instrument, which is discussed in further detail in Section 4.6 of this report.

4.1.2 Application

The proposed development is:

- not located on Brisbane core port land;
- development, other than building work, completely in a single local government area; and
- development which is assessable development under a local categorising instrument.

In accordance with Section 48 of the Planning Act and Section 21 and Schedule 8, Table 2, Item 1(b) of the Planning Regulation, the Development Application is required to be made to the applicable local government, in this instance being Brisbane City Council.

4.1.3 Referral

Section 54(2) of the Planning Act and Section 22 and Schedules 9 and 10 of the Planning Regulation provide for the identification of the jurisdiction of referral agencies, to which a copy of a development application must be provided.

The Development Application triggers referral to the following Concurrence Agency:

- Department of State Development, Infrastructure and Planning – State Assessment and Referral Agency (SARA)
 - MCU carried out on a lot that shares a common boundary with a Queensland Heritage Place (Place ID 601810 – Sunnyside): Schedule 10, Part 8, Division 2, Subdivision 3, Table 2, Item 1.

4.1.4 Public Notification

Section 53(1) of the Planning Act provides that an applicant must give notice of a development application where any part is subject to Impact Assessment. The Development Application is subject to Impact Assessment. Notice of the Development Application is required in this instance, for a 15 business day period.

4.1.5 Assessment Framework

The Development Application is subject to Impact Assessment. Section 45(5) of the Planning Act provides that Impact Assessment is an assessment that:

- must be carried out against the assessment benchmarks in a categorising instrument for the development;
- must be carried out having regard to any matters prescribed by the Planning Regulation; and
- may be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise.

Part 4, Division 4, Subdivision 2, Section 30 of the Planning Regulation provides the following assessment benchmarks for the purposes of Section 45(5)(a) of the Planning Act, which can be considered in the assessment of the

Development Application only to the extent to which the assessment benchmark is relevant to the proposed development:

- those stated for the proposed development under Schedules 9 and 10 of the Planning Regulation;
- those stated in the applicable regional plan, to the extent the regional plan is not identified in the planning scheme as being appropriately integrated in the planning scheme;
- those stated in the State Planning Policy, Part E, to the extent Part E is not identified in the planning scheme as being appropriately integrated in the planning scheme;
- those stated in any applicable temporary State planning policy; and
- the relevant Local Government Infrastructure Plan.

Part 4, Division 4, Subdivision 2, Section 31 of the Planning Regulation provides that the following are matters for the purposes of Section 45(5)(a)(ii) of the Planning Act which can be considered in the assessment of the Development Application, only to the extent Council considers the matter relevant to the Development Application:

- any matters stated in Schedules 9 and 10 of the Planning Regulation;
- the applicable regional plan, to the extent the regional plan is not identified in the planning scheme as being appropriately integrated in the planning scheme;
- the State Planning Policy, to the extent the State Planning Policy is not identified in the planning scheme as being appropriately integrated in the planning scheme;
 - any applicable designation;
 - any applicable temporary State planning policy;
 - any development approval for, and any lawful use of, the site or adjacent premises; and
 - the common material.

The following sections of this report discuss the applicable assessment benchmarks and applicable matters in further detail.

4.2 SCHEDULES 9 AND 10 OF THE PLANNING REGULATION

The following assessment benchmarks and matters are prescribed for the Development Application in Schedules 9 and 10 of the Planning Regulation:

- State Code 14: Queensland Heritage.

A statement of compliance with the applicable assessment benchmarks is provided at Appendix J – Code Compliance.

4.3 SHAPINGSEQ – SOUTH EAST QUEENSLAND REGIONAL PLAN 2023

ShapingSEQ – South East Queensland Regional Plan 2023 (the Regional Plan) is the regional plan that applies to the site. The site is included within the Urban Footprint category under the Regional Plan. The proposed development aligns with the outcomes sought for development proposed within the Urban Footprint. Detailed assessment of the proposed development against the regulatory provisions of the Regional Plan is not required. The Brisbane City Plan 2014 (City Plan) identifies at section 2.2 that it appropriately advances the Regional Plan as it applies to the planning scheme area.

4.4 STATE PLANNING POLICY

The State Planning Policy (the SPP), in effect from 3 July 2017, is identified in the City Plan as being partly integrated in the City Plan. The following state interests are not reflected in the City Plan:

- State interest – Natural hazards, risk and resilience – The bushfire prone area in the planning scheme does not reflect the State mapping layer.
- State interest – Strategic airports and aviation facilities – The building restricted area is not identified in the planning scheme. State interest policy (4) and Assessment benchmark (5), if the development and associated activities within the building restricted area are not addressed via the Australian Noise Exposure Forecast (ANEF) contours, obstacle limitation surfaces or height restriction zones, public safety area, lighting buffer areas, light restriction zones or wildlife hazard buffer zones.

- State interest – Agriculture, state interest policy (1) – there are no important agricultural areas (IAAs) within the planning scheme area.
- State interest – Agriculture, state interest policy (2) – there is no Agricultural Land Classification (ACL) Class A and Class B land within the planning scheme area.
- State interest – Cultural heritage, state interest policy (2) – there are no world heritage properties or national heritage places within the planning scheme area.
- State interest – Strategic ports, state interest policy (7) – there are no priority ports within the planning scheme area.

Of those state interests not reflected in the City Plan, none are relevant to the development application.

4.5 TEMPORARY STATE PLANNING POLICIES

There are currently no temporary State Planning Policies in effect in Queensland.

4.6 BRISBANE CITY PLAN 2014

The Brisbane City Plan 2014 v36 (effective 12 June 2026) is the relevant planning scheme for the assessment of the Development Application. Matters relevant to the City Plan are outlined in the following subsections.

4.6.1 Strategic Framework

Part 3, Section 3.1 of the Brisbane City Plan states that *“the Strategic Framework sets the policy direction for the planning scheme and forms the basis for ensuring appropriate development occurs in the planning scheme area for the life of the planning scheme”*.

The subject site is included in the Suburban Living Area as illustrated on SFM-002 Brisbane CityShape 2031 Land Use Strategic Framework Map.

The Strategic Framework includes five themes, of which parts of Theme 2: Brisbane’s outstanding lifestyle, Theme 3: Brisbane’s clean and green leading environmental performance, Theme 4: Brisbane’s highly effective transport and infrastructure and Theme 5: Brisbane’s CityShape are relevant to the proposed development.

Parts of Theme 2: Brisbane’s outstanding lifestyle (Section 3.4) are relevant to the proposed development. In response to these elements of the Strategic Framework:

Element 2.1 – Brisbane’s identity

Sense of Place

- The proposed development is responsive to the existing and emerging design and pattern of residential tower development within the high residential density area of Kangaroo Point Peninsular. Old and new towers, including the adjoining tower at 12 Hamilton Street (Sorano House), and proposed towers at the corner of Main Street and Bright Street, establish the locally distinctive building design outcome and pattern of development. The proposal contributes and complements the now established high density residential development outcomes comprising the block bounded by Hamilton Street, Bright Street and Main Street. (Theme 2, Element 2.1 – S05/L5.1).
- The proposal does not obstruct views to the Story Bridge or the Bradfield Highway from riverside public vantage points (Theme 2, Element 2.1 – S06/L6.1).

Subtropical Urban Design

- The design of the proposed multiple dwelling incorporates generous balconies and a rooftop common recreation area that overlook Hamilton Street, CT White Park, the Brisbane River and the city centre beyond, and each of the residential units have at least three elevations with glazing that will provide excellent cross ventilation opportunities. (Theme 2, Element 2.1 – S07/L7).
- Deep planting is provided where achievable and large containerised planting zones are proposed at each level and at the front and rear elevations of the building to deliver a subtropical planting outcome (Theme 2, Element 2.1 - S09/L9.1 and L9.3).

Urban Design and Architecture

- The emerging character of the precinct within which the proposed development is located is changing as a result of newly approved and constructed residential towers, and development proposals that exceed the acceptable outcomes for building height within the locality. The proposed development is reflective of the emerging building character within the area and provides a tower height that is not excessive and a building footprint incorporating boundary setbacks to the tower form that are respectful of neighbouring development. (Theme 2, Element 2.1 – SO12/L12).
- The proposed building exhibits design excellence, responds positively to the Buildings that Breathe Guide and provides a contemporary, well-articulated built form and streetscape outcome in a key inner city location that will be witnessed from adjacent and nearby public spaces. (Theme 2, Element 2.1 – SO13/L13).

Heritage, character and cultural values

- The site shares 6m of the southern end of the eastern common boundary with a State and local heritage place ('Sunnyside', 255 Main Street). The proposed building is setback from the southern boundary by a maximum of approximately 6m, thereby maintaining a corridor from the common boundary to CT White Park and the Brisbane River (Theme 2, Element 2.1 – SO19/L19.3).

Element 2.2 – Brisbane's housing and accommodate choices

- The proposed multiple dwelling includes apartment sizes that include a mix of 3 and 4 bedrooms, providing for household diversity and aging in neighbourhood opportunities. A household that may have ordinarily purchased or be living in a 3 or 4-bedroom detached dwelling would find a similar sized unit dwelling this city centre location (Theme 2, Element 2.2 – SO2/L2).
- The proposed development will provide additional dwellings to the inner-city supply allowing people to live in close proximity to their place of work and support local businesses (Theme 2, Element 2.2 – SO3/L3.1).

Parts of Theme 3: Brisbane's clean and green leading environmental performance are relevant to the proposed development. In response to these elements of the Strategic Framework:

Element 3.2 – Brisbane's environmental quality and sustainable design

Health and amenity

- The proposed development involves a residential land use that is expected to locate within Kangaroo Point Peninsular high density residential precincts. The amenity of residents of the proposed development aligns with the expectations for development within Kangaroo Point and is compliant with the level of amenity specified within the Kangaroo Point Peninsular Neighbourhood Plan (Theme 3, Element 3.2 – SO2/L2.1).

Parts of Theme 4: Brisbane's highly effective transport and infrastructure are relevant to the proposed development. In response to these elements of the Strategic Framework:

Element 4.1 – Brisbane's transport infrastructure networks

Road network

- The proposed development provides sufficient on-site car parking spaces to protect the traffic function and streetscape of Hamilton Street and also benefits from convenient access to active transport paths along the river's edge, the Kangaroo Point Bridge and the ferry network (Theme 4, Element 4.1 – SO5/L5).

Parts of Theme 5: Brisbane's CityShape are relevant to the proposed development. In response to these elements of the Strategic Framework:

Element 5.5 – Brisbane's Suburban Living Areas

- The proposed development is a response to the need for more dwellings and housing choice in locations that benefit from close proximity to key employment centres (the city centre, Fortitude Valley and surrounding hospitals and educational facilities), key active and public transport routes and key open space and recreation precincts. The emerging character of the precinct within which the proposed development is located is changing as a result of newly approved and constructed residential towers and development proposals that exceed the acceptable outcomes for building height within the locality. The proposed development is reflective of the emerging building character within the area and provides a tower height that is not excessive and a building footprint incorporating boundary setbacks to the tower form that are respectful of neighbouring development. (Theme 5, Element 5.5 – SO1/L1).

4.6.2 Zone

The subject site is included in the HDR2 High Density Residential (Up to 15 Storeys Precinct) Zone.

The HDR2 High Density Residential Zone overall outcomes relevant to the proposal include [Section 6.2.1.4]:

4. *Development location and uses overall outcomes are:*
 - a. *Development provides for a range of well-designed, location-responsive, high density, medium to high rise multiple dwellings to predominate.*
 - b. *Development facilitates intensive urban consolidation and the highly efficient use of physical and social infrastructure in well-located parts of the city, capitalising on the High density residential zone's strategic location and amenity and proximity to key destinations.*
 - c. *Development supports the creation of a walkable neighbourhood that optimises the potential for residents to live within walking distance of and be well connected to high-frequency public transport, nearby centres, employment, recreational and educational opportunities and community facilities and reduces vehicle-based trips to work, shops or centres. ...*
 - e. *Development is not required to be responsive to or to provide a sensitive transition to a lower density building, including a dwelling house on an adjoining site within the High density residential zone, unless it is specifically intended that such a building remain in the zone, for example, a site within the Heritage overlay or where a specific neighbourhood plan provision applies.*
 - f. *Development creates a wide choice in housing form and size suited to a diverse community, providing housing adaptability to meet the needs of a diverse population and respond to residents' changing life-cycle needs. ...*
 - i. *Development meets the building height requirements of the Multiple dwelling code or an applicable neighbourhood plan ...*
 - k. *Development reflects and supports the level of comfort, quiet, privacy and safety (including impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected within a high density predominantly permanent residential environment.*
5. *Development form overall outcomes are:*
 - a. *Development for a residential building occurs on an appropriately sized and configured lot and is of a height, bulk, scale and form which is tailored to its specific location and to the characteristics of the site within the High density residential zone and the relevant zone precinct and is consistent with the location-specific provisions in a relevant neighbourhood plan.*
 - b. *Development provides for a building to have a building height and bulk that responds to:*
 - i. *the local context including local neighbourhood identity, topography, views, the mix of surrounding uses, proximity to transport corridors and centres, the location of surrounding heritage buildings, parks and environmental features;*
 - ii. *site characteristics including the shape, frontage, size, orientation and slope.*
 - c. *Development provides for a building that incorporates a height and setback that:*
 - i. *provides a sensitive transition at the edge of the High density residential zone or zone precinct and adjoining lower density zones or zone precincts;*
 - ii. *responds to the existing and intended uses and built form in each particular adjoining zone.*
 - d. *Development provides for setbacks which suitably buffer a residential use from an activity in an adjoining non-residential zone.*
 - e. *Development provides for buildings to be predominantly well-spaced towers, set within a landscaped space with relatively low site coverage.*
 - f. *Development supports a subtropical character by ensuring that:*
 - i. *building form, spacing, orientation and design ensure dwellings are well designed and sensitive to the city's climate;*
 - ii. *residents on the site, as well as residents of existing or future dwellings on adjoining sites, have sufficient privacy and reasonable access to daylight, sunlight and breezes to enable the intended use of indoor and outdoor spaces.*

- g. *Development provides extensive, quality, private and communal open space and landscaping, including deep planting, that soften the dominance of buildings, provide breathing space and encourage outdoor living.*
 - h. *Development provides for a building to:*
 - i. *take advantage of attractive views and aspects;*
 - ii. *address and interface with the street and other adjoining public space, including via habitable uses at ground level (with parking located below buildings) in order to provide surveillance and encourage activation of parks and streets. ...*
 - j. *Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development. ...*
7. *Up to 15 Storeys zone precinct overall outcomes are:*
- a. *Development that provides a residential building has the greatest height and density in the city outside of the Principal centre zone.*
 - b. *Development that provides a residential building is predominantly 9 to 15 storeys in height, in a very well-located part of the city, including close to the City Centre, clustered around significant centres and high-frequency public transport nodes, often in hilltop locations or with river views.*

A response to the relevant assessment criteria is provided at [Appendix A – Code Compliance](#).

4.6.3 Kangaroo Point Peninsular Neighbourhood Plan

The subject site is located within the Kangaroo Point Peninsular Neighbourhood Plan area, and specifically within the Thornton Street Precinct – NPP-002 and Bright Street A Sub-Precinct – NPP-002a.

Relevant Overall Outcomes for the neighbourhood plan include [Section 7.2.11.1.2]:

- 3. *The overall outcomes for the neighbourhood plan area are: ...*
 - c. *Development does not exceed building heights specified in the neighbourhood plan unless there is an overwhelming community need for the development at that greater building height within the neighbourhood plan area and views to and from the Story Bridge are preserved.*
 - d. *Development is designed to take advantage of Brisbane’s subtropical climate and delivers high-quality architectural and landscape design that enhances amenity in the neighbourhood plan area.*
 - e. *Development facilitates safe and convenient public pedestrian access to community facilities, recreational facilities and open spaces, including the Brisbane River. ...*
- 5. *Thornton Street precinct (Kangaroo Point peninsula neighbourhood plan/NPP-002) overall outcomes are:*
 - a. *The Thornton Street precinct (Kangaroo Point peninsula neighbourhood plan/NPP-002) includes a mix of residential and community facility uses that support the precinct’s role as an established residential community, and a location for significant health services.*
 - b. *Development preserves views to and from the Story Bridge and Bradfield Highway deck.*
 - c. *Development provides well-spaced towers that are sited and designed to maintain the openness of street vistas with adequate spacing between buildings to allow for light penetration, air circulation, and privacy.*
 - d. *Development complements the heritage and landscape qualities of the precinct, and presents a human-scale frontage to the street. ...*

A response to the relevant assessment criteria is provided at [Appendix A – Code Compliance](#).

4.6.4 Overlays

The subject site is affected by the City Plan overlays identified in Table 4-1.

Table 4-1 Overlays

Overlay	Designation
Airport Environs	▪ OLS Horizontal Limitation Surface Boundary



Overlay	Designation
	- PANS: 213.4 – 365.8m contour (building height limitation 274m AHD) - BBS Zone - Distance from Airport 8 - 13km
Bicycle Network	Local Cycle Route: Hamilton Street
Critical Infrastructure and Movement Planning Area	- Critical Assets - Critical Infrastructure and Movement Planning Area
Dwelling House Character	
Flood	Brisbane River Flood Planning Area 5
Heritage	- Area Adjoining Heritage: - Local Heritage Place: mapped over 255 Main Street, Kangaroo Point - State Heritage Place: Place ID 601810 – Sunnyside
Potential and Actual Acid Sulfate Soils	Land above 5m AHD and below 20m AHD
Road Hierarchy	Neighbourhood Road: Hamilton Street
Streetscape Hierarchy	Neighbourhood Street Major: Hamilton Street

4.6.5 Defined Land Use

The proposed development is defined in City Plan Schedule 1:

Multiple dwelling means a residential use of premises involving 3 or more dwellings, whether attached or detached.

4.6.6 Categories of Assessment and Assessment Benchmarks

The proposed Material Change of Use development application is subject to Impact Assessment, being the highest applicable assessment category. Table 4-2 lists the City Plan categories of assessment and applicable assessment benchmarks for the proposed development.

A statement of compliance with the applicable assessment benchmarks is provided at Appendix B – Code Compliance.

Table 4-2 Assessment Categories and Assessment Benchmarks

	Application Trigger	Level of Assessment	Assessment Benchmarks
HDR2 High Density Residential (Up to 15 Storeys Precinct) Zone			
Material Change of Use			
Multiple dwelling	Code Assessment, if no greater than: a. the building height specified in a relevant neighbourhood plan; b. where a neighbourhood plan does not specify building height: i. 8 storeys in the Up to 8 storeys zone precinct; or ii. 15 storeys in the Up to 15 storeys zone precinct	Impact (Exceeds building height specified in the relevant neighbourhood plan)	The Planning Scheme, including: - Strategic Framework (relevant assessment benchmarks) - Zone Code 6.2.1.4 High Density Residential Code - Neighbourhood Plan Code 7.2.11.1 Kangaroo Point Peninsular Neighbourhood Plan Code - Use Code 9.3.14 Multiple Dwelling Code - Other Development Codes 9.4.3 Filling and Excavation Code 9.4.4 Infrastructure Design Code

	Application Trigger	Level of Assessment	Assessment Benchmarks
			9.4.5 Landscape Work Code 9.4.6 Operational Work Code 9.4.7 Outdoor Lighting Code 9.4.9 Stormwater Code 9.4.11 Transport, Access, Parking and Servicing Code
Kangaroo Point Peninsular Neighbourhood Plan			
Material Change of Use			
MCU whether or not subsequently listed	If involving a new premises or an existing premises with an increase in gross floor area, where: a. greater than the maximum building height specified in Table 7.2.11.1.3.B of the Kangaroo Point peninsula neighbourhood plan code; or	Impact	The planning scheme, including: 7.2.11.1 Kangaroo Point Peninsular Neighbourhood Plan
	b. greater than the site cover specified in Table 7.2.11.1.3.G of the Kangaroo Point peninsula neighbourhood plan code.	Impact	
Overlays			
Airport Environs	MCU, other than for a dwelling house, in the Obstacle Limitation Surfaces sub-categories and height restriction zone sub-categories, if assessable development in the zone or neighbourhood plan	Code	8.2.2 Airport Environs Overlay Code – Purpose, Overall Outcomes and outcomes in Section A
	MCU, other than for a dwelling house, in the Procedures for Air Navigation Services–Aircraft Operational Surfaces (PANS–OPS) sub-categories, if assessable development in the zone or neighbourhood plan.	Code	8.2.2 Airport Environs Overlay Code – Purpose, Overall Outcomes and outcomes in Section A
Bicycle Network	MCU, other than for a dwelling house or home-based business, involving a new premises or an existing premises with an increase in gross floor area, if assessable development in the zone or neighbourhood plan	Code	8.2.3 Bicycle Network Overlay Code
Critical Infrastructure and Movement Network	-	-	-
Flood	-	-	-



	Application Trigger	Level of Assessment	Assessment Benchmarks
Heritage	MCU involving a new premises or an existing premises with an increase in gross floor area, if in the Area adjoining sub-category and adjoining a Local heritage place, where not for: a. a park; or b. a dwelling house ...	Code	8.2.12 Heritage Overlay Code – Purpose, Overall Outcomes and Outcomes in Sections B and C
Potential and Actual Acid Sulfate Soils	MCU, involving filling or excavation if the natural ground level is less than 20m AHD, where the disturbance of land is equal to or less than 5m AHD, involving: a. filling equal to or greater than 500m³; or b. filling equal to or greater than 0.5m average depth; or c. excavation equal to or greater than 100m³	Code	8.2.15 Potential and Actual Acid Sulfate Soils Overlay Code 9.4.3 Filling and Excavation Code
Road Hierarchy	MCU, other than for a dwelling house, involving a new premises or an existing premises with an increase in gross floor area, if assessable development in the zone or neighbourhood plan	Code	8.2.18 Road Hierarchy Overlay Code—purpose, overall outcomes and outcomes in sections A, B and C
Streetscape Hierarchy	MCU, other than for a dwelling house, involving a new premises or an existing premises with an increase in gross floor area, if assessable in the zone or neighbourhood plan	Code	8.2.20 Streetscape Hierarchy Overlay Code—purpose, overall outcomes and outcomes in sections A and B

4.7 DESIGNATIONS

The site is not subject to any designations under the Planning Act.

4.8 DEVELOPMENT APPROVALS AND LAWFUL USES

The site is not subject to development approvals that are relevant to the assessment of the Development Application. Refer to section 2.3 of this report.

4.9 LOCAL GOVERNMENT INFRASTRUCTURE PLAN

The Brisbane City Council's Local Government Infrastructure Plan (LGIP) is included as Part 4 of the Brisbane City Plan 2014. The City Plan mapping does not indicate any plans for future trunk infrastructure on, or within proximity to the subject site.

4.9.1 Infrastructure Charges

The proposed development will result in additional demand placed on the Brisbane City Council trunk infrastructure networks. The *Brisbane Infrastructure Charges Resolution (No.14) 2025* is the current instrument for establishing the infrastructure charges to be levied for the extra demand the proposed development will generate.

Table 4-3 Trunk Infrastructure Network Demand

Land Use	Development Demand (per dwelling type)	Development Credit (per dwelling type)	Extra Demand
Multiple Dwelling <i>3 or more bedroom dwelling</i>	\$18,026.28 x 13	-	\$234,341.64
Dwelling House <i>3 or more bedroom dwelling</i>		\$18,026.28 x 1	-
Sub-total	-	-	\$216,315.36

4.10 OTHER RELEVANT STRATEGIES

4.10.1 Brisbane's Sustainable Growth Strategy

The Brisbane City Council's *Brisbane's Sustainable Growth Strategy* (a non-statutory policy document) identifies a key priority for providing housing for a growing population as *"ensuring that there is sufficient supply of well-designed housing in the right locations, delivering diverse housing options for all stages of life and maintaining and enhancing our city's lifestyle"*. The strategy intends for *"Homes located accessible to jobs, social and community services and transport..."* to *"...make living easier and more enjoyable for residents, as well as reduce living costs"*. Part of the intended housing supply will be delivered through higher density apartments with a key priority to *"Investigate opportunities to increase supply of large apartments that will provide affordable and convenient housing options for families"*. It is also intended that housing be delivered *"...in locations that align with key infrastructure such as Cross River Rail, Brisbane Metro, green bridges, and 2032 Olympic and Paralympic Games venue locations"*.

The proposed development is a positive response to these key sustainable growth objectives for Brisbane.

4.10.2 Brisbane's Inner City Strategy

The Brisbane City Council's *Brisbane's Inner City Strategy* (a non-statutory policy document) recognises that the *"inner city is the driving force behind our rise as a global city"*. *"The inner city plays a significant strategic function in meeting future growth needs for Brisbane and South East Queensland and this Strategy provides a blueprint for sustainable growth. Future development opportunities and housing will need to be optimised and located with access to transport, services and employment. This will require innovation and design excellence to deliver a diversity of housing in existing inner city precincts. ..."*. In relation to housing, the strategy states *"With a wealth of existing and planned infrastructure, including Brisbane Metro and green bridges, the inner city is the right location for growth"* and *"Well-designed buildings that exhibit lush landscaping and open, permeable designs will be hallmarks of our inner city neighbourhoods and will provide housing that meets our evolving requirements and lifestyle expectations"*. A key objective of the strategy includes to *"Unlock housing supply through the renewal of key inner city precincts by facilitating increased building heights alongside the delivery of design excellence and community benefit"*.

The proposed development is a positive response to the housing objectives for Brisbane's inner city areas, which includes Kangaroo Point Peninsular.

5 Compliance Summary

Chapter 5 summarises the compliance of the proposed development with the applicable statutory town planning framework articulated in Chapter 4 of this report. A detailed assessment of the proposed development against the applicable codes is provided in [Appendix B –Code Compliance](#).

5.1 STATE CODE

5.1.1 State Code 14: Queensland Heritage

The proposed development achieves compliance with Performance Outcome 8 of Table 14.4 of State Code 14: Queensland Heritage. The proposed development achieves compliance with all applicable Performance Outcomes and therefore the State Development Assessment Provisions and the State Planning Policy as it relates to development associated with heritage places.

5.2 BRISBANE CITY PLAN 2014

5.2.1 Strategic Framework

The proposed development supports the relevant assessment benchmarks within the Strategic Framework. The Strategic Framework includes five themes, of which parts of Theme 2: Brisbane's outstanding lifestyle, Theme 3: Brisbane's clean and green leading environmental performance, Theme 4: Brisbane's highly effective transport and infrastructure and Theme 5: Brisbane's CityShape are relevant to the proposed development.

Theme 2: Brisbane's outstanding lifestyle (Section 3.4) are relevant to the proposed development. In response to these elements of the Strategic Framework:

Element 2.1 – Brisbane's identity

Sense of Place

- The proposed development is responsive to the existing and emerging design and pattern of residential tower development within the high residential density area of Kangaroo Point Peninsular. Old and new towers, including the adjoining tower at 12 Hamilton Street (Sorano House), and proposed towers at the corner of Main Street and Bright Street, establish the locally distinctive building design outcome and pattern of development. The proposal contributes and complements the now established high density residential development outcomes comprising the block bounded by Hamilton Street, Bright Street and Main Street (Theme 2, Element 2.1 – SO5/L5.1).
- The proposal does not obstruct views to the Story Bridge or the Bradfield Highway from riverside public vantage points (Theme 2, Element 2.1 – SO6/L6.1).

Subtropical Urban Design

- The design of the proposed multiple dwelling incorporates generous balconies and a rooftop common recreation area that overlook Hamilton Street, CT White Park, the Brisbane River and the city centre beyond, and each of the residential units have at least three elevations with glazing that will provide excellent cross ventilation opportunities. (Theme 2, Element 2.1 – SO7/L7).
- Deep planting is provided where achievable and large containerised planting zones are proposed at each level and at the front and rear elevations of the building to deliver a subtropical planting outcome (Theme 2, Element 2.1 - SO9/L9.1 and L9.3).

Urban Design and Architecture

- The emerging character of the precinct within which the proposed development is located is changing as a result of newly approved and constructed residential towers and development proposals that exceed the acceptable outcomes for building height within the locality. The proposed development is reflective of the emerging building character within the area and provides a tower height that is not excessive and a building footprint incorporating boundary setbacks to the tower form that are respectful of neighbouring development. (Theme 2, Element 2.1 – SO12/L12).

- The proposed building exhibits design excellence, responds positively to the Buildings that Breathe Guide and provides a contemporary, well-articulated built form and streetscape outcome in a key inner city location that will be witnessed from adjacent and nearby public spaces. (Theme 2, Element 2.1 - SO13/L13).

Heritage, character and cultural values

- The site shares 6m of the southern end of the eastern common boundary with a State and local heritage place ('Sunnyside', 255 Main Street). The proposed building is setback from the southern boundary by a maximum of approximately 6m, thereby maintaining a corridor from the common boundary to CT White Park and the Brisbane River (Theme 2, Element 2.1 – SO19/L19.3).

Element 2.2 – Brisbane's housing and accommodate choices

- The proposed multiple dwelling includes apartment sizes that include a mix of 3 and 4 bedrooms, providing for household diversity and aging in neighbourhood opportunities. A household that may have ordinarily purchased or be living in a 3 or 4-bedroom detached dwelling would find a similar sized unit dwelling this city centre location (Theme 2, Element 2.2 – SO2/L2).
- The proposed development will provide additional dwellings to the inner-city supply allowing people to live in close proximity to their place of work and support local businesses (Theme 2, Element 2.2 – SO3/L3.1).

Parts of Theme 3: Brisbane's clean and green leading environmental performance are relevant to the proposed development. In response to these elements of the Strategic Framework:

Element 3.2 – Brisbane's environmental quality and sustainable design

Health and amenity

- The proposed development involves a residential land use that is expected to locate within Kangaroo Point Peninsular high density residential precincts. The amenity of residents of the proposed development aligns with the expectations for development within Kangaroo Point and is compliant with the level of amenity specified within the Kangaroo Point Peninsular Neighbourhood Plan (Theme 3, Element 3.2 – SO2/L2.1).

Parts of Theme 4: Brisbane's highly effective transport and infrastructure are relevant to the proposed development. In response to these elements of the Strategic Framework:

Element 4.1 – Brisbane's transport infrastructure networks

Road network

- The proposed development provides sufficient on-site car parking spaces to protect the traffic function and streetscape of Hamilton Street and also benefits from convenient access to active transport paths along the river's edge, the Kangaroo Point Bridge and the ferry network (Theme 4, Element 4.1 – SO5/L5).

Parts of Theme 5: Brisbane's CityShape are relevant to the proposed development. In response to these elements of the Strategic Framework:

Element 5.5 – Brisbane's Suburban Living Areas

- The proposed development is a response to the need for more dwellings and housing choice in locations that benefit from close proximity to key employment centres (the city centre, Fortitude Valley and surrounding hospitals and educational facilities), key active and public transport routes and key open space and recreation precincts. The emerging character of the precinct within which the proposed development is located is changing as a result of newly approved and constructed residential towers and development proposals that exceed the acceptable outcomes for building height within the locality. The proposed development is reflective of the emerging building character within the area and provides a tower height that is not excessive and a building footprint incorporating boundary setbacks to the tower form that are respectful of neighbouring development. (Theme 5, Element 5.5 – SO1/L1).

5.2.2 High Density Residential Zone Code

The proposed development supports the intent for development where located within the High Density Residential Zone and the U to 15 Storeys Zone Precinct as expressed in the Overall Outcomes (OO) for the zone.

The proposed development represents an urban infill / consolidation opportunity and the highest and best use of the site. The site is located directly opposite CT White Park and the riverside pedestrian and cycle route. The site is located within 50m of the lift and stair access to the Kangaroo Point Bridge, which provides direct access to the city centre and

city botanic gardens, and within proximity to public transport options (bus and ferry). Existing urban services are capable of servicing the demand that will be generated by the proposed development (OO4.b.).

The proposed development will provide 13 new dwellings in an inner-city location within comfortable walking distance to the city centre and major hospitals and educational facilities (OO4.c.). The proposed development incorporates a mix of three and four bedroom units, providing a point of difference compared to existing unit stock in the immediate vicinity of the subject site. The proposed development will provide a typical detached dwelling floor plan in unit form which is capable of accommodating families and encourage downsizers to move from a detached dwelling to a unit within the building (OO4.f.).

The proposed development involves only Multiple Dwelling use, within a predominantly high density residential precinct. Dwelling unit floor plans are generally arranged such that living areas and private balconies overlook Hamilton Street with parkland opposite, and bedrooms located at the rear of the building. The Rooftop plant will be visually and acoustically screened. The proposed development incorporates tower setbacks to existing residential buildings ranging from approximately 10m to 27m, supporting comfort and privacy objectives reasonably expected in a high density residential environment (OO4.k.).

The proposed development is an appropriate response to the existing and emerging characteristics of the high density residential area, within which taller buildings have been approved and constructed. The proposed building does not diminish the prominence of the Story Bridge and Bradfield Highway when viewed from key vantage points (OO5.b.). The proposed has been designed to take advantage of views to the north, west and east. Habitable areas overlook Hamilton Street and CT White Park, providing casual surveillance opportunities. Due to the gradient of the site sloping upward from Hamilton Street to the rear boundary, the ground level is provided as access to the basement car parking levels and the lobby area, with the apartment levels starting at Level 1. The proposed building is located within approximately 1m of the Hamilton Street site frontage, which will provide activation within the streetscape (OO5.h.).

The proposed development involves a building that provides 8 residential storeys and a ground level that provides access to basement car parking areas cut into the slope. The proposed building height is respectful of the emerging changes to the height of buildings in the locality and does not diminish the prominence of the Story Bridge and Bradfield Highway (OO7.a.).

5.2.3 Kangaroo Point Peninsular Neighbourhood Plan Code

The proposed development supports the intent for development located within the Kangaroo Point Peninsular Neighbourhood Plan, in particular Overall Outcomes for the neighbourhood plan area 3.a. – e. and for the Thornton Street Precinct 5.a. – e. (Section 7.2.11.1.2). The proposed development achieves compliance with all of the applicable Performance Outcomes and Overall Outcomes and therefore achieves compliance with the Kangaroo Point Peninsular Neighbourhood Plan Code.

Building Height (PO1)

Overall Outcome 3.c. provides that building heights can be greater than provided for in Table 7.2.11.1.3.B where *“there is an overwhelming community need for the development at that greater building height within the neighbourhood plan area and views to and from the Story Bridge are preserved”*.

The maximum building height prescribed for the site at Table 7.2.11.1.3.B is 12m, as the site is located within Bright Street Sub-precinct A. The rooftop of the proposed building is approximately RL 39.58m AHD. Were the site not included in a Sub-precinct (either A or B), the maximum height limit would be 8 storeys. The proposed development provides 8 residential storeys plus a ground level storey at the street frontage that provides access to basement car parking areas (as a consequence of the gradient of the site).

The proposed development represents the highest and best use of an inner-city urban infill site that promotes efficient use of existing physical and social infrastructure. The proposed building is a contemporary design that is responsive to Brisbane’s sub-tropical climate and is complementary to the existing and emerging residential towers located around the subject site and within Kangaroo Point peninsular. The built form outcome of the proposed development is a consequence of the characteristics of the site, the emerging built form characteristics of existing and approved residential buildings in the immediate vicinity of the site and Kangaroo Point more broadly, and higher order City Plan provisions.

Figure 5-1, below, illustrates the existing and emerging development scale in the vicinity of the subject site that informs the design of the proposed development.

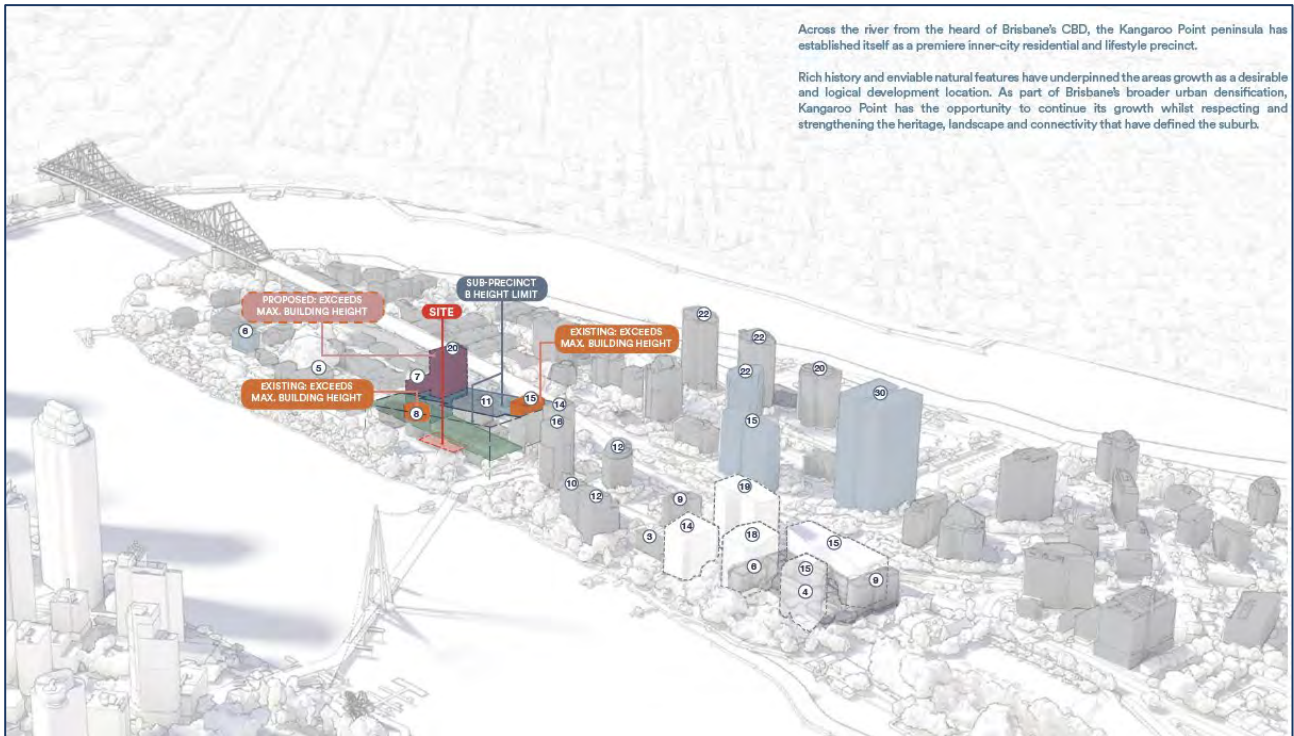


Figure 5-1 Existing and emerging development scale informing the design of the proposed development (Source: Bureau Proberts UDR)

The proposed development is responsive to the recent change in streetscape and built form character established by the construction of the residential tower at 12 Hamilton Street (Sorano House). Sorano House exceeds the prescribed 12m maximum building height applicable within Bright Street Sub-precinct A; however, the building is generally contained within the maximum building height plane prescribed for premises within Bright Street Sub-precinct B, with a small proportion of the northern building elevation exceeding the limit. Consistent with this established built form within Hamilton Street, the proposed development has been informed by the Bright Street Sub-precinct B maximum building height plane, with only a small proportion of the northern building elevation exceeding the limit.

Figure 5-2, below illustrates the application of the Bright Street Sub-precinct B maximum building height plane in respect of the proposed development, existing and approved development and a development application made at premises located at 215-229 Main Street.

The proposed development will deliver 13 residential dwellings, and it has been confirmed that there is capacity within existing urban services to the site to accommodate the demand generated by the proposed development.

The Queensland planning system is performance-based, and the City Plan provides an assessment framework that examines the merits of a proposal. Given the merit/performance-based development assessment framework and the characteristics of residential development that has been both constructed and approved within Kangaroo Point, within the life of the current City Plan, the community's expectations for development within Kangaroo Point and for the subject site are reasonably based on more than a proposal achieving strict compliance with Acceptable Outcomes.

The proposed built form of the building sits comfortably within the boundaries of the subject site, providing for well-designed floor plans and private balconies of generous proportions.

The proposed building does not diminish the prominence of the Story Bridge and Bradfield Highway in the context of the identified neighbourhood plan View Corridors V1 and V2.

The proposed development provides light and air circulation and view corridors at the northern and southern site boundaries as a result of the tower setbacks to adjoining development:

- to the southern adjoining dwelling, a maximum of 7.9m to the edge of the balcony and approx. 10m to the dwelling's glazing line.
- to the northern adjoining tower (Sorano House), a maximum of 14m.
- to the east adjoining tower (Seafarers), a maximum of approx. 27m.

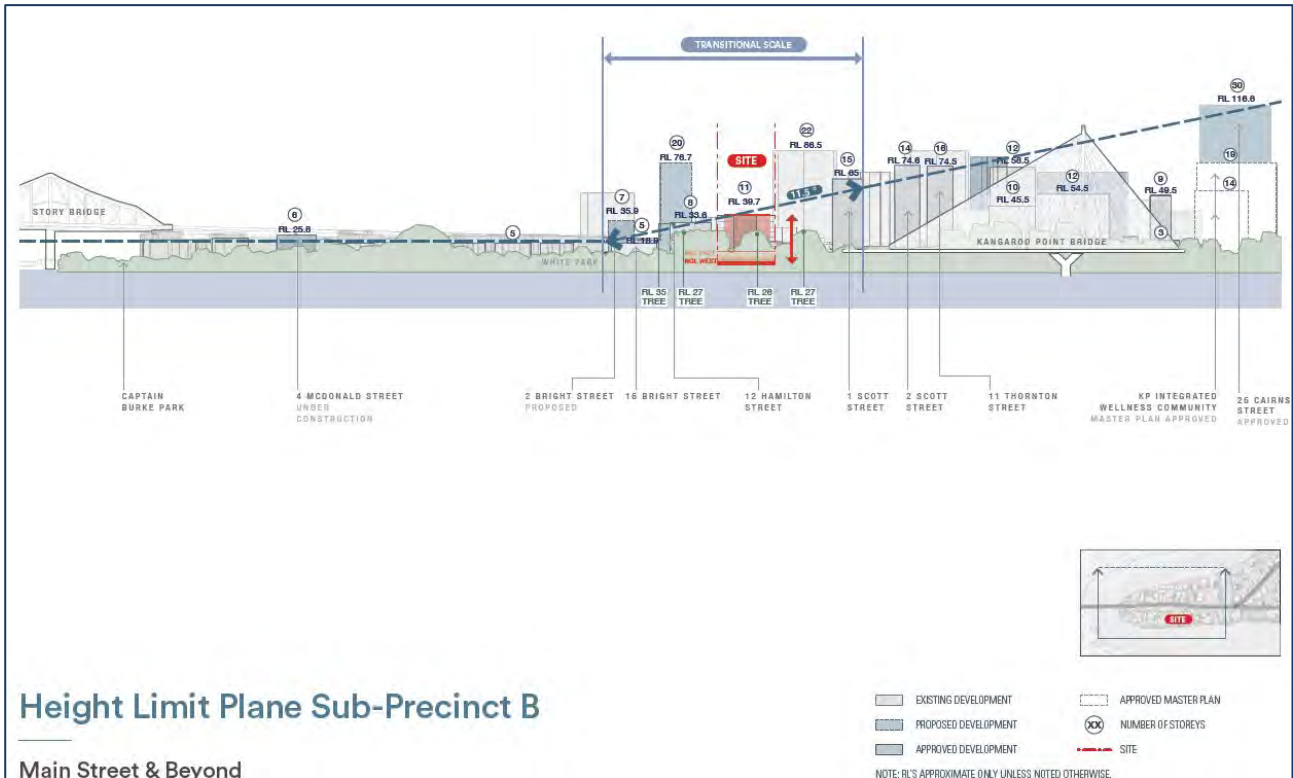


Figure 5-2 Application of Bright Street Sub-precinct B maximum building height limit to the proposed development and surrounding, existing, approved and proposed development (Source: Bureau Proberts)

Scale and Form (PO3)

The proposed development is of a scale and form that contributes to a cohesive streetscape and built form character.

The proposed development complements the recently completed, 8-storey residential tower adjoining the subject site at 12 Hamilton Street (Sorano House), applying similar boundary setbacks and building façade features and materiality (private balconies overlooking the street, metal screens, containerised landscaping at all levels).

The tower setbacks are generous enough to facilitate future higher density residential development at 18 Hamilton Street and at 245 Main Street (Seafarers – provided all strata owners agree to the redevelopment of the site).

Whilst westerly views from the Seafarers building will be obstructed by the proposed development, views and vistas to the north-west, north, east, south and south-west remain available and part of the area of permeable views as illustrated in Figure 5-3, below.

The floor plans of the proposed units are such that living areas and main bedrooms are generally positioned toward the Hamilton Street frontage, with secondary bedrooms and utility rooms are located toward the rear of the site and will be screened to ensure privacy of occupants and existing neighbours is maintained.

The southern site boundary setback maintains a corridor between the 6m length of common boundary with heritage listed 'Sunnyside' at 255 Main Street and Hamilton Street.

The proposed development provides a total of 744.6sqm of sub-tropical planting area, comprising approximately 72.5sqm of deep planting, approximately 16.8sqm of in-ground planting, and approximately 655.3sqm of containerised planting.

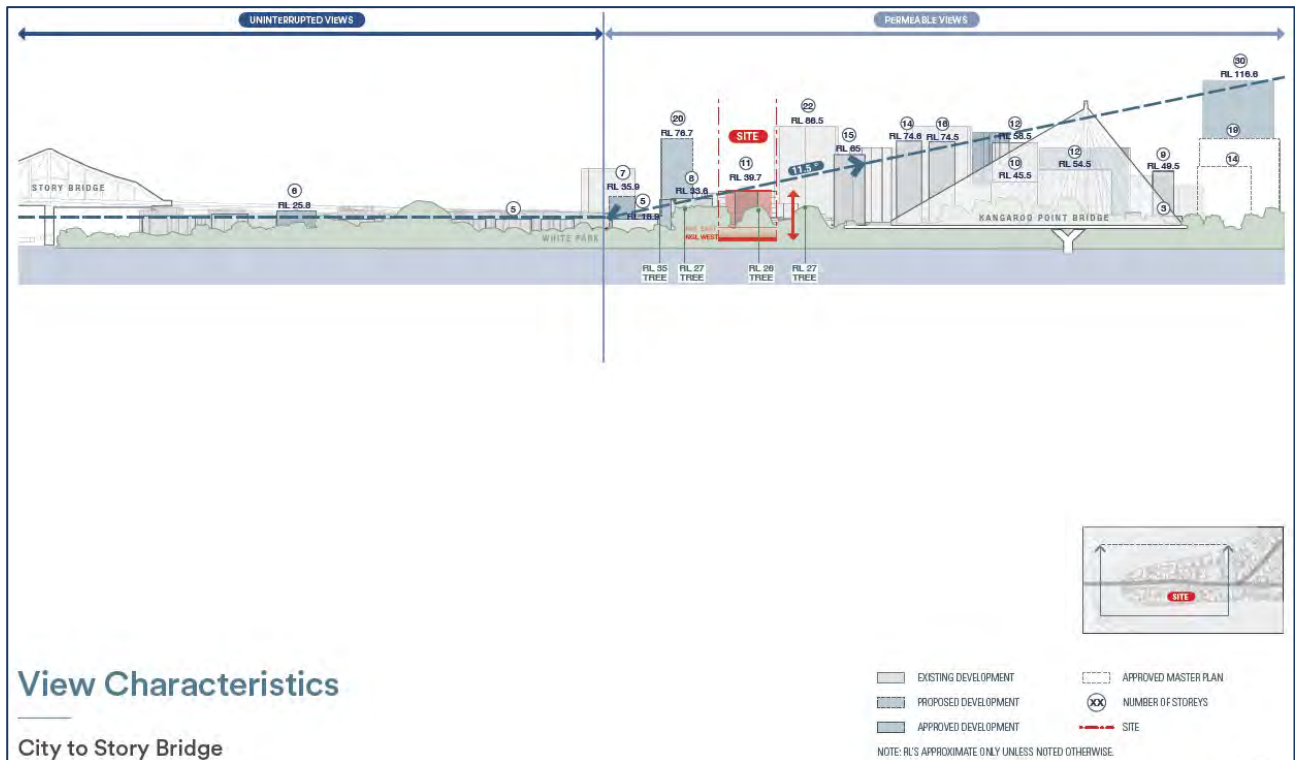


Figure 5-3 Uninterrupted and permeable views (Source: Bureau Proberts)

5.2.4 Airport Environs Overlay Code

The proposed development achieves compliance with all of the relevant Section A Acceptable Outcomes of the Airport Environs Overlay Code. The proposed development therefore achieves compliance with all applicable Performance Outcomes and thus the Purpose and Overall Outcomes of the code.

5.2.5 Bicycle Network Overlay Code

The proposed development achieves compliance with most of the relevant Acceptable Outcomes of the Bicycle Network Overlay Code and, where compliance is not achieved, with the relevant Performance Outcomes.

The proposal complies with PO1 of the code. Hamilton Street is identified as a Local cycle route. No dedicated bicycle lane is provided in Hamilton Street. The road corridor includes marked on-street parking spaces at intervals, to facilitate single vehicle width movements within the street, and signage marked on the road pavement identifying on-street cycle movements. A footpath on the river/western side of Hamilton Street has recently been constructed. A Primary cycle route is provided on the path adjacent to the river's edge approximately 35m west of the new footpath. Cyclists have the choice of using the on-street route, the new footpath or the existing riverside Primary cycle route to navigate to and from the site and through the precinct.

The proposed development therefore achieves compliance with all applicable Performance Outcomes and thus the Purpose and Overall Outcomes of the code.

5.2.6 Heritage Overlay Code

The proposed development achieves compliance with the relevant Performance Outcome of Section B of the Heritage Overlay Code. The proposed development therefore achieves compliance with all applicable Performance Outcomes and thus the Purpose and Overall Outcomes of the code.

5.2.7 Potential and Actual Acid Sulfate Soils Overlay Code

The proposed development can achieve compliance with the Acceptable Outcome and Performance Outcome of the Potential and Actual Acid Sulfate Soils Overlay Code. In relation to PO1/AO1, a condition of approval can be imposed by Council that requires the Applicant to undertake an acid sulfate soils investigation and to prepare an acid sulfate soils management plan should potential or actual acid sulfate soils be determined to be present at the premises. The proposed development therefore can be conditioned to achieve compliance with the applicable Acceptable Outcome and Performance Outcome and thus achieve compliance with the Purpose and Overall Outcomes of the code.

5.2.8 Road Hierarchy Overlay Code

The proposed development achieves compliance with all of the relevant Sections A, B and C Acceptable Outcomes of the Road Hierarchy Overlay Code and where no Acceptable Outcomes are provided the Performance Outcomes. The proposed development therefore achieves compliance with all applicable Performance Outcomes and thus the Purpose and Overall Outcomes of the code.

5.2.9 Streetscape Hierarchy Overlay Code

The proposed development achieves compliance with most of the relevant Sections A and B Acceptable Outcomes of the Streetscape Hierarchy Overlay Code and where no Acceptable Outcomes are provided the Performance Outcomes.

The proposed development cannot achieve the AO1 verge width requirements due to the constraints resulting from the existing road corridor design. The Hamilton Street site frontage is designated Neighbourhood street major with the acceptable outcome for minimum verge width being 3.75m. The existing verge width is approximately 2.3m and has constructed/in-use underground house services running along the length of the site frontage to Hamilton Street. Council recently planted street trees within the verge along the site frontage. The street tree planting further reduces the walkable width of the footpath along the site frontage. The verge/footpath provided along the eastern side of Hamilton Street is no longer the primary pedestrian path in this precinct. Council has recently provided a verge with new footpath on the western side of Hamilton Street, which is predominantly, approximately 3.3m wide and no street trees have been planted. The new footpath extends to the cul-de-sac head and to the riverside path and stair and lift access to the Kangaroo Point Pedestrian Bridge. Thus, there are two footpath options available to pedestrians in this location and street tree planting exists in the verge adjacent to the site frontage.

The proposed development will require removal of existing street trees and therefore cannot comply with AO2.1. There are five street trees located on the verge along the site frontage. These street trees will need to be removed to accommodate the driveway and realigned footpath for the proposed development. It is noted that the placement of the existing street trees does not comply with Council's Street Tree Species Selection Guide, in particular, the tree planting clearance requirements, which require street tree planting to be avoided where: house services occur, no closer than 1.5m either side; and a road verge is less than 2.5m wide.

To mitigate the reduction of existing street trees, it is noted that deep planting is provided along the southern site boundary extending to the front boundary which will allow for planting substantial trees. It is considered that the proposed development will provide a high-quality subtropical streetscape and pedestrian amenity.

The proposed development therefore achieves compliance with the Purpose and Overall Outcomes of the code.

5.2.10 Multiple Dwelling Code

The proposed development achieves compliance with most of the relevant Acceptable Outcomes of the Multiple Dwelling Code and where no Acceptable Outcomes are provided or, where the Acceptable Outcomes are not relevant to the proposal, the Performance Outcomes. Performance Outcomes are proposed for key built form assessment benchmarks PO1 and PO2 (Site Area and Frontage) and PO3 and PO4 (Building Design and Appearance).

The proposed development seeks to balance making the highest and best use of an inner-city site in a location that has seen extensive redevelopment incorporating high density residential buildings within the precinct, the delivery of significant public infrastructure by way of the Kangaroo Point Pedestrian Bridge, and upgrades to riverside parks and active transport routes. The proposed development achieves compliance with all applicable Performance Outcomes and therefore the Purpose and Overall Outcomes of the code.

Site Area and Frontage (PO1 and PO2)

In relation to site area and frontage PO1, the site complies with the requirements for frontage width at 40.3m; however, is 44sqm less, in area, than the 800sqm minimum area requirement. The proposed development demonstrates that the site is able to accommodate the proposal. The topography of the site allows for ground and basement level parking areas to be built into the slope and reduces the building height as experienced by neighbouring properties to the north, east and south. Generous internal and external communal areas are provided at Level 2 and at the rooftop with a rooftop garden extending across the full rooftop area. Approximately 72.5sqm of deep planting area is achieved adjacent to the southern site boundary, providing screening to the southern neighbour and maintaining a corridor between the river and the heritage place at 255 Main Street, east of the site. Containerised planting is provided at ground level on top of the parking levels and at all other levels of the building and can be observed at all four building elevations. A single point for vehicle access to parking areas is provided at ground level and is located as far north along the site frontage as possible to mitigate potential traffic movement impacts on the dwelling house

located at 18 Hamilton Street. A service vehicle standing zone is provided for MRV type. Visitor bicycle parking is provided at the Upper Ground level. General waste and recycling waste bins are located forward of the security line at ground level in dedicated enclosures. The site is able to be fully serviced without adversely impacting neighbouring properties and the streetscape.

In relation to site area and frontage PO2, the frontage dimension at 18 Hamilton Street, south of the site, is similar to that of the site. The area of 18 Hamilton Street is less than the site and less than the minimum requirement. Nevertheless, the design of the proposed development demonstrates that redevelopment of 18 Hamilton Street for development in accordance with the City Plan assessment criteria or at a higher residential density is possible, including merit-based outcomes such as those in evidence at 12 Hamilton Street and the proposed development, which do not strictly comply with all the applicable City Plan assessment benchmarks. The premises at 255 Main Street ('Sunnyside'), east of the site, are listed in the Queensland Heritage Register, and as a local heritage place under the City Plan and are therefore unlikely to be redeveloped for high density residential use, particularly given the positioning of the dwelling on the lot. The premises at 245 Main Street, to the east of the site, is improved by an 11 storey residential apartment building. The building is situated close to the Main Street site frontage with undercroft and basement car parking provided between the building and the rear/common boundary with the subject site. The setback between the building and the common boundary is approximately 27m. The site area is approximately 2,000sqm. There is potential for premises at 245 Main Street to be redeveloped for high density residential use in the future subject to all strata owners being in agreement.

Building Design and Appearance (PO3 and PO4)

In relation to PO3 and PO4, the proposed development is consistent with the existing and emerging building height, bulk and scale of residential buildings with the area included within the High Density Residential Zone on the western side of the Bradfield Highway. Existing and proposed residential apartment buildings situated within the precinct exceed the maximum height limits expressed in the City Plan:

- Sorano House at 12 Hamilton Street, adjoining the subject site to the north, is an 8-storey building;
- 1 Scott Street, located approximately 40m south-east of the subject site, is a 15-storey building; and
- development proposed at 215-229 Main Street, located approximately 25m north-east of the subject site, comprises two towers of 7-storeys and 20-storeys.

The rooftop height of the existing 11 storey tower adjoining the subject site to the east at 245 Main Street is 39.7mAH, which is approximately 0.12m higher than the Rooftop level of the proposed building.

Under the Kangaroo Point Peninsular Neighbourhood Plan the subject site is located within the Bright Street A Sub-precinct (NPP-002a). There is evidence that the height limits in both A and B Sub-precincts have been and are proposed to be exceeded. Whilst the Bright Street B Sub-precinct (NPP-002b) transitional height limit criteria does not strictly apply to sites located within the A Sub-precinct, it is noted that:

- the adjacent Sorano House at 8-storeys appears to generally align with the B Sub-precinct transitional height limit;
- the proposed development also generally aligns with the extrapolation of the B Sub-precinct transitional height limit;
- 1 Scott Street exceeds the extrapolation of the B Sub-precinct transitional height limit and is located within the B Sub-precinct area; and
- development proposed at 215-229 Main Street involves a 7 storey building and a 20 storey building and is located within the B Sub-precinct area.

In terms of siting and layout:

- The adjoining site at 18 Hamilton Street, south of the subject site, is included in the High Density Residential Zone and therefore may be developed to a height greater than the existing two-storey residential dwelling.
- The proposed development includes an average 5.5m setback to the common southern boundary and provides a deep planting zone for the full length of the common boundary, which provides visual screening of the proposed development at lower levels.
- The setback between the eastern common boundary and the existing building at 245 Main Street is approximately 27m, which is substantially more than the requirement. Further, the rear portions of each of

the apartments within the proposed development incorporate bedrooms, utility rooms and multi-purpose rooms, with fixed screening to the building façade and containerised planting at all levels to provide privacy.

- The setback between the northern common boundary and the existing building at 12 Hamilton Street (Sorano House) is approximately 6m and an average of 3.5m between the common boundary and the proposed northern building elevation. The tower separation between the proposed development and Sorano House is 10m. Sorano House includes screened building elevations, which provide privacy.
- The proposed development's setback to the Hamilton Street frontage is consistent with the frontage setback provided at Sorano House. The proposed development includes deep private balconies and containerised planting at each level. The opposite side of Hamilton Street comprises linear parkland planted with trees exceeding 25m in height and well-established mangroves along the river's edge. The proposed setback is considered appropriate given the site context.

5.2.11 Filling and Excavation Code

The proposed development achieves compliance with most of the relevant Acceptable Outcomes of the Filling and Excavation Code and where no Acceptable Outcomes are provided the Performance Outcomes.

Retaining walls will be required for the proposed development and have been designed to comply with PO1. The site falls approximately 3.5m from the eastern boundary to the western boundary/site frontage to Hamilton Street. The ground level and upper ground level built form will be constructed into the slope of the land. At the eastern boundary, containerised planting will be provided at ground level to screen the built form. At this location the existing residential tower to the east is setback approximately 27.3m from the common boundary. The existing heritage dwelling is setback approximately 17m and benefits from existing densely planted landscaping along the rear boundary of the lot. At the southern boundary, the retained area will accommodate deep planting to provide screening and privacy between the proposed development and existing dwelling house to the south. It is noted that there is an existing retaining wall providing a level site for the neighbouring dwelling. At the northern boundary, containerised planting will be provided between the site boundary and the built form mirroring the setback landscaping provided on the adjoining site.

The proposed development achieves compliance with all applicable Performance Outcomes and therefore the Purpose and Overall Outcomes of the code.

5.2.12 Infrastructure Design Code

The proposed development achieves compliance with all of the relevant Acceptable Outcomes of the Infrastructure Design Code and where no Acceptable Outcomes are provided the Performance Outcomes. The proposed development achieves compliance with all applicable Performance Outcomes and therefore the Purpose and Overall Outcomes of the code.

5.2.13 Landscape Work Code

The proposed development achieves compliance with all of the relevant Acceptable Outcomes of the Landscape Work Code. The proposed development achieves compliance with all applicable Performance Outcomes and therefore the Purpose and Overall Outcomes of the code.

5.2.14 Operational Work Code

The proposed development will achieve compliance with all of the relevant Acceptable Outcomes of the Landscape Work Code. The proposed development achieves compliance with all applicable Performance Outcomes and therefore the Purpose and Overall Outcomes of the code.

5.2.15 Outdoor Lighting Code

The proposed development can achieve compliance with all of the relevant Acceptable Outcomes of the Outdoor Lighting Code. The proposed development achieves compliance with all applicable Performance Outcomes and therefore the Purpose and Overall Outcomes of the code.

5.2.16 Stormwater Code

The proposed development achieves compliance with all of the relevant Acceptable Outcomes of the Stormwater Code and where no Acceptable Outcomes are provided the Performance Outcomes. The proposed development achieves compliance with all applicable Performance Outcomes and therefore the Purpose and Overall Outcomes of the code.

5.2.17 Transport, Access, Parking and Servicing Code

The proposed development achieves compliance with all of the relevant Acceptable Outcomes of the Transport, Access, Parking and Servicing Code and where no Acceptable Outcomes are provided the Performance Outcomes.

A Performance Outcome is proposed in relation to the proposed crossover, where the pedestrian sight splays are reduced (PO9 and PO11); however, Colliers advise that given the very low anticipated usage and the wider footpath located on the opposite side of Hamilton Street, the proposed crossover is considered acceptable in the circumstances.

A Performance Outcome is proposed in relation to the provision of on-site car parking spaces, which exceed the city core rate by 6 spaces (PO12 and PO14). This slightly increased supply reflects a commercial reality and is unlikely to produce a measurable increase in network impacts. The proposal does not diminish residents' ability to use sustainable transport options inherent to the location of the site. Colliers advise that the proposed parking supply is considered acceptable in this instance.

A Performance Outcome is proposed in relation to the car park layout (PO15). Colliers advise that the geometry and dimensions of the car park design are generally compliant with BCC TAPS, and where alternative performance solutions are proposed, they comply with the alternative design standard of AS2890.1.

A Performance Outcomes are proposed in relation to site servicing (PO18 and PO19). Given the very low servicing demand, it is proposed that both refuse collection vehicles and furniture trucks park temporarily on the driveway, rather than provide a dedicated service. The geometry of the space provided on the driveway is 10.5m x 3.5m and 4.0m high, which is sufficient for RCV transit and loading, SRVs, and the also for the majority of MRV furniture trucks. Additionally, an 8.5m long loading zone, is available directly across the road from the site, offering additional, alternative loading opportunities. Colliers confirm that this performance outcome is acceptable.

The proposed development achieves compliance with all applicable Performance Outcomes and therefore the Purpose and Overall Outcomes of the code.

6 Conclusion

This Town Planning Report has been prepared in support of a Development Application made by Feel-J Properties Pty Ltd ACN 669 980 509 as trustee (Applicant) to Brisbane City Council over land at 16 Hamilton Street, Brisbane Q 4169. The Applicant seeks a Development Permit for a Material to facilitate the construction of a residential apartment building.

The Development Application relates to the proposed development described in Section 3 of this report.

This report, specifically Chapter 5, demonstrates that the proposed development achieves compliance with the applicable City Plan assessment benchmarks.

The proposed development warrants approval subject to reasonable and relevant conditions on the following basis:

- The proposed development supports the relevant aspects of the Strategic Framework, in so far as:
 - The proposed development is responsive to the existing and emerging design and pattern of residential tower development within the high residential density area of Kangaroo Point Peninsular. Old and new towers, including the adjoining tower at 12 Hamilton Street (Sorano House), and proposed towers at the corner of Main Street and Bright Street, establish the locally distinctive building design outcome and pattern of development. The proposal contributes and complements the now established high density residential development outcomes comprising the block bounded by Hamilton Street, Bright Street and Main Street.
 - The proposal does not obstruct views to the Story Bridge or the Bradfield Highway from riverside public vantage points and preserves a corridor connection between the historic 'Sunnyside' residence at 255 Main Street and CT White Park and the Brisbane River beyond.
 - The design of the proposed multiple dwelling incorporates generous balconies and a rooftop common recreation area that overlook Hamilton Street, CT White Park, the Brisbane River and the city centre beyond, and each of the residential units have at least three elevations with glazing providing excellent cross ventilation opportunities.
 - Deep planting is provided where achievable and large containerised planting zones are proposed at each level and at the front and rear elevations of the building to deliver a subtropical planting outcome
 - The proposed multiple dwelling includes apartment sizes that include a mix of 3 and 4 bedrooms, providing for household diversity and aging in neighbourhood opportunities. A household that may have ordinarily purchased or be living in a 3 or 4-bedroom detached dwelling would find a similar sized unit dwelling this city centre location
 - The proposed development will provide additional dwellings to the inner-city supply allowing people to live in close proximity to their place of work and support local businesses supported by active and public transport travel opportunities and open space and recreation infrastructure.
- The proposed development supports the intent of the High Density Residential (Up to 15 Storeys) Zone, in so far as:
 - The proposed development represents an urban infill / consolidation opportunity and the highest and best use of the site.
 - The proposed development will provide 13 new dwellings in an inner-city location within comfortable walking distance to the city centre employment hub and major hospitals and educational facilities.
 - The proposed development incorporates a mix of three and four bedroom units, providing a point of difference compared to existing unit stock in the immediate vicinity of the subject site. The proposed development will provide a typical detached dwelling floor plan in unit form which is capable of accommodating families and encourage downsizers to move from a detached dwelling to a unit within the building.
 - The proposed development incorporates tower setbacks to existing residential buildings ranging from approximately 10m to 27m, supporting comfort and privacy objectives reasonably expected in a high density residential environment.

- The proposed development is an appropriate response to the existing and emerging characteristics of the high density residential area, within which taller buildings have been approved and constructed.
 - The proposed development does not diminish the prominence of the Story Bridge and Bradfield Highway when viewed from key vantage points.
 - The proposed development has been designed to take advantage of views to the north, west and east. Habitable areas overlook Hamilton Street and CT White Park, providing casual surveillance opportunities.
 - The proposed development involves a building that provides 8 residential storeys and a ground level that provides access to basement car parking areas cut into the natural ground. The proposed building height is respectful of the emerging changes to the height of buildings in the locality and does not diminish the prominence of the Story Bridge and Bradfield Highway.
- The proposed development supports the overall outcomes of the Kangaroo Point Peninsular Neighbourhood Plan, in so far as:
 - The proposed development represents the highest and best use of an inner-city urban infill site that promotes efficient use of existing physical and social infrastructure. The proposed building is a contemporary design that is responsive to Brisbane's sub-tropical climate and is complementary to the existing and emerging residential towers located around the subject site and within Kangaroo Point peninsular. The built form outcome of the proposed development is a consequence of the characteristics of the site, the emerging built form characteristics of existing and approved residential buildings in the immediate vicinity of the site and Kangaroo Point more broadly, and higher order City Plan provisions.
 - The proposed development is responsive to the recent change in streetscape and built form character established by the construction of the residential tower at 12 Hamilton Street (Sorano House). Sorano House exceeds the prescribed 12m maximum building height applicable within Bright Street Sub-precinct A; however, the building is generally contained within the maximum building height plane prescribed for premises within Bright Street Sub-precinct B, with a small proportion of the northern building elevation exceeding the limit. Consistent with this established built form within Hamilton Street, the proposed development has been informed by the Bright Street Sub-precinct B maximum building height plane, with only a small proportion of the northern building elevation exceeding the limit.
 - The proposed built form of the building sits comfortably within the boundaries of the subject site, providing for well-designed floor plans and private balconies of generous proportions.
 - The prominence of the Story Bridge and Bradfield Highway in the context of the identified neighbourhood plan View Corridors V1 and V2 is maintained.
 - The proposed development provides light and air circulation and view corridors at the northern and southern site boundaries as a result of the tower setbacks to adjoining development.
 - The tower setbacks are generous enough to facilitate future higher density residential development at 18 Hamilton Street and at 245 Main Street (Seafarers – provided all strata owners agree to the redevelopment of the site).
 - The proposed development will not generate unacceptable impacts within the premises or to adjoining premises.

It is therefore recommended that Council favourably consider the proposed development and approve the Development Application, subject to reasonable and relevant conditions.



Appendix A

PROPERTY SEARCHES



Appendix B

CODE COMPLIANCE

SDAP Codes

State Code 14: Queensland Heritage (refer to [Appendix F – Heritage Assessment Section 7.2](#))

Brisbane City Plan Codes

Zone Code

6.2.1.4 High Density Residential Zone Code

Neighbourhood Plan Code

7.2.3.7 Kangaroo Point Peninsular Neighbourhood Plan Code

Overlay Codes

8.2.2 Airport Environs Overlay Code

8.2.3 Bicycle Network Overlay Code

8.2.12 Heritage Overlay Code (refer to [Appendix F – Heritage Assessment Section 7.3](#))

8.2.15 Potential and Actual Acid Sulfate Soils Overlay Code (refer to [Appendix G – Civil Engineer Report](#))

8.2.18 Road Hierarchy Overlay Code

8.2.20 Streetscape Hierarchy Overlay Code

Use Code

9.3.14 Multiple Dwelling Code

Other Development Code

9.4.3 Filling and Excavation Code (refer to [Appendix G – Civil Engineering Report](#))

9.4.4 Infrastructure Design Code

9.4.5 Landscape Work Code (refer to [Appendix E – Landscape Concept Plan](#))

9.4.6 Operational Work Code

9.4.7 Outdoor Lighting Code

9.4.9 Stormwater Code

9.4.11 Transport, Access, Parking and Servicing Code (refer to [Appendix H – Transport Engineering Report](#))

State code 14: Queensland heritage

Guideline – SDAP State code 14: Queensland heritage which provides direction on how to address this code.

Table 14.1: Applicable criteria for development associated with a Queensland heritage place

Type of development on a Queensland heritage place	Relevant provisions of code
All development on a Queensland heritage place	Table 14.2 — PO1 – PO4
Reconfiguring a lot on land containing a Queensland heritage place	Table 14.3 — PO5 – PO7
Material change of use on land adjoining a Queensland heritage place or on a lot containing a Queensland heritage place, but not carried out on the Queensland heritage place	Table 14.4 — PO8

Table 14.2: Development on a Queensland heritage place

Performance outcomes	Response
PO1 Development minimises adverse impacts on the cultural heritage significance of a Queensland heritage place.	NOT APPLICABLE
PO2 Development on a Queensland heritage place with identified archaeological potential manages adverse impacts on artefacts.	
PO3 Development employs methods and utilises materials that are compatible with the conservation of built and landscape features that form part of the cultural heritage significance of the Queensland heritage place.	
Development proposing to destroy or substantially reduce the cultural heritage significance of a Queensland heritage place	
PO4 Development proposing to destroy or substantially reduce the cultural heritage significance of the Queensland heritage place must demonstrate that there is no reasonable alternative to the development that would conserve the cultural heritage significance of the Queensland heritage place.	NOT APPLICABLE

Table 14.3: Reconfiguring a lot on land containing a Queensland heritage place

Performance outcomes	Response
PO5 Development does not result in a lot size or configuration which adversely impacts the aspects of the setting that form part of the cultural heritage significance of the Queensland heritage place.	NOT APPLICABLE

Performance outcomes	Response
PO6 Development does not result in a lot size and configuration which adversely impacts the ongoing conservation management of the Queensland heritage place .	
Where the relationship between built and open spaces forms part of the cultural heritage significance of the place	
PO7 Development on a place where the relationship between built and open spaces form part of the cultural heritage significance of the place, maintains a lot size and configuration which facilitates the conservation of these relationships.	NOT APPLICABLE

Table 14.4: Material change of use on land adjoining a Queensland heritage place or on a lot containing a Queensland heritage place, but not carried out on the Queensland heritage place

Performance outcomes	Response
PO8 Development is located, designed and scaled so that its form, bulk and proximity minimises adverse impacts on the cultural heritage significance of the Queensland heritage place .	Complies with PO8 REFER TO SECTION 7.2 OF THE HERITAGE IMPACT ASSESSMENT

6.2.1.4 High density residential zone code

1. The purpose of the high density residential zone is to provide for:
 - a. high density multiple dwellings; and
 - b. community uses, and small-scale services, facilities and infrastructure, to support local residents.

Note—Land in the High density residential zone is contained in either the Up to 15 storeys zone precinct or the Up to 8 storeys zone precinct.

Note—As neighbourhood planning is undertaken by the Council, where it is intended that high density residential development should predominate, the High density residential zone may be applied to further lands in the inner city or within reasonable walking distance of public transport stops along growth transport corridors and surrounding significant centres and destinations.

Note—A dwelling house is not to be identified on the Traditional building character overlay in the High density residential zone (i.e. a dwelling house built in 1946 or before in this zone is not protected from removal or demolition). A dwelling house and other buildings in the High density residential zone are not protected from removal and demolition unless located on land within the Heritage overlay, Pre-1911 building overlay or Commercial character building overlay or where rooming accommodation.

2. The purpose of the zone will be achieved through overall outcomes for:
 - a. zone role;
 - b. development location and uses;
 - c. development form;
 - d. the following zone precincts:
 - i. Up to 8 storeys zone precinct;
 - ii. Up to 15 storeys zone precinct.
3. Zone role overall outcomes are:
 - a. Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular:
 - i. Theme 2: Brisbane's outstanding lifestyle and Element 2.2 — Brisbane's housing and accommodation choices;
 - ii. Theme 5: Brisbane's CityShape, Element 5.3 — Brisbane's Major Centres and Element 5.8 — Brisbane's Growth Nodes on Selected Transport Corridors
4. Development location and uses overall outcomes are:
 - a. Development provides for a range of well-designed, location-responsive, high density, medium to high rise multiple dwellings to predominate.

Complies – The proposed high density residential development is of high quality architectural design responsive to the inner-city site and locality characteristics and context.

- b. Development facilitates intensive urban consolidation and the highly efficient use of physical and social infrastructure in well-located parts of the city, capitalising on the High density residential zone's strategic location and amenity and proximity to key destinations.

Complies – The proposed development represents an urban infill / consolidation opportunity and the highest and best use of the site. The site is located directly opposite CT White Park and the riverside pedestrian and cycle route. The site is located within 50m of the lift and stair access to the Kangaroo Point Bridge, which provides direct access to the city centre and city botanic gardens, and within proximity to public transport options (bus and ferry). Existing urban services are capable of servicing the demand that will be generated by the proposed development.

- c. Development supports the creation of a walkable neighbourhood that optimises the potential for residents to live within walking distance of and be well connected to high-frequency public transport, nearby centres, employment, recreational and educational opportunities and community facilities and reduces vehicle-based trips to work, shops or centres.

Complies – The proposed development will provide 13 new dwellings in an inner-city location within comfortable walking distance to the city centre and major hospitals and educational facilities. The site is located within 50m of the lift and stair access to the Kangaroo Point Bridge, providing a direct connection to the city centre, and located directly opposite CT White Park through which a major riverside active transport route runs. Bus stops and ferry terminals are located within 400m of the site.

- d. Development for a new dwelling house or dual occupancy is not accommodated.

Complies – The proposal involves a Multiple Dwelling comprising 13 units.

- e. Development is not required to be responsive to or to provide a sensitive transition to a lower density building, including a dwelling house on an adjoining site within the High density residential zone, unless it is specifically intended that such a building remain in the zone, for example, a site within the Heritage overlay or where a specific neighbourhood plan provision applies.

Complies – The dwelling situated at 18 Hamilton Street is located within the High Density Residential Zone, is not included within the Heritage Overlay and is not subject to specific neighbourhood plan provisions. The subject site shares 6m of a common boundary with 255 Main Street ('Sunnyside'), which is included in the Heritage Overlay. The proposed building is setback a maximum of 6m from the southern site boundary to preserve an east-west corridor connecting the common boundary to Hamilton Street.

- f. Development creates a wide choice in housing form and size suited to a diverse community, providing housing adaptability to meet the needs of a diverse population and respond to residents' changing life-cycle needs.

Complies – The proposed development incorporates a mix of three and four bedroom units, providing a point of difference compared to existing unit stock in the immediate vicinity of the subject site. The proposed development will provide a typical detached dwelling floor plan in unit form which is capable of accommodating families and encourage downsizers to move from a detached dwelling to a unit within the building.

- g. Development for housing types other than a multiple dwelling including rooming accommodation, a residential care facility or a retirement facility together with ancillary convenience activities and allied services (care co-located uses), provides housing diversity and enables people to find suitable accommodation through their life-cycle needs and supports urban consolidation and meet amenity expectations of residents.

Not Applicable.

- h. Development for complementary residential accommodation options including short-term accommodation support, and meet the needs of visitors to, nearby destinations such as hospitals.

Not Applicable.

- i. Development meets the building height requirements of the Multiple dwelling code or an applicable neighbourhood plan or meets the bulk and building height requirements of the Retirement and residential care facility code if a residential care facility or retirement facility.

Complies – The height of the proposed development is residential 8 storeys and a ground level of basement car parking, including access to other basement levels. The proposed development achieves compliance with the building height Performance Outcomes of the Kangaroo Point Peninsular Neighbourhood Plan and the Multiple Dwelling Code in the context of the characteristics of the site and the emerging character of the locality, which has seen the approval and construction of taller buildings.

- j. Development for a dwelling unit may occur as part of a non-residential use.

Not Applicable.

- k. Development reflects and supports the level of comfort, quiet, privacy and safety (including impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected within a high density predominantly permanent residential environment.

Complies – The proposed development involves only Multiple Dwelling use, within a predominantly high density residential precinct. Only 13 dwelling units are proposed and floor plans are generally arranged such that living areas and private balconies overlook Hamilton Street with parkland opposite, and bedrooms located at the rear of the building. Rooftop plan will be visually and acoustically screened. The proposed development incorporates tower setbacks to existing residential buildings ranging from approximately 10m to 27m, supporting comfort and privacy objectives reasonably expected in a high density residential environment.

- l. Development for an active frontage use on land within the Active frontages in residential zones overlay is to comply with the Active frontages in residential zones overlay code.

Not Applicable.

- m. Development for commercial character building activities on land within the Commercial character building overlay is to comply with the Commercial character building (activities) overlay code.

Not Applicable.

- n. Development for a compatible and individual small-scale non-residential use which is a community care centre, community use, health care service, office, shop or veterinary service (together with any associated caretaker's accommodation or dwelling unit) where not on land within the Commercial character building overlay or the Active frontages in residential zones overlay, is to:

- i. have a gross floor area of less than 250m²;
- ii. serve local residents' day-to-day needs;
- iii. not undermine the viability of a nearby centre.

Not Applicable.

- o. Development which would result in the co-location of new non-residential uses only occurs along an active frontage identified on the Active frontages in residential zones overlay map or where located in two or more adjoining commercial character buildings.

Not Applicable.

- p. Development for a home-based business may only operate in a dwelling house, dual occupancy or multiple dwelling and is of a scale and nature that protects the amenity of adjoining residents.

Not Applicable.

- q. Development for any other non-residential use serves a local community facility need only such as a childcare centre or a substation.

Not Applicable.

5. Development form overall outcomes are:

- a. Development for a residential building occurs on an appropriately sized and configured lot and is of a height, bulk, scale and form which is tailored to its specific location and to the characteristics of the site within the High density residential zone and the relevant zone precinct and is consistent with the location-specific provisions in a relevant neighbourhood plan.

Complies – The site is a regular shape, and the tower footprint provides for tower setback to existing residential dwellings that range between approximately 10m and 27m. The height of the proposed development complies with the building height Performance Outcomes of the Kangaroo Point Peninsular Neighbourhood Plan and the Multiple Dwelling Code in the context of the characteristics of the site and the emerging character of the locality, which has seen the approval and construction of taller buildings.

- b. Development provides for a building to have a building height and bulk that responds to:

- i. the local context including local neighbourhood identity, topography, views, the mix of surrounding uses, proximity to transport corridors and centres, the location of surrounding heritage buildings, parks and environmental features;

Complies – The proposed development is an appropriate response to the existing and emerging characteristics of the high density residential area, within which taller buildings have been approved and constructed. The proposed building does not diminish the prominence of the Story Bridge and Bradfield Highway when viewed from key vantage points. The proposed development is located directly opposite parkland and within close proximity to public and active transport options.

- ii. site characteristics including the shape, frontage, size, orientation and slope.

Complies – The subject site is roughly rectangular in shape allowing for a regular-shaped floor plan layout. The site rises from the Hamilton Street footpath to the rear boundary by some 3.5m. This gradient allows for vehicle access to basement car parking levels to be taken from ground level and the basement levels to be built into the slope. The layout of the two-per-floor units provides solar access and cross ventilation on three sides, and the single floor units on all four sides.

- c. Development provides for a building that incorporates a height and setback that:

- i. provides a sensitive transition at the edge of the High density residential zone or zone precinct and adjoining lower density zones or zone precincts;
ii. responds to the existing and intended uses and built form in each particular adjoining zone.

Complies – The adjoining premises are located within the High Density Residential Zone and there is no requirement to provide a transition to these adjoining sites.

- d. Development provides for setbacks which suitably buffer a residential use from an activity in an adjoining non-residential zone.

Not Applicable.

- e. Development provides for buildings to be predominantly well-spaced towers, set within a landscaped space with relatively low site coverage.

Complies – The proposed tower setback to adjoining development ranges between approximately 10m and 27m. Containerised planting is provided along the northern boundary to complement the adjoining development's deep planting zone, and along the eastern boundary, which is setback 27m from the existing 11 storey tower. A deep planting zone is proposed along the southern site boundary.

- f. Development supports a subtropical character by ensuring that:

- i. building form, spacing, orientation and design ensure dwellings are well designed and sensitive to the city's climate;
ii. residents on the site, as well as residents of existing or future dwellings on adjoining sites, have sufficient privacy and reasonable access to daylight, sunlight and breezes to enable the intended use of indoor and outdoor spaces.

Complies - The proposed tower setback to adjoining development ranges between approximately 10m and 27m providing for privacy and access to sunlight and breezes. Private balconies are located at the front of the building overlooking Hamilton Street. A rooftop garden is provided with ample common area for recreation and leisure activities. All units have at least three elevations allowing for cross ventilation.

- g. Development provides extensive, quality, private and communal open space and landscaping, including deep planting, that softens the dominance of buildings, provide breathing space and encourage outdoor living.

Complies – Approximately 60sqm of deep planting is provided at ground level. A rooftop garden is provided as common area and will contain containerised planting able to grow large subtropical plants. The rooftop communal area also includes a swimming pool, barbeque area and dining and seating areas. Containerised landscaping is provided at all levels within the architectural 'wave' attachments to the building facades. Private balconies are generous and will provide room for plants in pots.

- h. Development provides for a building to:
- take advantage of attractive views and aspects;
 - address and interface with the street and other adjoining public space, including via habitable uses at ground level (with parking located below buildings) in order to provide surveillance and encourage activation of parks and streets.

Complies – The proposed has been designed to take advantage of views to the north, west and east. Habitable areas overlook Hamilton Street and CT White Park, providing casual surveillance opportunities. Due to the gradient of the site sloping upward from Hamilton Street to the rear boundary, the ground level is provided as access to the basement car parking levels and the lobby area, with the apartment levels starting at Level 1. The proposed building is located within approximately 1m of the Hamilton Street site frontage, which will provide activation within the streetscape.

- i. Development provides for a residential dwelling that fronts a heavily trafficked road or other noise source to be:
- suitably located and orientated on the site;
 - designed and finished to minimise noise intrusion while maintaining some opportunities for interface with and surveillance of the street.

Not Applicable. Hamilton Street is a cul-de-sac with only three sites having access to the street.

- j. Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.

Complies – The proposed development is responsive to site constraints and overlays that involve the site.

6. Up to 8 storeys zone precinct overall outcomes are:

- Development of a residential building is predominantly 5 to 8 storeys in height, in a very well-located part of the city, including the inner city, clustered around significant centres and high-frequency public transport nodes.
- Development responds to local characteristics, such as protection of view corridors, reinforces a green landscape character and responds to the surrounding character and architecture by having a lower building height and/or a smaller bulk than in the Up to 15 storeys zone precinct.

Not Applicable.

7. Up to 15 storeys zone precinct overall outcomes are:

- Development that provides a residential building has the greatest height and density in the city outside of the Principal centre zone.

Complies – The proposed development involves a building that provides 8 residential storeys and a ground level that provides access to basement car parking areas cut into the slope. The proposed building height is respectful of the emerging changes to the height of buildings in the locality and does not diminish the prominence of the Story Bridge and Bradfield Highway.

- Development that provides a residential building is predominantly 9 to 15 storeys in height, in a very well-located part of the city, including close to the City Centre, clustered around significant centres and high-frequency public transport nodes, often in hilltop locations or with river views.

Complies – The proposed development is observed to be 9 storeys when viewed from Hamilton Street. The site is located comfortable walking distance of the city centre, more so with the lift and stair access to the Kangaroo Point Bridge being located within 50m of the site. The proposed development will benefit from excellent access to multiple modes of public transport and active transport routes. The upper levels of the proposed development will enjoy river views, with the lower levels overlooking CT White Park trees and mangroves located along the river's edge.

7.2.11.1 Kangaroo Point peninsula neighbourhood plan code

7.2.11.1.1 Application

1. This code applies to assessing a material change of use, reconfiguring a lot, operational work or building work in the Kangaroo Point peninsula neighbourhood plan area if:
 - a. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for a neighbourhood plan (section 5.9); or
 - b. impact assessable development.
2. Land in the Kangaroo Point peninsula neighbourhood plan area is identified on NPM-011.1 Kangaroo Point peninsula neighbourhood plan map and includes the following precincts:
 - a. Main Street precinct (Kangaroo Point peninsula neighbourhood plan/NPP-001);
 - b. Thornton Street precinct (Kangaroo Point peninsula neighbourhood plan/NPP-002):
 - i. Bright Street A sub-precinct (Kangaroo Point peninsula neighbourhood plan/NPP-002a);
 - ii. Bright Street B sub-precinct (Kangaroo Point peninsula neighbourhood plan/NPP-002b);
 - iii. St Vincent sub-precinct (Kangaroo Point peninsula neighbourhood plan/NPP-002c);
 - c. Dockside precinct (Kangaroo Point peninsula neighbourhood plan/NPP-003):
 - i. Dockside core sub-precinct (Kangaroo Point peninsula neighbourhood plan/NPP-003a);
 - d. Shafston precinct (Kangaroo Point peninsula neighbourhood plan/NPP-004);
 - e. Mowbray Park precinct (Kangaroo Point peninsula neighbourhood plan/NPP-005).
3. When using this code, reference should be made to section 1.5, section 5.3.2 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Note—This neighbourhood plan includes a table of assessment with variations to categories of development and assessment. Refer to Table 5.9.32.A, Table 5.9.32.B, Table 5.9.32.C and Table 5.9.32.D.

Note—The preparation of an Urban context report, in accordance with Table 7.2.11.1.3.C, will assist in demonstrating how development achieves the outcomes of this neighbourhood plan. Preparation of an Urban context report is required for development in the Mixed use zone, as well as development in any other zone where proposed building height exceeds 10 storeys.

Note—Council's Independent Design Advisory Panel may be invited to provide advice on development, to facilitate high-quality development, in accordance with the provisions of the Independent design advisory panel planning scheme policy.

Editor's note—Council's *New World City Design Guide - Buildings that Breathe* sets out the vision, design elements and best practice case studies to guide subtropical building design in Brisbane. Development is actively encouraged to incorporate these design elements and embrace the city's subtropical climate.

Editor's note—The Kangaroo Point peninsula draft renewal strategy sets out the vision for the neighbourhood plan area and, among other things, provides useful background information to the intended use and operation of the Bridge undercroft area identified in Figure a. Refer to sub-strategy 2C and Catalyst Project 1 of the draft renewal strategy for more information.

7.2.11.1.2 Purpose

1. The purpose of the Kangaroo Point peninsula neighbourhood plan code is to provide finer grained planning at a local level for the Kangaroo Point peninsula

neighbourhood plan area.

2. The purpose of the Kangaroo Point peninsula neighbourhood plan code will be achieved through overall outcomes including overall outcomes for each precinct of the neighbourhood plan area.
3. The overall outcomes for the neighbourhood plan area are:
 - a. The Story Bridge is an important city landmark that visually dominates the neighbourhood plan area and is highly visible to and from nearby public vantage points.
 - b. A pedestrian and cyclist bridge connects Kangaroo Point peninsula to the City Centre, significantly enhancing active transport movement networks.
 - c. Development does not exceed building heights specified in the neighbourhood plan unless there is an overwhelming community need for the development at that greater building height within the neighbourhood plan area and views to and from the Story Bridge are preserved.
 - d. Development is designed to take advantage of Brisbane's subtropical climate and delivers high-quality architectural and landscape design that enhances amenity in the neighbourhood plan area.
 - e. Development facilitates safe and convenient public pedestrian access to community facilities, recreational facilities and open spaces, including the Brisbane River.

OO3 Complies

- a. In relation to view corridor V1, the recently constructed Kangaroo Point Bridge now takes prominence in the foreground of the view from the edge of the City Botanic Garden across the river to the site, and, in combination with the riparian vegetation and parkland trees, obscures views to the Bradfield Highway. The Story Bridge is a focal point of this view corridor. The effect of the proposed development in this part of view corridor V1 is minimal given the current site context.

In relation to view corridor V2, the focal point is the Story Bridge. The proposed development is positioned in the foreground of the Story Bridge and its height aligns with buildings located in the background of the view (to the eastern side of the Story Bridge). The effect of the proposed development in this part of view corridor V2 is minimal; the Story Bridge remains the primary focal point in this view corridor.

Views from the Story Bridge and Bradfield Highway toward the subject site have the potential to be altered by future development of premises at 215 – 229 Main Street, behind which will be located the proposed development.
- b. The proposed development is located within approximately 50m of the Hamilton Street access lift and stairs of the Kangaroo Point Bridge and located opposite the linear parkland precinct through which key pedestrian and cycle routes are located.
- c. The proposed building has been tailored to the characteristics of the site and the local context, which includes the emergence of greater residential density within the peninsular more broadly and the precinct more specifically. Given recently constructed development and development approvals granted in the

locality, which increase residential density in the locality, principally through taller residential buildings, the proposed development is consistent with the community's expectations for development within this inner-city location. The scale of the proposed development supports the Council's contemporary housing policy to provide more housing to meet demand in locations that are already highly connected with road and public transport infrastructure.

- d. The proposed development incorporates high-quality architectural and landscape design that aligns with both the 'Buildings that Breathe' and 'Green Factor' requirements.
- e. The proposed development is located opposite CT White Park which provides access to the Kangaroo Point/Southbank riverside recreation corridor. The proposed development is located within 50m of the Hamilton Street lift and stair access to the Kangaroo Point Bridge providing active transport connectivity between the site and the city centre, including the City Botanic Garden.

4. Main Street precinct (Kangaroo Point peninsula neighbourhood plan/NPP-001) overall outcomes are:

- a. The Main Street precinct (Kangaroo Point peninsula neighbourhood plan/NPP-001) is predominantly residential, and includes some commercial, community and recreational uses.
- b. Development has a built form that is subordinate to the Story Bridge, and preserves views to and from the Story Bridge and Bradfield Highway deck.
- c. Development promotes Main Street's revitalisation as an active high street and Inner City destination through a combination of street level non-residential activation, visible front entrances and high-quality streetscape design.
- d. Development in the Mixed use zone has a scale and form that is compatible with the residential character and amenity of the precinct, and is set back from Main Street to accommodate subtropical planting and shaded outdoor spaces that complement Main Street's existing landscape character.
- e. Development incorporating a rooftop bar is located in the Mixed use zone, where located on a site fronting the eastern side of Main Street, between Wharf Street and Holman Street.

5. Thornton Street precinct (Kangaroo Point peninsula neighbourhood plan/NPP-002) overall outcomes are:

- a. The Thornton Street precinct (Kangaroo Point peninsula neighbourhood plan/NPP-002) includes a mix of residential and community facility uses that support the precinct's role as an established residential community, and a location for significant health services.
- b. Development preserves views to and from the Story Bridge and Bradfield Highway deck.
- c. Development provides well-spaced towers that are sited and designed to maintain the openness of street vistas with adequate spacing between buildings to allow for light penetration, air circulation, and privacy.
- d. Development complements the heritage and landscape qualities of the precinct, and presents a human-scale frontage to the street.
- e. Development provides publicly accessible pedestrian connections to join Main Street, Amesbury Street and Pixley Street.

OO5 Complies

- a. The proposed development will contribute to the supply of residential dwellings within Kangaroo Point.

- b. In relation to view corridor V1, the recently constructed Kangaroo Point Bridge now takes prominence in the foreground of the view from the edge of the City Botanic Garden across the river to the site, and, in combination with the riparian vegetation and parkland trees, obscures views to the Bradfield Highway. The Story Bridge is a focal point of this view corridor. The effect of the proposed development in this part of view corridor V1 is minimal given the current site context.

In relation to view corridor V2, the focal point is the Story Bridge. The proposed development is positioned in the foreground of the Story Bridge and its height aligns with buildings located in the background of the view (to the eastern side of the Story Bridge). The effect of the proposed development in this part of view corridor V2 is minimal; the Story Bridge remains the primary focal point in this view corridor.

Views from the Story Bridge and Bradfield Highway toward the subject site have the potential to be altered by future development of premises at 215 – 229 Main Street, behind which will be located the proposed development.

- c. The proposed development will result in tower setbacks that allow for light penetration, air circulation and privacy:
- a maximum 10m tower separation is provided between the proposed building and the adjoining building to the north (Sorano House);
 - a separation of approximately 27m is provided between the proposed building and the adjoining building to the east (Seafarers, 245 Main Street); and
 - a separation of approximately 8m is provided between the proposed building glazing line and the adjoining dwelling (to existing dwelling verandah edge) to the south.
- d. The southern building setback maintains the corridor connection between ‘Sunnyside’ heritage dwelling (at 255 Main Street) and Hamilton Street and incorporates deep planting which is complementary to the large stands of trees located within CT White Park, opposite the site.
- The fluid/organic form of the proposed building’s elevation and the front-facing private balconies overlooking Hamilton Street contribute to ensuring the proposed building is not overbearing within the streetscape.
- e. The proposed development is location within 50m of lift and stair access to Scott Street which intersects with Main Street – a total walking distance of approximately 150m. Main Street is within approximately 180m by vehicle.

6. Dockside precinct (Kangaroo Point peninsula neighbourhood plan/NPP-003) overall outcomes are:

- a. The Dockside precinct (Kangaroo Point peninsula neighbourhood plan/NPP-003) includes a mix of residential, retail, recreation and publicly accessible open

- space areas.
- b. Development for non-residential purposes enhances the public realm and activates streetscapes and public walkways.
 - c. Development maintains sight lines between buildings to the Brisbane River and between Goodwin Street and Cairns Street, and reinforces the tower in landscaped plaza development form that contributes to the precinct's unique character and high level of residential amenity.
 - d. Development maintains the function of existing open space and recreation areas and public walkways, and retains the dock as an iconic feature of the precinct.
7. Shafston precinct (Kangaroo Point peninsula neighbourhood plan/NPP-004) overall outcomes are:
- a. The Shafston precinct (Kangaroo Point peninsula neighbourhood plan/NPP-004) accommodates predominantly multiple dwelling uses.
 - b. Development provides well-spaced towers that are sited and designed to maintain the openness of street vistas with adequate spacing between buildings to allow for light penetration, air circulation, and privacy.
8. Mowbray Park precinct (Kangaroo Point peninsula neighbourhood plan/NPP-005) overall outcomes are:
- a. The Mowbray Park precinct (Kangaroo Point peninsula neighbourhood plan/NPP-005) accommodates predominantly multiple dwelling uses.
 - b. Development provides well-spaced towers that are sited and designed to maintain the openness of street vistas with adequate spacing between buildings to allow for light penetration, air circulation, and privacy.
 - c. Development on a site fronting Park Avenue has an increased setback from the street boundary to establish a landscape buffer between buildings and Mowbray Park.

7.2.11.1.3 Performance outcomes and acceptable outcomes

Table 7.2.11.1.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
General		
PO1 Development is of a height that achieves the intended outcome for the neighbourhood plan, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is: a. consistent with anticipated density and assumed infrastructure demand; b. aligned with community expectations about the number of storeys to be built;	AO1 Development complies with the building height specified in Table 7.2.11.1.3.B—Maximum building height. Note—Neighbourhood plans will mostly specify a maximum number of storeys where zone outcomes have been varied in relation to building height. Some neighbourhood plans may also specify height in metres. Development must comply with both parameters where maximum number of storeys and height in metres are specified.	PO1 Complies The maximum building height prescribed for the site at Table 7.2.11.1.3.B is 12m as the site is located within Bright Street Sub-precinct A. The Rooftop level of the proposed building is approximately RL 39.56m AHD. Were the site not included in a Sub-precinct (either A or B), the maximum height limit would be 8 storeys. The proposed development provides 8 residential

c. proportionate to and commensurate with the utility of the site area and frontage width; d. designed to avoid a significant and undue adverse amenity impact to adjoining development. Note—Development that exceeds the intended number of storeys or building height can place disproportionate pressure on the transport network, public space or community facilities in particular. Note—Development that exceeds the maximum building height may interrupt public view corridors identified in Figure d and may diminish the prominence of the Story Bridge as a city landmark.		storeys plus a ground level storey at the street frontage that provides access to basement car parking areas (as a consequence of the gradient of the site). Overall Outcome 3.c. provides that building heights can be greater than provided for in Table 7.2.11.1.3.B where <i>“there is an overwhelming community need for the development at that greater building height within the neighbourhood plan area and views to and from the Story Bridge are preserved”</i>. The built form outcome of the proposed development is a consequence of the characteristics of the site, the emerging built form characteristics of existing and approved residential buildings in the immediate vicinity of the site and Kangaroo Point more broadly, and higher order City Plan provisions. The proposed development represents the highest and best use of an inner-city urban infill site that promotes efficient use of existing physical and social infrastructure. The proposed building is a contemporary design that is responsive to Brisbane's sub-tropical climate and is complementary to the existing and emerging residential towers located around the subject site and within Kangaroo Point peninsular. The proposed development will deliver 13 residential dwellings, and it has been confirmed that there is capacity within existing urban services to the site to accommodate the demand generated by the proposed development. The Queensland planning system is performance-based, and the City Plan provides an assessment
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		framework that examines the merits of a proposal. Given the merit/performance-based development assessment framework and the characteristics of residential development that has been both constructed and approved within Kangaroo Point, within the life of the current City Plan, the community's expectations for development within Kangaroo Point and for the subject site are reasonably based on more than a proposal achieving strict compliance with Acceptable Outcomes. The proposed built form of the building sits comfortably within the boundaries of the subject site, providing for well-designed floor plans and private balconies of generous proportions. The proposed building does not diminish the prominence of the Story Bridge and Bradfield Highway in the context of the neighbourhood plan View Corridors V1 and V2. The proposed development provides light and air circulation and view corridors at the northern and southern site boundaries as a result of the tower setbacks to adjoining development: - to the southern adjoining dwelling, a maximum of 7.9m to the edge of the balcony and approx. 10m to the dwelling's glazing line. - to the northern adjoining tower (Sorano House), a maximum of 14m. - to the east adjoining tower (Seafarers), a maximum of approx. 27m.
PO2 Development in the River edge transition area presents a low-scale built form to the river.	AO2 Development in the River edge transition area has a building height no greater than 4 storeys. Note—The River edge transition area is any part of a site shown in	PO2/AO2 Not Applicable

	Figure a as being subject to the River edge transition area which is located no more than 40m landward from the level of the highest astronomical tide.	
PO3 Development is of a scale and form that contributes to a cohesive streetscape and built form character and is: a. consistent with anticipated density and assumed infrastructure demand; b. designed to avoid a significant and undue adverse amenity impact to adjoining development; c. sited and designed to enable existing and future buildings to be well separated from each other to allow for light penetration, air circulation between buildings, and the preservation of views, vistas and resident privacy; d. designed to respect the existing built form of properties identified in the Commercial character building overlay, Heritage overlay, or Pre-1911 building overlay; e. designed so as to not interfere with the maintenance of the Story Bridge; f. designed to provide subtropical planting that contributes to the landscape character of the neighbourhood plan area. Note—Development that is over-scaled for its site can result in an undesirable built form that significantly reduces amenity and streetscape character.	AO3.1 Development is setback in accordance with: a. where in the High density residential zone, Table 7.2.11.1.3.D—High density residential zone boundary setback requirements; or b. where in the Mixed use zone, and where on a site with a frontage to Main Street, Table 7.2.11.1.3.E—Mixed use zone boundary setback requirements.	PO3 Complies Refer to response to PO1, above. The proposed development complements the recently completed, 8-storey residential tower adjoining the subject site at 12 Hamilton Street (Sorano House), applying similar boundary setbacks and building façade features and materiality (private balconies overlooking the street, metal screens, containerised landscaping at all levels). In terms of building height, the proposed development generally aligns with the Bright Street sub-precinct B maximum building height plane, with only a small portion of Level 9 (at the northern building elevation) exceeding this extent. Sorano House at 12 Hamilton Street also exceeds this limit to a similar degree. It is noted that existing development at 1 Scott Street exceeds the Sub-precinct B height limit as does proposed development at 215-229 Main Street with towers proposed at 7 and 20 storeys in height. Thus, the proposed development is in keeping with the existing and emerging built form scale and character of the Thornton Street precinct. The tower setbacks are generous enough to facilitate future higher density residential development at 18 Hamilton Street and at 245 Main Street (Seafarers – provided all strata owners agree to the redevelopment of the site).
	AO3.2 Development achieves building separation in accordance with Table 7.2.11.1.3.F—Minimum building separation requirements.	
	AO3.3 Development has a site cover in accordance with Table 7.2.11.1.3.G—Maximum site cover requirements.	

		Whilst westerly views from the Seafarers building will be obstructed by the proposed development, views and vistas to the north-west, north, east, south and south-west remain available. The floor plans of the proposed units are such that living areas and main bedrooms are generally positioned toward the Hamilton Street frontage, with secondary bedrooms and utility rooms are located toward the rear of the site and will be screened to ensure privacy of occupants and existing neighbours is maintained. The southern site boundary setback maintains a corridor between the 6m length of common boundary with heritage listed 'Sunnyside' at 255 Main Street and Hamilton Street. The proposed development provides a total of 749.6sqm of sub-tropical planting area, comprising approx. 72sqm deep planting, 19sqm of in-ground planting and approx. 658.6sqm of containerised planting.
PO4 Development ensures that the roofs of buildings overlooked from the Story Bridge present an interesting and tidy roofscape not marred by the placement of unenclosed mechanical plant and utility structures. Note—For the purposes of this performance outcome, mechanical plant and utility structures does not include solar panels, or rooftop gardens.	AO4 No acceptable outcome is prescribed.	PO4/AO4 Not Applicable The proposed development is located approximately 435m south of the Story Bridge, which does not provide opportunity for overlooking the roof of the proposed building.
PO5 Development may include a supermarket where there is a community need and economic need for the supermarket and it is consistent with the overall outcomes for the relevant precinct.	AO5 No acceptable outcome is prescribed.	PO5/AO5 Not Applicable The proposal involves Multiple Dwelling use only.

PO6 Development preserves views to and from the Story Bridge, including the Bradfield Highway deck, as identified in Figure d.	AO6 No acceptable outcome is prescribed.	PO6 Complies In relation to view corridor V1, the recently constructed Kangaroo Point Bridge now takes prominence in the foreground of the view from the edge of the City Botanic Garden across the river to the site, and, in combination with the riparian vegetation and parkland trees, obscures views to the Bradfield Highway. The Story Bridge is a focal point of this view corridor. The effect of the proposed development in this part of view corridor V1 is minimal given the current site context. The Story Bridge and Bradfield Highway are still a focal point of the view corridor. In relation to view corridor V2, the focal point is the Story Bridge. The proposed development is positioned in the foreground of the Story Bridge and its height aligns with buildings located in the background of the view (to the eastern side of the Story Bridge). The effect of the proposed development in this part of view corridor V2 is minimal; the Story Bridge remains the primary focal point in this view corridor. Views from the Story Bridge and Bradfield Highway toward the subject site have the potential to be altered by future development of premises at 215 – 229 Main Street, behind which will be located the proposed development. View corridor analysis is provided at Appendix C – Urban Design Report.
If in the Main Street precinct (Kangaroo Point peninsula neighbourhood plan/NPP-001), where in the Mixed use zone		NOT APPLICABLE
PO7	AO7	

Development for a large format, high traffic generating use, including garden centre, hardware and trade supplies, and/or showroom, is not located in the precinct due to the constraints of the local road network and the potential for adverse impacts on residential amenity.	No acceptable outcome is prescribed.	
PO8 Development includes a podium that frames the public realm, contributes to the vibrancy of the street and reinforces Main Street as an active high street. Editor's note—Refer to Figure f for guidance in achieving this performance outcome.	AO8.1 Development has a maximum podium height of 2 storeys, or 8m, whichever is lower.	
	AO8.2 Development incorporates non-residential uses at street level.	
	AO8.3 Development incorporates landscaping and communal space on top of the podium.	
PO9 Development provides building articulation and design elements that address adjacent buildings and maintain high levels of amenity on adjoining sites.	AO9 Development does not present a blank wall to adjoining properties in the: a. Community facilities zone; or b. High density residential zone; or c. Heritage overlay; or d. Pre-1911 building overlay.	
PO10 Development: a. provides pedestrian connections between Main Street and the Bridge undercroft area identified in Figure a; b. is designed to provide sight lines from Main Street to the Story Bridge deck and undercarriage; c. maintains open and direct sight lines through the Bridge undercroft area between Baildon Street and Holman Street, as identified in Figure a.	AO10 No acceptable outcome is prescribed.	

Editor's note—Refer to Figure f for guidance in achieving this performance outcome.		
If in the Thornton Street precinct (Kangaroo Point peninsula neighbourhood plan/NPP-002)		
PO11 Development complements the heritage and landscape qualities of: a. C.T. White Park; b. St Mary's Anglican Church; c. Kangaroo Point cliffs.	AO11 No acceptable outcome is prescribed.	PO11 Complies The materiality and elevational treatment of the proposed building draws cues from both the riverside parkland of CT White Park and the Kangaroo Point Cliffs, through colours and the wave-like form of the architectural attachment that provides for landscape planting along the front and rear building elevations. The Landscape Concept includes a deep planting zone adjacent to the length of the southern site boundary. This deep planting area maintains a corridor connection to a stand of large trees planted within CT White Park.
PO12 Development provides publicly accessible pedestrian connections to join Main Street, Amesbury Street and Pixley Street.	AO12 No acceptable outcome is prescribed.	PO12 Complies The proposed development is location within 50m of lift and stair access to Scott Street which intersects with Main Street – a total walking distance of approximately 150m.
PO13 Development does not adversely impact the preferred siting, design and delivery of a pedestrian and cyclist bridge to the City Centre.	AO13 No acceptable outcome is prescribed.	PO13 Complies The Kangaroo Point Bridge is now constructed and operational. The proposed development is located within 50m of the lift and stair access to the bridge.
If in the Dockside precinct (Kangaroo Point peninsula neighbourhood plan/NPP-003)		NOT APPLICABLE

PO14 Development maintains the function of areas identified in Figure e, being: a. Dockside square and Dockside walkway as safe and well-connected public pedestrian and cyclist access areas; b. Dockside green space as an open landscaped area; c. Dockside dock as an historical landmark with opportunities for river access; d. Dockside sport and recreation area for leisure, sport and recreation activities.	AO14 No acceptable outcome is prescribed.	
PO15 Development: a. maintains open and direct sight lines between Cairns Street and Goodwin Street, and from Deakin Street to the Brisbane River, as identified in Figure e; b. provides pedestrian connections between Goodwin Street and the riverside portion of the Dockside walkway area.	AO15 No acceptable outcome is prescribed.	
PO16 Development for non-residential purposes: a. maintains a high level of residential amenity; b. addresses the Dockside square and Dockside walkway areas identified in Figure e; c. enhances the public realm.	AO16 No acceptable outcome is prescribed.	

Table 7.2.11.1.3.B—Maximum building height

Development	Maximum building height
If in the Main Street precinct (Kangaroo Point peninsula neighbourhood plan/NPP-001)	

All development	Development has a maximum building height that does not exceed the maximum building height contours in Figure b
If in the Thornton Street precinct (Kangaroo Point peninsula neighbourhood plan/NPP-002), where not in the Community purposes zone precinct of the Community facilities zone	
Development of a site less than 800m ² where not in a sub-precinct	8 storeys
Development of a site 800m ² or greater where not in a sub-precinct	15 storeys
Development in the Bright Street A sub-precinct (NPP-002a)	12 metres
Development in the Bright Street B sub-precinct (NPP-002b)	Development has a maximum building height that does not exceed the maximum building height depicted in Figure c
Development in the St Vincent sub-precinct (NPP-002c)	10 storeys
If in the Dockside precinct (Kangaroo Point peninsula neighbourhood plan/NPP-003), where not in the Community facilities zone	
Development of a site less than 800m ²	8 storeys
Development of a site 800m ² or greater but less than 1,200m ²	12 storeys
Development of a site 1,200m ² or greater where not in the Dockside core sub-precinct (NPP-003a)	15 storeys
Development of a site 1,200m ² or greater where in the Dockside core sub-precinct (NPP-003a)	20 storeys
If in the Shafston precinct (Kangaroo Point peninsula neighbourhood plan/NPP-004)	
Development of a site less than 800m ²	8 storeys
Development of a site 800m ² or greater	15 storeys
If in the Mowbray Park precinct (Kangaroo Point peninsula neighbourhood plan/NPP-005)	
Development of a site less than 800m ²	8 storeys

Development of a site 800m ² or greater	12 storeys
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Note—Maximum building height in the Main Street precinct is the height contours in the contour-based building height control area depicted in Figure b.

Note—Maximum building height in the Bright Street B sub-precinct is derived using the calculation method depicted in Figure c.

Editor's note—Use of the Virtual Brisbane 3D model may assist in demonstrating compliance with building height controls in the Main Street precinct and Bright Street B sub-precinct.

Table 7.2.11.1.3.C—Urban context report

Content	Scope (and format)
Cityscape and built form	Demonstrate how the development: a. provides a site-responsive built form taking into account site characteristics and form of surrounding development, including the relationship with other buildings in terms of setbacks, privacy, light and air; b. provides a contextually responsive built form taking into account site location within Kangaroo Point peninsula; c. impacts on views to and from the Story Bridge; d. impacts on broader views across the cityscape and of the city skyline; e. exhibits outstanding architectural merit.
Streetscape	Demonstrate how the development impacts on and contributes to the streetscape and street functioning, in terms of: a. building height, setbacks and design; b. street level activation, including proportion of glazing and openings; c. footpath width, continuity and design.
Heritage, landmarks, natural assets, views and vistas	Demonstrate how the development: a. respects the streetscape and public realm context and setting of nearby heritage buildings and places, landmarks and natural assets, including the Story Bridge, Yungaba Immigration Centre (former), Evans Deakin Dry Dock (former), and Shafston House; b. maintains or creates views from public vantage points to heritage places, landmarks and natural assets, and across public realm.
Public realm, connections, attractors and movement network	Demonstrate how the development: a. respects, enhances, expands and/or connects to adjoining and nearby public realm; b. maintains and enhances pedestrian permeability, including to major attractors and the wider movement network.
Subtropical climate	Demonstrate how the development design incorporates orientation, shading, outdoor spaces, natural ventilation, landscaping and articulation to reduce heat loading, protect from weather, optimise natural light and support outdoor lifestyles.

Note—The Urban context report provides a formal means for developers, architects and designers to clearly articulate how the development successfully responds to the site, its context and climate. This report should comprise plans, diagrams, perspectives, 3D modelling (including use of the Virtual Brisbane 3D model to test development options) and supporting design rationales to demonstrate how the proposal achieves the outcomes of this neighbourhood plan.

Editor's note—Council's *New World City Design Guide — Buildings that Breathe* sets out the vision, design elements and best practice case studies to guide subtropical building design in Brisbane. Development is actively encouraged to incorporate these design elements and embrace the city's subtropical climate.

Table 7.2.11.1.3.D—High density residential zone boundary setback requirements

Site	Minimum boundary setback (m)				
	Front/street		Rear		Side
	To balcony	To wall	To balcony	To wall	
Where in the Main Street precinct and the site does not contain a landscape buffer identified in Figure a	3	4	4	6	4
Where not in the Main Street precinct and the site does not contain a landscape buffer identified in Figure a	4	6	6	8	6
Where not in the Main Street precinct and the site contains a landscape buffer identified in Figure a	6	8	6	8	6

Table 7.2.11.1.3.E—Mixed use zone boundary setback requirements

Development	Minimum boundary setback (m)					
	Front/ street	Side	Rear	Where affected by the Regional infrastructure corridors and substations overlay	Where adjoining land in the High density residential zone (measured from common boundary)	Where adjoining land in the Pre-1911 building overlay (measured from common boundary)
Where on a site with a frontage to Main Street						
For the part of the building up to 8m	2	0	0	Development is set	4	2

For the part of the building above 8m	4	4	4	back further where required in accordance with the Regional infrastructure corridors and substations overlay	6	4
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Table 7.2.11.1.3.F—Minimum building separation requirements

Precinct and building height	Minimum building separation (m)
If in the Main Street precinct, for the part of the building above 8m building height	8
If not in the Main Street precinct, for the part of the building less than 15 storeys	12
If not in the Main Street precinct, for the part of the building 15 storeys and above	20

Note—Building separation means the shortest distance, measured horizontally, between the outermost projection of a building and the outermost projection of an adjoining building.

Table 7.2.11.1.3.G—Maximum site cover requirements

Zone	Maximum site cover
If in the Mixed use zone, where fronting Main Street	65% where above 8m building height
If in the High density residential zone, where in the Main Street precinct	65%
If in the High density residential zone, where not in the Main Street precinct	45%

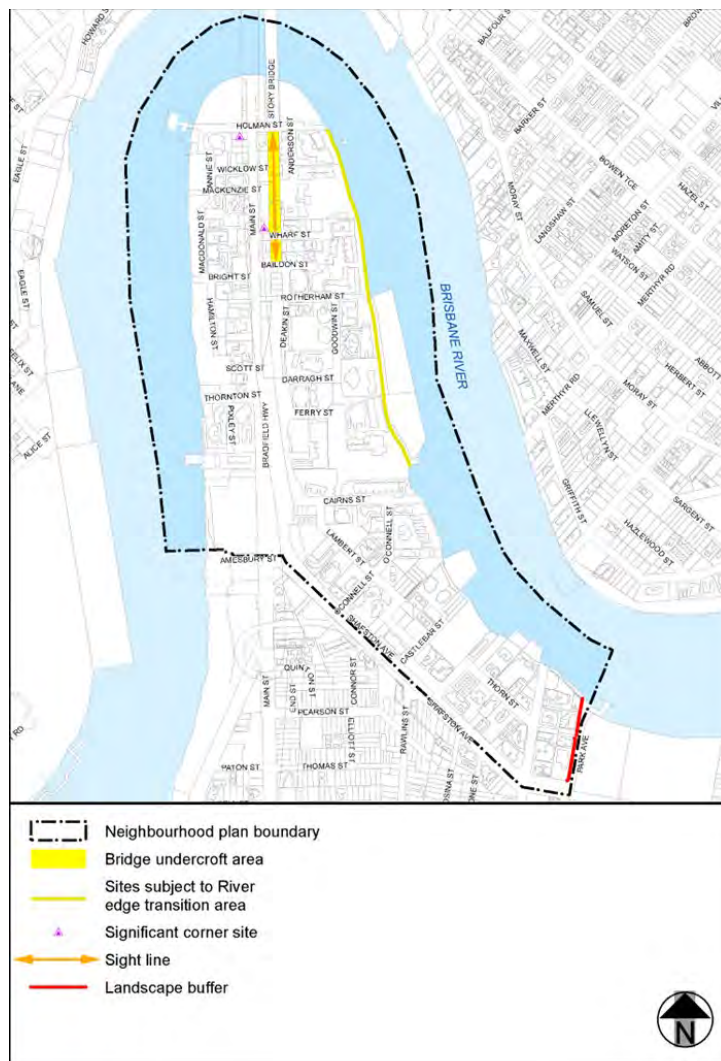


Figure a—Kangaroo Point peninsula public domain

View the high resolution of Figure a—Kangaroo Point peninsula public domain

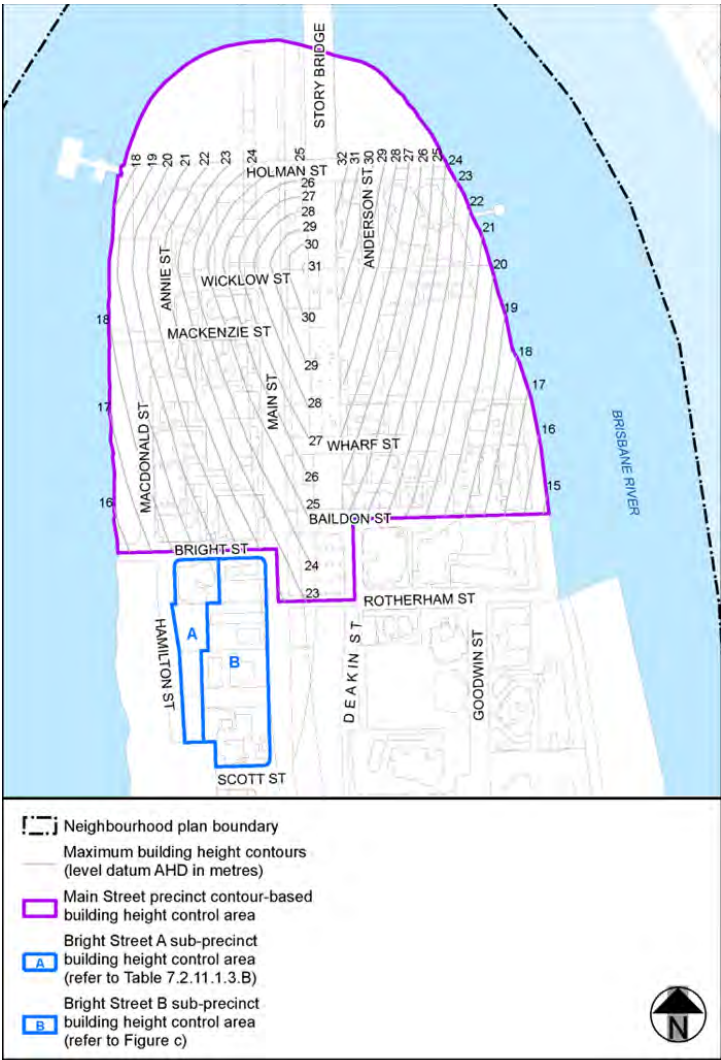
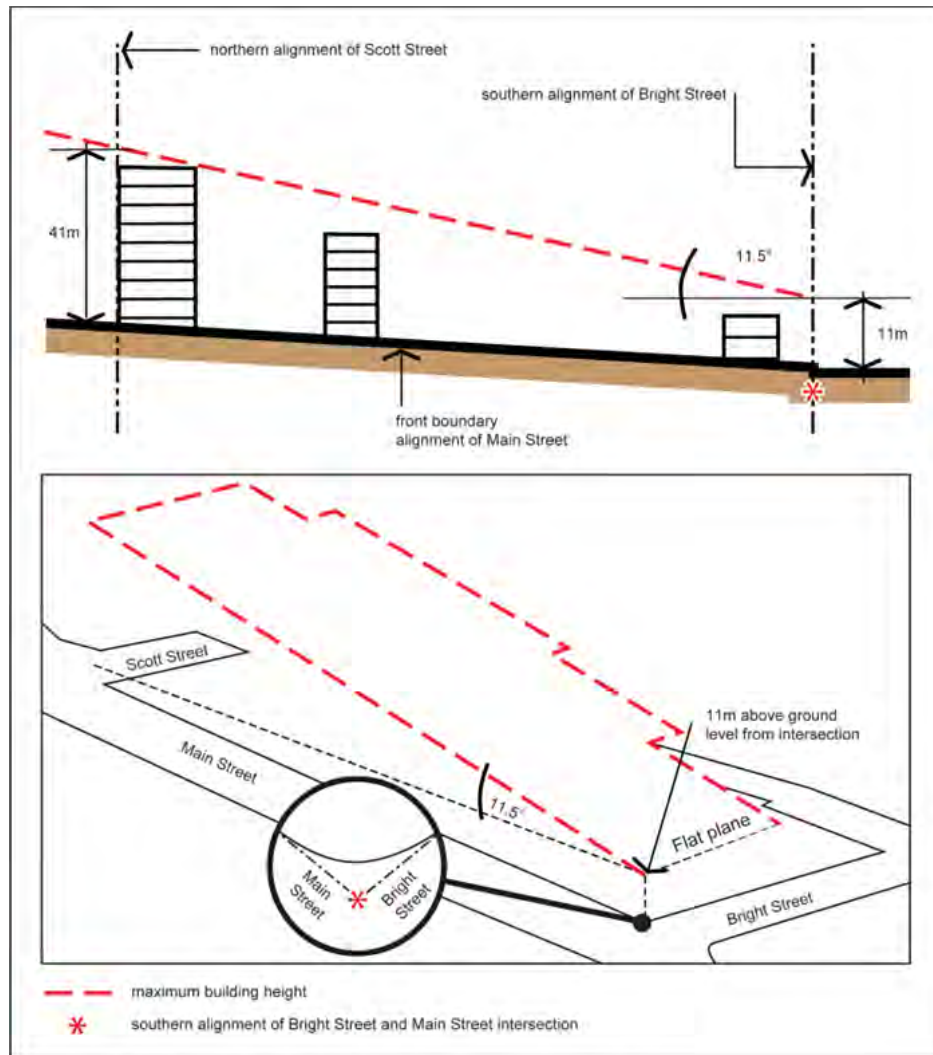


Figure b—Main Street precinct (NPP-001) maximum building height

View the high resolution of Figure b—Main Street precinct (NPP-001) maximum building height



View the high resolution of Figure c—Bright Street B sub-precinct (NPP-002b) maximum building height

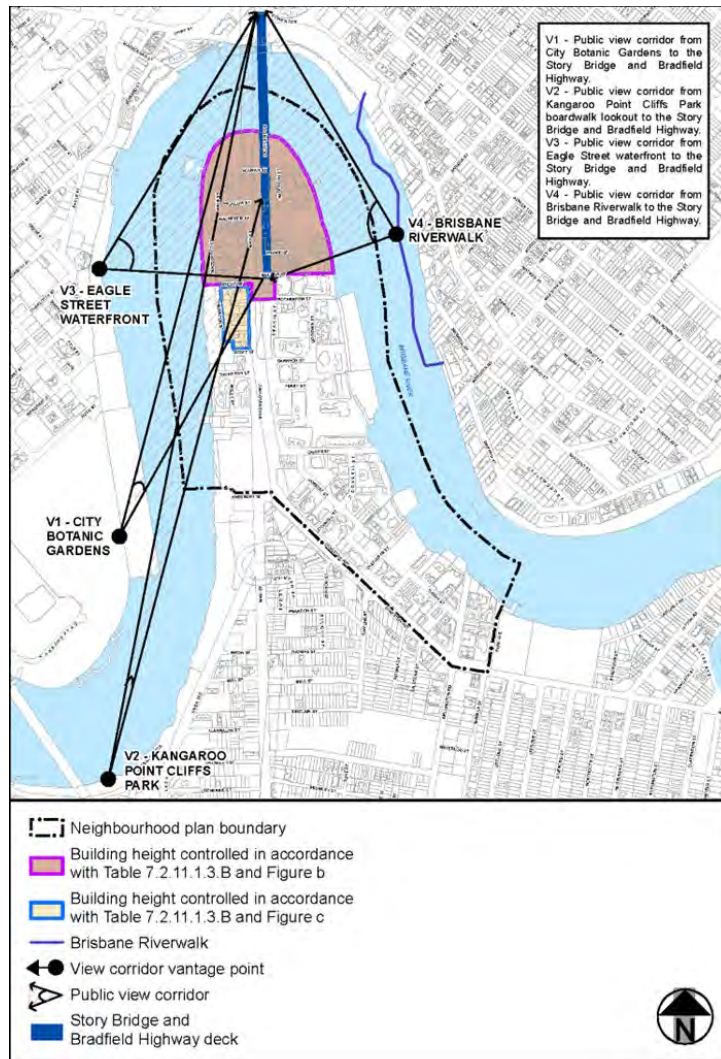


Figure d—Story Bridge view corridors

View the high resolution of Figure d—Story Bridge view corridors

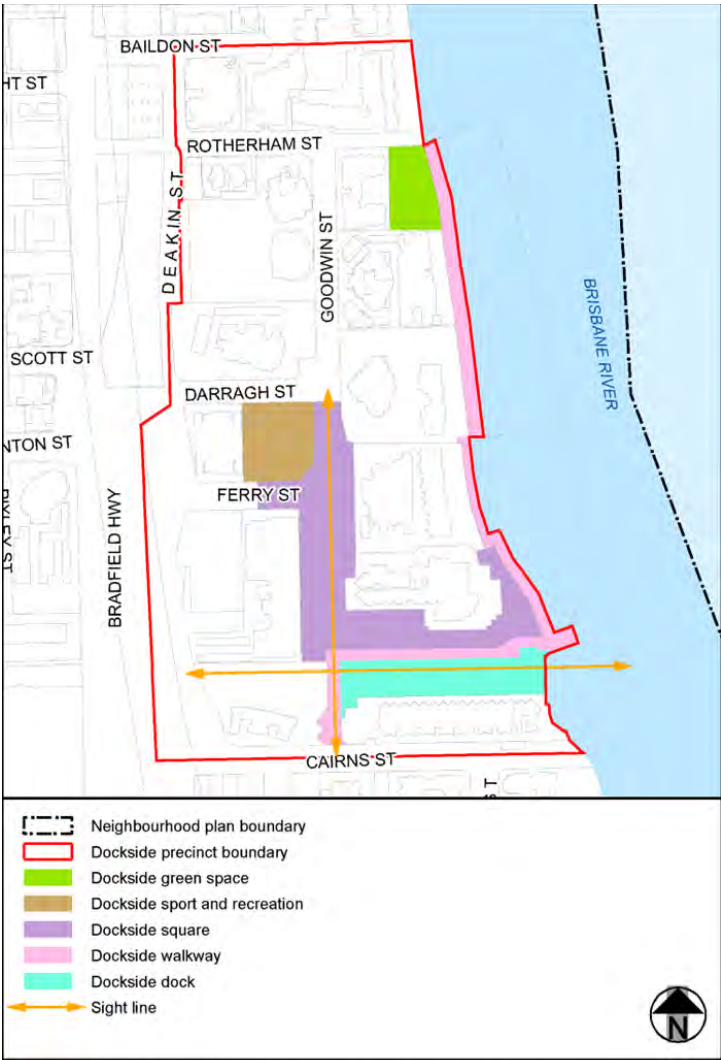


Figure e—Docksider precinct (NPP-003) access, open space and recreation areas

View the high resolution of Figure e—Dockside precinct (NPP-003) access, open space and recreation areas

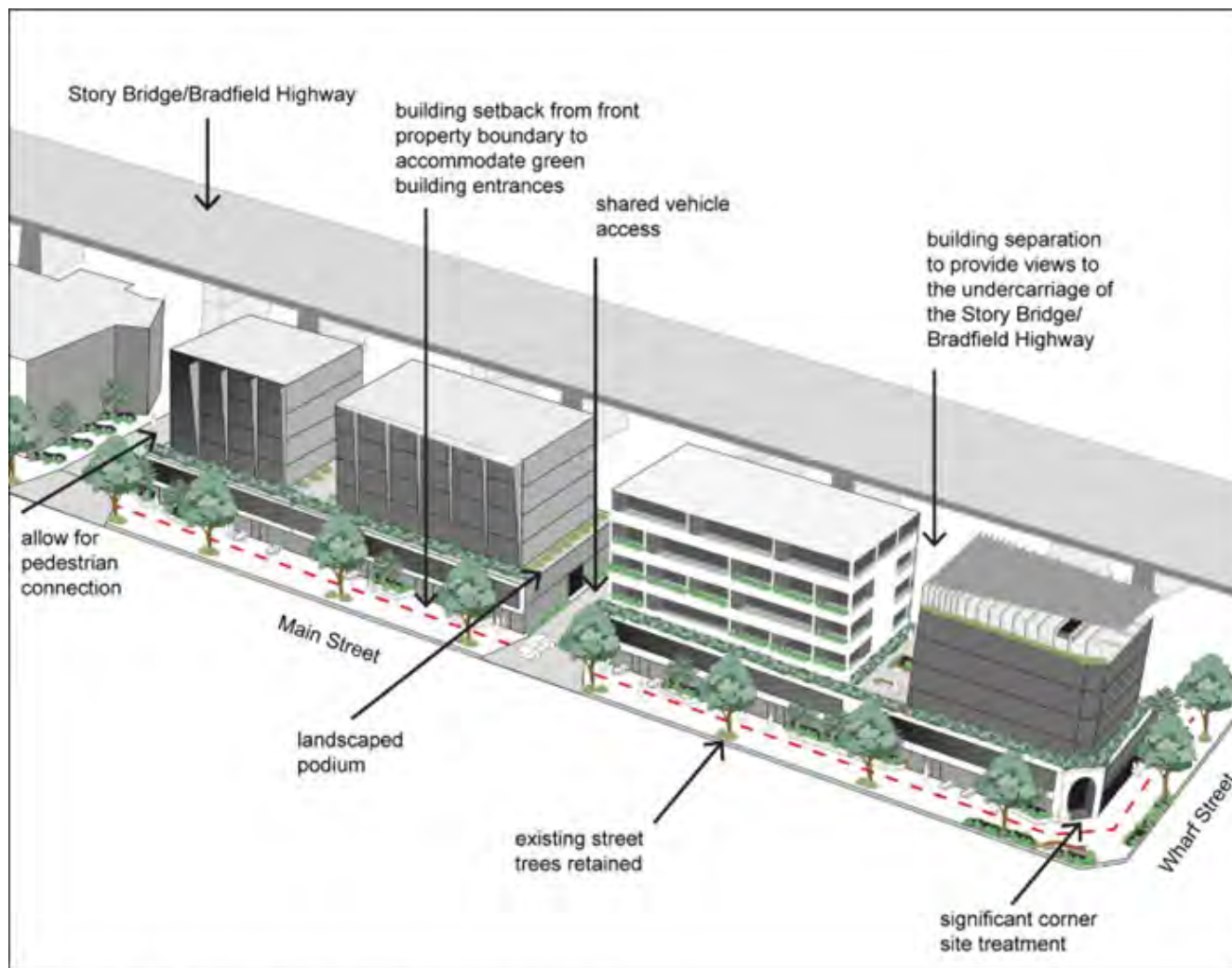


Figure f—Indicative Main Street building treatment

View the high resolution of Figure f—Indicative Main Street building treatment

8.2.2 Airport environs overlay code

8.2.2.1 Application

1. This code applies to assessing development in the Airport environs overlay, if:
 - a. accepted development subject to compliance with identified requirements, where acceptable outcomes of this code are identified requirements in a table of assessment for an overlay (section 5.10); or
 - b. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or
 - c. impact assessable development.
2. Land in the Airport environs overlay is identified on the Airport environs overlay maps and is included in the following sub-categories:
 - a. Obstacle Limitation Surfaces (OLS) sub-categories:
 - i. approach and departure limitation surface boundary and contours sub-category;
 - ii. conical limitation surface contours sub-category;
 - iii. horizontal limitation surface boundary sub-category;
 - iv. transitional surface sub-category;
 - v. runway centreline sub-category.
 - b. Procedures for Air Navigation Services—Aircraft Operational Surfaces (PANS-OPS) sub-categories:
 - i. procedures for air navigation surfaces (PANS) sub-category.
 - c. Bird and bat strike zone sub-categories:
 - i. distance from airport 0-3km sub-category;
 - ii. distance from airport 3-8km sub-category;
 - iii. distance from airport 8-13km sub-category.
 - d. Public safety area sub categories:
 - i. public safety area sub-category;
 - ii. airport runway sub-category.
 - e. Light intensity sub-categories;
 - i. Zone A - 0 candela - 600m wide 1000m from runway strip sub-category;
 - ii. Zone B - 50 candela - 900m wide 2000m from runway strip sub-category;
 - iii. Zone C - 150 candela - 1200m wide 3000m from runway strip sub-category;
 - iv. Zone D - 450 candela - 1500m wide 4500m from runway strip sub-category;
 - v. within 6km - Max intensity of light sources 3 degrees above horizon sub-category.
 - f. Aviation facilities sub-categories:
 - i. aviation facilities sub-category;
 - ii. glidepath - 1500m at 30 degrees sub-category;

- iii. distance from NDB - 500m sub-category;
- iv. distance from radar - 4,000m sub-category;
- v. distance from VHF - 500m sub-category;
- vi. distance from VOR - 1000m sub-category;
- vii. distance from outer marker - 50m sub-category.
- g. Australian Noise Exposure Forecast (ANEF) contour sub-categories:
 - i. ANEF 40-45 sub-category;
 - ii. ANEF 35-40 sub-category;
 - iii. ANEF 30-35 sub-category;
 - iv. ANEF 25-30 sub-category;
 - v. ANEF 20-25 sub-category.
- h. Height restriction zone sub-categories:
 - i. height restriction zone 15m sub-category;
 - ii. height restriction zone 45m sub-category;
 - iii. height restriction zone 90m sub-category.

3. When using this code, reference should be made to section 1.5 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Editor's note—For a proposal to be accepted development subject to compliance with identified requirements, it must meet all the identified acceptable outcomes of this code that relate to the applicable sub-category and any other applicable code. Where it does not meet all identified acceptable outcomes, the proposal becomes assessable development and a development application is required. Where a development application is triggered, only the specific acceptable outcomes that the proposal fails to meet need to be assessed against the corresponding assessable acceptable outcomes or performance outcomes and relevant overall outcomes. Other identified acceptable outcomes that are met are not assessed as part of the development application.

Editor's note—Where this code includes performance outcomes or acceptable outcomes that relate to:

- Noise impact assessment, guidance is provided in the Noise impact assessment planning scheme policy.

8.2.2.2 Purpose

1. The purpose of the Airport environs overlay code is to:
 - a. Implement the policy direction in the Strategic framework, in particular:
 - i. Theme 1: Brisbane's globally competitive economy and Element 1.2 — Brisbane's industrial economy;
 - ii. Theme 5: Brisbane's CityShape and Element 5.1 — Brisbane's City Centre and Element 5.2 — Brisbane's Major Industry Areas.
 - b. Provide for the assessment of the suitability of development in the Airport environs overlay.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development protects the safety and functioning of operational airspace of the Brisbane, Archerfield and Amberley airports.
 - b. Development protects the functioning of aviation facilities from incompatible land uses, buildings, structures and works.
 - c. Development within the vicinity of the Brisbane and Archerfield airports is appropriately located to prevent exposure to very high levels of aircraft noise and designed to adequately attenuate expected aircraft noise to protect the health and wellbeing of occupants.

- d. Development ensures that operational airspace of the Brisbane, Archerfield and Amberley airports is not put at risk from light sources or wildlife interference generated by development.
- e. Development minimises potential hazards to the safety and functioning of airport operations resulting from emissions from smoke, dust or any other airborne particulate or the creation of air turbulence.
- f. Development does not materially increase the number of people or the storage and handling of dangerous goods or combustible liquids within public safety areas.
- g. Development minimises the potential hazard to safety of airport operators resulting from reflection of sunlight, and other potential threat of interference to pilot vision.
- h. Development avoids increased risks to public safety near airport runways.

8.2.2.3 Performance outcomes and acceptable outcomes

Table 8.2.2.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—If in the OLS sub-categories, the PANS OPS sub-categories or the height restriction zone sub-categories		
General		
PO1 Development does not create or potentially create a permanent or temporary obstruction or hazard to operational airspace of Brisbane, Archerfield or Amberley airports.	AO1 Development does not penetrate or create any physical obstruction into the OLS, height restriction zone or PANS-OPS and create an obstacle to an aircraft operating to or from the Brisbane, Archerfield or Amberley airports unless approved in accordance with the relevant federal legislation. Editor's note— Where development intrudes into an airport's OLS or PANS-OPS, advice from the Civil Aviation Safety Authority should be sought.	AO1 Complies
PO2 Development ensures that emissions do not significantly affect air turbulence, visibility or aircraft engine operation	AO2 Development does not emit into the OLS or height restriction zone:	AO2 Complies

within the operational airspace of Brisbane, Archerfield or Amberley airports. Editor's note— Where development does emit gases or particulates above those outlined in AO2, advice from the Civil Aviation Safety Authority should be sought.	a. a gaseous plume at velocity exceeding 4.3m/s, as determined in conjunction with CASA Advisory Circular AC-139-05(1) Plume rise assessments; b. smoke, dust, ash, steam or other airborne particulate.	
Additional performance outcomes and acceptable outcomes if involving air service		NOT APPLICABLE
PO3 Development does not create a hazard to aviation operations conducted to or from the Brisbane or Archerfield airports.	AO3 Development will not create a hazard to airport operations in accordance with the written confirmation of the Civil Aviation Safety Authority.	
Section B—If in the Bird and bat strike zone sub-categories		NOT APPLICABLE
PO4 Development does not attract birds and bats into operational airspace in significant numbers likely to cause a safety hazard to airport operations.	AO4.1 Development within the Bird and bat strike zone sub-categories area ensures that waste is covered and collected so that it is inaccessible to birds and bats. AO4.2 Development involving landscaping or drainage works, including artificial water bodies located within the distance from airport 0-3km sub-category, are designed and installed to minimise the potential to attract birds and bats.	
Section C—If in the Public safety area sub-categories		NOT APPLICABLE
PO5 Development does not expose or increase the risk to public safety.	AO5.1 Development does not increase the number of people living, working or congregating in the Public safety area sub-categories. AO5.2	

	Development does not materially increase the storage and handling of dangerous goods or combustible liquids within the Public safety area sub-categories.	
Section D—If in the Light intensity sub-categories		NOT APPLICABLE
PO6 Development ensures that buildings and structures do not adversely impact airport operations or interfere with pilot vision.	AO6.1 Development ensures that outdoor lighting: a. does not imitate the format of approach or runway lighting by configuring lights in straight parallel lines greater than 500m in length; b. does not emit light that will exceed the maximum light intensity specified within the light intensity area identified on the Light intensity sub-categories. Note—Compliance with this acceptable outcome may be demonstrated by complying with the standards specified in the Civil Aviation Safety Authority guideline Chapter 12—Aerodrome lighting, 1.2 Lighting in the vicinity of an aerodrome and written confirmation from the airport operator. AO6.2 Development in the Within 6km-Max intensity of light sources 3 degrees above horizon sub-category does not involve: a. coloured flashing or sodium lighting; or b. glare or upward shining lights; or c. flare plumes.	
Section E—If in the Aviation facilities sub-categories		NOT APPLICABLE
PO7 Development is of an appropriate design or implements management measures that avoid potential adverse impacts on an aviation facility. Note—Development complies with this performance outcome where written confirmation from Air Services Australia confirms that the development will not impair the functioning of the aviation facility.	AO7 Development does not impair the functioning of an aviation facility by creating a permanent or temporary structure or any other physical line-of-sight obstruction between transmitting or receiving devices that:	

	a. transmits an electromagnetic field that will interfere with the functioning of the aviation facility; or b. contains a reflective surface that will interfere with the functioning of the aviation facility. Note—Advice from Air Services Australia should be sought when proposing development within the Aviation facility sub-category. The SPP guidance: Strategic airports and aviation facilities identifies development likely to impact certain aviation facilities.	
Section F—If in the Australian Noise Exposure Forecast (ANEF) contour sub-categories		NOT APPLICABLE
PO8 Development adequately attenuates for aircraft noise in buildings to protect the health and wellbeing of occupants by complying with the internal noise criteria in Table 8.2.2.3.B. Note—A noise impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO8.1 Development for a caretaker's accommodation, childcare centre, community care centre, community residence, dual occupancy, dwelling house, dwelling unit, educational establishment, health care service, hospital, multiple dwelling, relocatable home park, residential care facility, retirement facility or rooming accommodation located in the ANEF 20-25 sub-category: a. provides external windows and doors which are acoustically rated to a minimum of Rw 30; b. ensures that the roof, ceiling and insulation combination is acoustically rated to a minimum of Rw 45; c. ensures that external walls are acoustically rated to a minimum of Rw 50. AO8.2 Development for a resort complex, rural workers' accommodation, short-term accommodation or tourist park located in the ANEF 25-30 sub-category: a. provides external windows and doors which are acoustically rated to a minimum of Rw 30; b. ensures that the roof, ceiling and insulation combination is acoustically rated to a minimum of Rw 45;	

	c. ensures that external walls are acoustically rated to a minimum of Rw 50. AO8.3 Development for an office is not located in the ANEF 25-30 sub-category, ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category. AO8.4 No acceptable outcome is prescribed where development for a community use, detention facility, funeral parlour, place of worship, theatre or veterinary service. AO8.5 Development for a use not identified in AO8.1, AO8.2, AO8.3 or AO8.4 is not located in the ANEF 40-45 sub-category.	
PO9 Development for a sensitive use is appropriately located to prevent inappropriate exposure to very high levels of aircraft noise.	AO9.1 Development for a caretaker's accommodation, childcare centre, community care centre, community residence, dual occupancy, dwelling house, dwelling unit, educational establishment, health care service, hospital, multiple dwelling, relocatable home park, residential care facility, retirement facility or rooming accommodation is not located within the ANEF 25-30 sub-category, ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category. AO9.2 Development for a resort complex, rural workers' accommodation, short-term accommodation or tourist park is not located within the ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category.	

Table 8.2.2.3.B—Internal noise criteria

Use	Activity of internal space	L _{AMax} 'S' time weighting
Caretaker's accommodation	Sleeping areas	50dB(A)
Childcare centre	Other habitable rooms	55dB(A)
Community residence		
Dual occupancy		
Dwelling house		
Dwelling unit		
Multiple dwelling		
Relocatable home park		
Residential care facility		
Retirement facility		
Rooming accommodation		
Resort complex	Sleeping areas	55dB(A)
Rural workers' accommodation		
Short-term accommodation		
Tourist park		
Educational establishment	Libraries, study areas and sleeping areas	50dB(A)
	Teaching areas and other habitable rooms	55dB(A)
Community care centre	Sleeping areas, wards, theatres, treatment and consulting rooms	50dB(A)
Health care service		
Hospital		
Office	Private offices and conference rooms	55dB(A)
	Open offices, drafting	65dB(A)
	Typing, data processing	70dB(A)
Other	Comply with AS 2021-2015 Acoustics—Aircraft noise intrusion—Building siting and construction, adopted 12 February 2015	

Note—

- LAMax 'S' time weighting is the A-weighted maximum sound pressure level of aircraft noise measured using the slow responsive time
- Rw: weighted sound reduction index
- dB(A): A-weighted decibels

8.2.3 Bicycle network overlay code

8.2.3.1 Application

1. This code applies to assessing development of land adjoining or having frontage to (i.e. where the overlay sub-category is located in adjoining road reserve, public land or river), or traversed by, cycle routes or Riverwalks identified in the Bicycle network overlay map, if:
 - a. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or
 - b. impact assessable development.
2. The Bicycle network overlay map identifies the following sub-categories:
 - a. Primary cycle route sub-category;
 - b. Secondary cycle route sub-category;
 - c. Local cycle route sub-category;
 - d. Riverwalk — Typology 1 (City reaches north and south) sub-category;
 - e. Riverwalk — Typology 2 (Urban reaches) sub-category;
 - f. Riverwalk — Floating walkway (Riverwalk connection subject to future construction) sub-category.
3. When using this code, reference should be made to section 1.5 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Note—Where this code includes performance outcomes or acceptable outcomes that relate to:

- bicycle network design and construction, guidance is provided in the Infrastructure design planning scheme policy;
- planting species selection, guidance is provided in the Planting species planning scheme policy.

Editor's note—The desired standard of service for the provision of trunk infrastructure is specified in the Local government infrastructure plan.

8.2.3.2 Purpose

1. The purpose of the Bicycle network overlay code is to:
 - a. Implement the policy direction in the Strategic framework in particular:
 - i. Theme 2: Brisbane's outstanding lifestyle and Element 2.1 — Brisbane's identity;
 - ii. Theme 4: Brisbane's highly effective transport and infrastructure networks and Element 4.1 — Brisbane's transport infrastructure networks.
 - b. Provide for the assessment of the suitability of development in the Bicycle network overlay.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development contributes to the safe and efficient operation of the existing and planned bicycle network.
 - b. Cycle routes and pathways are integrated, connected, direct, convenient, legible, safe and suitably shaded to cater for cyclists of all skill levels.

- c. Cycle routes are designed and constructed to fulfil the transit functions corresponding to their network classification allowing commuter and recreation cyclists to travel efficiently and safely.
- d. The Riverwalk component of the bicycle network provides a continuous inner-Brisbane riverside publicly dedicated shared pedestrian and cyclist pathway; including pavement, shade trees, furniture and lighting; as well as public amenity outcomes such as shade structures, public art and viewing platforms at key locations.
- e. Development does not compromise the completion of the bicycle network.

8.2.3.3 Performance outcomes and acceptable outcomes

Table 8.2.3.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
General		
PO1 Development contributes to the safe and efficient provision and operation of the bicycle network.	AO1 Development provides cycle routes in accordance with the bicycle network classification and design standard identified on the Bicycle network overlay map and set out in the road corridor design and off-road pathways standards of the Infrastructure design planning scheme policy. Note—On a site not traversed or adjoining a route on the Bicycle network overlay map, pedestrian and cyclist movement and permeability is addressed by the Subdivision code (for reconfiguring a lot) and Centre or mixed use code or residential codes (for material change of use).	PO1 Complies Hamilton Street is identified as a Local cycle route. No dedicated bicycle lane is provided in Hamilton Street. The road corridor includes marked on-street parking spaces at intervals, to facilitate single vehicle width movements within the street, and signage marked on the road pavement identifying on-street cycle movements. A footpath on the river/western side of Hamilton Street has recently been constructed. A Primary cycle route is provided on the path adjacent to the river's edge approximately 35m west of the new footpath. Cyclists have the choice of using the on-street route, the new footpath or the existing riverside Primary cycle route to navigate to and from the site and through the precinct.
PO2	AO2	AO2 Complies

Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map to ensure the following are not compromised: a. the long term infrastructure for the bicycle network in the Long term infrastructure plans; b. the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan; c. the provision of long term, existing and planned infrastructure for the bicycle network which: i. is required to service the development or existing and future urban development in the planning scheme area; or ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. 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.	Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map in compliance with the following: a. for long term infrastructure for the bicycle network in the Long term infrastructure plans; b. the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan; c. the standards for the bicycle network in the Infrastructure design planning scheme policy.	The proposal does not interfere with the existing and planned infrastructure for the bicycle network in this locality.
PO3 Development provides for the payment of extra trunk infrastructure costs for the following: a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; b. for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; ii. long term infrastructure for the bicycle network which is made necessary by	AO3 No acceptable outcome is prescribed.	PO3 Complies The proposal is located completely within the priority infrastructure area. The proposal will attract infrastructure charges, which will be required to be paid prior to the commence of the material change of use.

development that is not assumed future urban development; iii. other infrastructure for the bicycle network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.		
Additional performance outcomes and acceptable outcomes for a site adjacent to or traversed by the Riverwalk–Typology 1 sub-category or Riverwalk–Typology 2 sub-category		NOT APPLICABLE
PO4 Development contributes to the creation of publicly accessible riverfront by providing a shared, continuous riverside pathway.	AO4 Development fronting the river provides a publicly accessible riverfront pathway via a linear land dedication of 10m width as measured from the riverfront ambulatory boundary.	
PO5 Development provides a high-quality, vibrant and safe riverside path with a strong pedestrian and cyclist amenity focus.	AO5.1 Development designs and constructs Riverwalk for the full river frontage of its site, including tree planting, furniture, lighting, balustrading and pavement treatments in compliance with the off-road pathways and public riverside facilities standards in the Infrastructure design planning scheme policy.	
	AO5.2 Development ensures that new Riverwalk sections are designed and constructed to connect to existing adjoining sections of the Riverwalk.	
	AO5.3	

	Development provides connections between the Riverwalk and adjoining riverfront premises, street networks, pathways, public infrastructure and other destinations in compliance with the public riverside facilities standards in the Infrastructure design planning scheme policy.	
PO6 Development ensures that Riverwalk contributes to the sense of place and cultural significance of the river with inclusion of public art to highlight: a. activity nodes; b. entrances and gateways; c. landmarks and features of interest; d. visual connectors to the river.	AO6 Development includes public art along the Riverwalk where specified in a neighbourhood plan, in compliance with the public art standards in the Infrastructure design planning scheme policy.	
PO7 Development protects existing native riparian vegetation and enhances the Brisbane River's landscape values.	AO7.1 Development retains and enhances existing riparian vegetation through the design and construction of Riverwalk. AO7.2 Riverwalk and adjoining development is planted with large subtropical riparian tree species that are complementary in scale and height to the adjacent built form. Note—For suitable plant species, refer to the Planting species planning scheme policy.	
PO8 Development adjoining Riverwalk: a. contributes to the creation of a vibrant and active waterfront; b. provides direct access to Riverwalk; c. allows for visual interaction and surveillance of the public domain.	AO8.1 Development adjoining land in the Riverwalk — Typology 1 sub-category incorporates active frontages at the ground storey for a minimum of 90% of the riverside frontage. AO8.2 Development adjoining land in the Riverwalk — Typology 2 sub-category orientates living areas, balconies and	

	private open space at the ground storey to the Riverwalk frontage for passive surveillance.	
PO9 Development ensures that the interface between the Riverwalk and the Brisbane River: a. supports a safe and publicly accessible waterfront; b. enhances the views of the river, both near and far.	AO9.1 Development ensures that the design and construction of any structure over water is in compliance with the standards in the Infrastructure design planning scheme policy. AO9.2 Development ensures that any revetment wall: a. minimises impact on the riparian edge; b. is constructed in compliance with the standards in Infrastructure design planning scheme policy.	

8.2.12 Heritage overlay code

8.2.12.1 Application

1. This code applies to assessing development in the Heritage overlay, if:
 - a. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or
 - b. impact assessable development.
2. Land in the Heritage overlay is identified in the Heritage overlay map and is included in the following sub-categories:
 - a. Local heritage place sub-category;
 - b. State heritage place sub-category;
 - c. Area adjoining heritage sub-category;

Editor's note—The Brisbane City Council Local Heritage Places online includes a statement of local cultural heritage significance for mapped local heritage places.

Note—In the City Centre neighbourhood plan area, the Area adjoining heritage sub-category includes sites within 10m of a heritage place; for example across a laneway from, but not directly adjoining, a heritage place.

Editor's note—Sites included in the Queensland Heritage Register are added to the Heritage overlay map as part of a regular review of the planning scheme. However, a delay will occur between changes to the Queensland Heritage Register and corresponding changes to the Heritage overlay map.

3. When using this code, reference should be made to section 1.5 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Note—Where this code includes performance outcomes or acceptable outcomes that relate to:

- preparing a heritage impact assessment report, guidance is provided in the Heritage planning scheme policy. The Heritage planning scheme policy also describes the process by which local heritage places have been included in the Heritage overlay map;
- preparing a heritage place construction management plan, guidance is provided in the Management plans planning scheme policy.
- preparing a heritage conservation management plan, guidance is provided in the Heritage planning scheme policy.

8.2.12.2 Purpose

1. The purpose of the Heritage overlay code is to:
 - a. Implement the policy direction in the Strategic framework, in particular Theme 2: Brisbane's outstanding lifestyle and Element 2.1 — Brisbane's identity.
 - b. Provide for the assessment of the suitability of development on land in the Heritage overlay.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development on a local heritage place avoids adverse impacts on the cultural heritage significance of that local heritage place, including any Aboriginal cultural values.
 - b. Use of the local heritage place conserves the cultural heritage significance of that local heritage place into the future, including any Aboriginal cultural values.

c. Development adjoining a local heritage place does not detract from the cultural heritage significance of that heritage place.

8.2.12.3 Performance outcomes and acceptable outcomes

Table 8.2.12.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—If in the Local heritage place sub-category		NOT APPLICABLE
PO1 Development provides for the future protection of the heritage place and does not damage or diminish its cultural heritage significance including by: a. retaining and conserving all significant features that contribute to cultural heritage significance; b. not introducing new elements that detrimentally impact on or detract from cultural heritage significance. Note—Where necessary, a heritage impact assessment report is prepared verifying the proposal is in accordance with The Australia ICOMOS Burra Charter.	AO1 No acceptable outcome is prescribed.	
PO2 Development is based on and takes account of all aspects of the cultural significance of the heritage place including: a. the cultural heritage values; b. the periods of development that contribute to cultural heritage significance. Note—Where necessary, a heritage impact assessment report is prepared verifying the proposal is in accordance with the Guidelines to the Burra Charter—Cultural Significance.	AO2 No acceptable outcome is prescribed.	
PO3	AO3 No acceptable outcome is prescribed.	

Development protects the fabric and setting of the heritage place while providing for its use, interpretation and management including: a. the features and values of the heritage place are not altered, removed or concealed in a way that would diminish the cultural significance of the heritage place; b. changes to significant views, circulation, access, spatial patterns and layout do not diminish the cultural significance of the heritage place. Note—Where necessary, a heritage impact assessment report is prepared verifying the proposal has been prepared in accordance with the Guidelines to the Burra Charter—Conservation Policy.		
PO4 Development is based on the issues relevant to the conservation of the heritage place. Note—Where necessary, a heritage impact assessment report is prepared verifying the proposal is in accordance with the Guidelines to the Burra Charter—Procedures for Undertaking Studies and Reports.	AO4 Development is compatible with a Conservation Management Plan for the heritage place approved as part of the development application. Note—An approved Conservation Management Plan is prepared in accordance with the Australian ICOMOS Charter for Places of Cultural Significance (Burra Charter).	
PO5 Development does not impair any culturally significant attributes of the heritage place identified by the Aboriginal people for whom the heritage place is significant. Note—Heritage places with Aboriginal cultural values are assessed by a suitably qualified person and as detailed in the Heritage planning scheme policy.	AO5 No acceptable outcome is prescribed.	
Additional performance outcomes and acceptable outcomes if in the Latrobe and Given Terraces neighbourhood plan area		NOT APPLICABLE
PO6 Development ensures that: a. low-set houses remain of a low-set appearance;	AO6 Development maintains the height relationship of an existing floor area to the street level.	

b. if raising a building, the height increase does not alter the overall effect of the floor area to the street level.		
PO7 Development for a building is designed with appropriate detailing for the period of the building.	AO7.1 Development ensures that a verandah incorporates historically appropriate detailing for the period of the building. Editor's note—A good example is located at 212 Given Terrace. AO7.2 Development does not replace suspended awnings typical from the 1920s onwards with post-supported awnings.	
PO8 Development involving an alteration or addition to an existing premises conserves the heritage significance and does not obscure or is not otherwise insensitive to the traditional building fabric.	AO8.1 Development involving an alteration or extension is located: a. at the rear of the premises; or b. on the street frontage only if set further back than the existing building line or is separated from the traditional building fabric by a significant recession in the wall and roof planes. AO8.2 Development ensures that traditional construction materials and methods are retained in any existing traditional building fabric and used to reinstate the original components that have been removed and that are proposed to be replaced.	
Additional performance outcomes and acceptable outcomes if in the New Farm and Teneriffe Hill neighbourhood plan area		NOT APPLICABLE
PO9 Development on the site of a heritage place that is removed or demolished without Council approval is of a	AO9.1 Development in the Low–medium density living precinct which involves the removal or demolition of a building	

scale, bulk and height that maintains the same appearance as that of the removed or demolished heritage place.	identified in the Heritage overlay has a maximum plot ratio of 40% of the site area. AO9.2 Development in the Medium density living precinct which involves the removal or demolition of a building identified in the Heritage overlay has a building height and gross floor area which is not greater than the building height and gross floor area of the demolished heritage place.	
Additional performance outcomes and acceptable outcomes if in the Woolloongabba centre neighbourhood plan area		NOT APPLICABLE
PO10 Development for new premises respects the cultural heritage significance of a heritage place.	AO10 Development maintains all noted external and visible aspects of cultural heritage currently visible from a publicly accessible place.	
Additional performance outcomes and acceptable outcomes if in the Albion neighbourhood plan area where in the Station precinct		
PO11 Development conserves the heritage values of the precinct.	AO11 Development retains heritage and character structures which are incorporated into the design of any redevelopment scheme for the station.	
Additional performance outcomes and acceptable outcomes if in the Centenary suburbs neighbourhood plan area where in the Sinnamon Farm heritage precinct		NOT APPLICABLE
PO12 Development retains, restores and adapts for re-use the building and vegetation listed as a heritage place.	AO12 Development conforms to the recommendations of a conservation management plan for the site approved by the Council.	
PO13 Development has a built form which respects the heritage significance of the building and vegetation, including scale and location.	AO13 Development conforms to the recommendations of a Council-approved and updated conservation management plan of the site.	

PO14 Development involving a car parking area does not undermine the visual attraction of the heritage place.	AO14 Development involving a car parking area: a. is concealed behind the building of a heritage place or is otherwise located so as to not visually dominate the appearance of the heritage place, particularly when viewed from Seventeen Mile Rocks Road; b. does not diminish the quality of spaces between buildings.	
Additional performance outcomes and acceptable outcomes if in the Kelvin Grove urban village neighbourhood plan area		NOT APPLICABLE
PO15 Development has a built form which respects the historic significance of the Upper Parade Ground and related buildings.	AO15 Development in the Upper Parade Ground Heritage Area maintains appropriate sightlines in and through the State Heritage Listed Area, including the full length of Upper Parade Ground and to existing heritage buildings.	
Section B—If in the Area adjoining heritage sub-category Note—These provisions do not apply to development adjoining a place in the State heritage place sub-category.		
PO16 Development including landscape and building elements does not impair the views of the heritage place. Note—Where necessary, a heritage impact assessment report is prepared containing a heritage impact statement that analyses the impact of the proposal.	AO16 No acceptable outcome is prescribed.	PO16 Complies Refer to Section 7.3 of the Heritage Impact Assessment.
PO17 Development for reconfiguring a lot does not result in a lot that has the potential to accommodate a building or structure that could further impair the visible attributes identified as significant in a heritage citation of the heritage place. Note—Where necessary, a heritage impact assessment report is prepared containing a heritage impact statement that analyses the impact of the proposal.	AO17 No acceptable outcome is prescribed.	Not Applicable

Additional performance outcomes and acceptable outcomes if in the Albion neighbourhood plan area where in the Albion village precinct		NOT APPLICABLE
PO18 Development must complement and be generally aligned with existing heritage places.	AO18 Development aligns the front setback with the average setback of adjoining heritage places.	
Additional performance outcomes and acceptable outcomes if in the West End—Woolloongabba district neighbourhood plan area		NOT APPLICABLE
PO19 Development for new premises adjacent to or in the vicinity of a heritage place maintains and enhances the heritage place and its surrounds by: a. using high-quality pre-finished materials; b. setting background or upper levels to preserve view lines to the heritage place; c. ensuring elevation treatments maintain the three-dimensional predominance of the heritage place.	AO19 Development complements the scale of, views to and building form and materials of a heritage place.	
Additional performance outcomes and acceptable outcomes if in the Sherwood—Graceville district neighbourhood plan area		NOT APPLICABLE
PO20 Development, including a dwelling house, does not diminish the streetscape contribution, setting or views from the street or a public place of an adjoining or affected heritage place.	AO20 No acceptable outcome is prescribed.	
PO21 Development for new premises complements the existing streetscape and setting of the heritage place and is of a sympathetic scale and bulk.	AO21 No acceptable outcome is prescribed.	
PO22 Development for a new building which abuts a street elevation of a heritage place:	AO22 No acceptable outcome is prescribed.	

a. creates a clear definition or transition between the old and new; b. ensures that projecting elements such as canopies, awnings, sunshades, banners and signage do not substantially interrupt significant views of the heritage place from the street or a public place.		
Additional performance outcomes and acceptable outcomes if in the Bulimba district neighbourhood plan area		NOT APPLICABLE
PO23 Development, including a dwelling house, does not detract from or devalue the cultural heritage significance of a heritage place and does not impair or obscure views of the heritage place from the public realm.	AO23 Development is: a. set back from the street equal to or greater than the heritage place; Note—The appropriate building setback will be determined on a case-by-case basis having regard to views, vistas and context of the heritage place. b. of a lower or equal height to the heritage place; c. complementary to the architectural character of the heritage place; Note—This does not require that a new development should replicate the heritage place in terms of its architectural design or construction materials. d. in keeping with any landscaping elements of the heritage place identified as having cultural heritage significance.	
Additional performance outcomes and acceptable outcomes if in the Kangaroo Point south neighbourhood plan area		NOT APPLICABLE
PO24 Development provides a transition in building height to a heritage place and does not create an overbearing appearance or significantly impacts on its privacy or amenity.	AO24 Development has a maximum building height: a. if fronting Mark Lane, of 5 storeys within 20m of the street alignment; or b. otherwise, of 3 storeys within 10m of the common property boundary or street alignment.	

	Refer to Figure b in the Kangaroo Point south Neighbourhood Plan Code. Note—Additional overall building height that may be permissible for a significant corner or landmark gateway as identified in the Kangaroo Point south neighbourhood plan, does not allow additional height within the heritage place transition.	
Additional performance outcomes and acceptable outcomes if in the Coorparoo and districts neighbourhood plan area		NOT APPLICABLE
PO25 Development, including a dwelling house, does not diminish the streetscape contribution, views or vistas of a heritage place from the street or public realm.	AO25 No acceptable outcome is prescribed.	
PO26 Development complements the existing setting of a heritage place, is of a sympathetic scale and bulk, and does not create an overbearing appearance.	AO26 No acceptable outcome is prescribed.	
Section C—General performance outcomes and acceptable outcomes for the Heritage overlay		NOT APPLICABLE
Additional performance outcomes and acceptable outcomes if in the City Centre neighbourhood plan area		
PO27 Development provides ongoing protection of significant building fabric and vegetation during and after construction.	AO27 Development involving structural demolition or excavation that may impact upon a heritage place complies with a heritage place construction management plan. Note—The Management plans planning scheme policy provides guidance on the preparation of a heritage place construction management plan.	
PO28 Development for reconfiguring a lot on or adjoining a heritage place does not result in an allotment size, configuration or pattern which would potentially result in the setting or views of a heritage place being adversely affected.	AO28 No acceptable outcome is prescribed.	

Additional performance outcomes and acceptable outcomes if in the Lutwyche Road corridor neighbourhood plan area		
PO29 Development on or adjoining a heritage place does not diminish the following: a. heritage value; b. streetscape contribution; c. setting; d. significant views and vistas of the heritage place. Note—These provisions do not apply to development adjoining a place in the State heritage place sub-category. Note—To demonstrate compliance with the performance criteria, a heritage impact assessment report is to be submitted demonstrating to the Council's satisfaction that the development will not detract from or diminish the cultural heritage significance of the heritage place. Generally the following points are to be considered when proposing a development adjacent to or affecting a heritage place: • development is of a sympathetic scale and bulk and does not attempt to replicate or mimic the architectural detailing of all or part of the heritage place; • development creates an appropriate high-quality interface for the heritage place by using building setbacks and screening measures such as mature trees; • development of a new premises complements the existing streetscape and maintains the views of a heritage place from the street or public places; • where a new building abuts a street elevation of a heritage place, a clear definition or transition between the old and new is created and projecting elements such as canopies, awnings, sunshades, banners and signage, do not substantially interrupt views of a heritage place from the street or a public place.	AO29 No acceptable outcome is prescribed.	
PO30 Development involving premises on or adjoining Conon is of a suitable height and scale and is set back from common boundaries to ensure that the development does not overshadow Conon and its gardens. Note—To demonstrate compliance with the performance outcome a heritage impact assessment report is to be submitted demonstrating to	AO30 No acceptable outcome is prescribed.	

the Council's satisfaction that the development will not detract from or diminish the cultural heritage significance of the heritage place.		
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8.2.18 Road hierarchy overlay code

8.2.18.1 Application

1. This code applies to assessing development on of land adjoining or having frontage or access to roads identified in the Road hierarchy overlay, if:
 - a. accepted development subject to compliance with identified requirements, where acceptable outcomes of this code are identified requirements in a table of assessment for an overlay (section 5.10); or
 - b. assessable development, where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or
 - c. impact assessable development.
2. The Road hierarchy overlay map identifies the following sub-categories:
 - a. Motorway sub-category;
 - b. Arterial road sub-category;
 - c. Suburban road sub-category;
 - d. District road sub-category;
 - e. Neighbourhood road sub-category;
 - f. Local road sub-category;
 - g. Future motorway sub-category;
 - h. Future arterial road sub-category;
 - i. Future suburban road sub-category;
 - j. Future district road sub-category;
 - k. Primary freight route sub-category;
 - l. Primary freight access sub-category.
3. When using this code, reference should be made to section 1.5 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Note—Where this code includes performance outcomes or acceptable outcomes that relate to road types, traffic impact reports and hierarchy design and construction, guidance is provided in the Infrastructure design planning scheme policy.

Note—Laneways are a type of public road identified in the Road hierarchy overlay and are required in locations where specified in the Streetscape hierarchy overlay map.

Editor's note—The desired standard of service for the provision of trunk infrastructure is specified in the Local government infrastructure plan.

Editor's note—For a proposal to be accepted development subject to compliance with identified requirements, it must meet all the identified acceptable outcomes of this code that relate to the applicable sub-category and any other applicable code. Where it does not meet all identified acceptable outcomes, the proposal becomes assessable development and a development application is required. Where a development application is triggered, only the specific acceptable outcomes that the proposal fails to meet need to be assessed against the corresponding assessable acceptable outcomes or performance outcomes and relevant overall outcomes. Other identified acceptable outcomes that are met are not assessed as part of the development application.

8.2.18.2 Purpose

1. The purpose of the Road hierarchy overlay code is to:
 - a. Implement the policy direction in the Strategic framework, in particular:
 - i. Theme 4: Brisbane's highly effective transport and infrastructure and Element 4.1 — Brisbane's transport infrastructure networks;
 - ii. Theme 2: Brisbane's outstanding lifestyle and Element 2.1 — Brisbane's identity.
 - b. Provide for the assessment of the suitability of development in the Road hierarchy overlay.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development contributes to the safe and efficient operation of the existing and planned road hierarchy and to the function of the road as part of Brisbane's public domain.
 - b. Development accessing roads is consistent with and does not compromise the road hierarchy in its use, function, flow, or capacity by buses, pedestrians and cyclists.
 - c. Development that changes the function of a road by generating traffic does so such that the new function of the road in the hierarchy is compatible with the surrounding road hierarchy and where necessary is reconstructed to meet its new design parameters.
 - d. Development that provides a new road internal and connecting to the road hierarchy complements or completes the existing road hierarchy.
 - e. Development does not compromise the completion of the road hierarchy.
 - f. Development ensures that land uses are located to support and implement a safe and efficient road hierarchy facilitating the efficient movement of people and goods.

8.2.18.3 Performance outcomes and acceptable outcomes

Table 8.2.18.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use		
PO1 Development ensures that: a. vehicle access is provided to each premises, which has no significant impact on the safety,	AO1.1 Development ensures that an access driveway is provided from: a. a minor road;	AO1.1 Complies Access to the proposed development is via Hamilton Street. Hamilton Street is a Neighbourhood Road, which meets the definition of Minor Road.

efficiency, function, convenience of use or capacity of: i. the road hierarchy shown on the Road hierarchy overlay map; ii. public transport operations; iii. pedestrian and cyclist movement; b. the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas; c. site access driveways in the road area accommodate all turns only when such arrangements are safe and can be demonstrated to not inhibit transport system operation.	b. a district road or suburban road if the development has high traffic-generating potential. AO1.2 Development ensures that an access driveway is not provided to or from a primary freight route identified on the Road hierarchy overlay map. AO1.3 Development ensures that a use other than a use with high traffic-generating potential gains all vehicular access, other than for service vehicles, via the lowest order road in the road hierarchy to which the site has frontage. AO1.4 Development ensures that a turn to and from a major road is restricted to a left turn only. AO1.5 Development ensures that vehicle access is provided to an abutting site that only has frontage to an arterial road, to facilitate access to the abutting site via an alternative street.	AO1.2 Complies AO1.3 Complies AO1.4 Not Applicable AO1.5 Not Applicable
Section B—If for assessable development for a material change of use		
PO2 Development does not compromise the safety, efficiency and function of the road hierarchy and addresses all the impacts to the road network.	AO2.1 Development ensures that the traffic generated by the development is consistent with the road hierarchy classification, function and expected traffic flows for the area.	AO2.1 Complies The proposed development is for residential apartments and will generate local traffic movements. Hamilton Street is a Neighbourhood road that terminates in a cul-de-sac approximately 40m south of the site. The street is a low-speed environment, reinforced by on-street parking marked on alternate sides of the street and a marked on-street bicycle route.

	AO2.2 Development mitigates an impact on the road hierarchy if the development: a. is for a major development; or b. involves an access driveway to a major road; or c. involves an access driveway within 100m of a signalised intersection. Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy.	AO2.2 Not Applicable
Section C—If for assessable development for a material change of use or reconfiguring of a lot		
PO3 Development makes provision for the extension, expansion and widening of the existing and future road network where required.	AO3 No acceptable outcome is prescribed.	PO3 Not Applicable No widening of Hamilton Street is planned in this location.
PO3A Development provides for the payment of extra trunk infrastructure costs for the following: a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; b. for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; ii. long term infrastructure for the road network which is made necessary by development that is not assumed future urban development; iii. other infrastructure for the road network associated with development that is not	AO3A No acceptable outcome is prescribed.	PO3A Complies The proposal is located completely within the priority infrastructure area. The proposal will attract infrastructure charges, which will be required to be paid prior to the commence of the material change of use.

assumed future urban development which is made necessary by the development. Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the <i>Planning Act 2016</i>.		
If on a site in or adjacent to the District road sub-category which has a width less than 20 metres, or to the Suburban road sub-category or to the Arterial road sub-category		NOT APPLICABLE
PO4 Development protects a corridor for the road network shown on the Road hierarchy overlay map to ensure the following are not compromised: a. the long term infrastructure for the road network in the Long term infrastructure plans; b. the existing and planned infrastructure for the road network in the Local government infrastructure plan; c. the provision of long term, existing and planned infrastructure for the road network which: i. is required to service the development or existing and future urban development in the planning scheme area; or ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. 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.	AO4 Development protects a corridor for the road network shown on the Road hierarchy overlay map in compliance with the following: a. for the long term infrastructure for the road network, the Long term infrastructure plans; b. for existing and planned infrastructure for the road network, the Local government infrastructure plan; c. the standards for the road network in the Infrastructure design planning scheme policy.	
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy		NOT APPLICABLE

PO5 Development ensures that a new road connection provides: a. safe, efficient and convenient connectivity of the new road to the major road network; b. a minimum number of intersections to the major road network.	AO5 Development provides access to the road network in a manner that preserves the function of the road hierarchy and addresses all impacts to the road network.	
PO6 Development ensures that an extension of or change to the road network: a. provides internal connectivity and connects to the external road network; b. provides pedestrian connectivity to facilitate ease of access by the shortest reasonable route to neighbourhood facilities, parks, schools, shops, bus routes, transport facilities or open space systems; c. provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route; d. includes the provision of bus routes that provide ease of access to bus customers; e. minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time; f. provides a street layout that minimises travel time and traffic volumes on minor roads; g. provides high permeability for pedestrian and cycle networks; h. provides safe accessibility to lots by having more than one street providing access to the area; i. preserves the function of the road hierarchy and addresses all impacts to the road network.	AO6.1 Development ensures that a new or upgraded road is designed and constructed in accordance with its road hierarchy classification as shown on the Road hierarchy overlay and the standards in the Infrastructure design planning scheme policy. AO6.2 Development preserves the function of the road hierarchy and addresses all impacts on the road network. Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy (Traffic impact assessment and definitions section).	
PO7	AO7	

Development ensures that premises and vehicle access are located and controlled so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the major road network and preserves the function of the road hierarchy.	Development ensures that residential lots are laid out to ensure a future use does not directly ingress from or egress to a major road.	
PO8 Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay map.	AO8 Development ensures that an intersection is designed to the standard of the highest order road at the point of intersection in accordance with the road design standard in the Infrastructure design planning scheme policy.	

8.2.20 Streetscape hierarchy overlay code

8.2.20.1 Application

1. This code applies to assessing development of land adjoining or having frontage to (i.e. where the overlay sub-category is located in adjoining road reserve or public land), or traversed by or containing, any of the overlay sub-categories identified in the Streetscape hierarchy overlay map, if:
 - a. accepted development subject to compliance with identified requirements, where acceptable outcomes of this code are identified requirements in a table of assessment for an overlay (section 5.10); or
 - b. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or
 - c. impact assessable development.
2. The Streetscape hierarchy overlay map identifies the following sub-categories:
 - a. Subtropical boulevard — in centre verge width 6m sub-category;
 - b. Subtropical boulevard — in centre verge width 5m sub-category;
 - c. Subtropical boulevard — in centre verge width 3.75/4.25m sub-category;
 - d. Subtropical boulevard — out of centre verge width 6m sub-category;
 - e. Subtropical boulevard — out of centre verge width 5m sub-category;
 - f. Subtropical boulevard — out of centre verge width 3.75/4.25m sub-category;
 - g. Centre street major sub-category;
 - h. Centre street minor sub-category;
 - i. Neighbourhood street major sub-category;
 - j. Neighbourhood street minor sub-category;
 - k. Industrial street sub-category;
 - l. Pathway link sub-category;
 - m. Corner land dedication sub-category;
 - n. Locality street sub-category;
 - o. Laneway sub-category;
 - p. Wildlife movement solution sub-category.
3. When using this code, reference should be made to section 1.5 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Note—Where this code includes performance outcomes or acceptable outcomes that relate to:

- design of public realm, guidance is provided in the Infrastructure design planning scheme policy.
- crime prevention through environmental design, guidance is provided in the Crime prevention through environmental design planning scheme policy.

Editor's note—The desired standard of service for the provision of trunk infrastructure is specified in the Local government infrastructure plan.

Editor's note—For a proposal to be accepted development subject to compliance with identified requirements, it must meet all the identified acceptable outcomes of this code that relate to the applicable sub-category and any other applicable code. Where it does not meet all identified acceptable outcomes, the proposal becomes assessable development and a development application is required. Where a development application is triggered, only the specific acceptable outcomes that the proposal fails to meet need to be assessed against the corresponding assessable acceptable outcomes or performance outcomes and relevant overall outcomes. Other identified acceptable outcomes that are met are not assessed as part of the development application.

8.2.20.2 Purpose

1. The purpose of the Streetscape hierarchy overlay code is to:
 - a. Implement the policy direction in the Strategic framework, in particular:
 - i. Theme 2: Brisbane's outstanding lifestyle and Element 2.1 — Brisbane's identity;
 - ii. Theme 4: Brisbane's highly effective transport and infrastructure and Element 4.1 — Brisbane's transport infrastructure networks.
 - b. Provide for the assessment of the suitability of development in the Streetscape hierarchy overlay.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development ensures that verges are wide enough to support high levels of pedestrian movement and have sufficient space to accommodate large subtropical street tree plantings.
 - b. Development ensures that existing street trees are retained and new subtropical tree species in the verge make a significant contribution to shade tree cover and carbon sequestration.
 - c. Development ensures that subtropical planting reinforces city gateways, thresholds and nodes.
 - d. Development ensures that verges comprise consistent and high-quality treatments with improved footpaths and increased shade and shelter appropriate to their anticipated pedestrian use and where the use will change from the current zone.
 - e. Development protects and contributes to safe, direct and convenient access for pedestrians and cyclists of all ages and abilities throughout sites and throughout neighbourhoods.
 - f. Development maintains options for the safe movement of wildlife along a corridor.

8.2.20.3 Performance outcomes and acceptable outcomes

Table 8.2.20.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development		
PO1 Development must improve pedestrian movement and amenity by providing for verges to a width that is	AO1 Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as	PO1 Complies

appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.	specified in Table 8.2.20.3.B and the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	The Hamilton Street site frontage is designated Neighbourhood street major with the acceptable outcome for minimum verge width being 3.75m. The existing verge width is approximately 2.3m. Council recently planted street trees within the verge along the site frontage. The street tree planting further reduces the walkable width of the footpath along the site frontage. The verge/footpath provided along the eastern side of Hamilton Street is no longer the primary pedestrian path in this precinct. Council has recently provided a verge with new footpath on the western side of Hamilton Street, which is predominantly, approximately 3.3m wide and no street trees have been planted. The new footpath extends to the cul-de-sac head and to the riverside path and stair and lift access to the Kangaroo Point Pedestrian Bridge. Thus, there are two footpath options available to pedestrians in this location and street tree planting exists in the verge adjacent to the site frontage.
PO2 Development must construct verges including street tree planting, street furniture, paving, lighting and verge and kerb treatments that establish a high-quality subtropical streetscape with a strong pedestrian amenity focus.	AO2.1 Development ensures that existing street trees are retained and protected.	PO2/AO2.1 Alternative Outcome There are 5 street trees located on the verge along the site frontage. These street trees will need to be removed to accommodate the driveway for the proposed development. The placement of the existing street trees does not comply with Council's Street Tree Species Selection Guide, in particular the tree planting clearance requirements, which require planting to be avoided where: house services occur, no closer than 1.5m either side; and

	AO2.2 Development ensures that street tree planting, street furniture, paving, lighting and verge and kerb treatment are designed and constructed in compliance with the specifications of the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	a road verge is less than 2.5m wide. The road verge adjacent to the subject site is the location of existing in-use services that run along the entirety of Hamilton Street. The road verge in this location is only 2.3m wide. To mitigate the reduction of existing street trees, it is noted that deep planting is provided along the southern site boundary extending to the front boundary, which will allow for planting substantial trees. It is considered that the proposed development will provide a high-quality subtropical streetscape. AO2.2 Complies In making changes to the streetscape outcome, street tree planting, pavement and verge and kerb treatment will be designed and constructed in compliance with the relevant provisions of the Infrastructure design planning scheme policy.
Section B—If for assessable development		
PO3 Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map: - facilitates a high level of pedestrian movement and activity; - enforces the sense of arrival to individual precincts and major connections; - provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the public realm.	AO3.1 Development ensures that a corner land dedication is provided: - where identified in the Streetscape hierarchy overlay map; - in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy. AO3.2 Development ensures that landscaping including a large feature tree and seating is provided in a corner land	PO3/AO3.1 - AO3.3 Not Applicable

	dedication area in compliance with the specifications and standards in the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	
	AO3.3 Development ensures that public art is provided in a corner land dedication area where identified in a neighbourhood plan and in compliance with the specifications and standards in the streetscape locality advice and public art standards in the Infrastructure design planning scheme policy.	
If in or on a site adjoining the Wildlife movement solution sub-category		NOT APPLICABLE
PO4 Development incorporates effective wildlife movement infrastructure that enables safe wildlife movement across and past transport infrastructure.	AO4 Development ensures that infrastructure solutions are: a. provided at the locations identified on the Streetscape hierarchy overlay map; b. designed to: i. account for daily and seasonal movement needs of native wildlife, such as foraging, breeding, predator and natural disaster avoidance; ii. achieve physical separation of native wildlife and the road; iii. adopt designs and treatments known to be used by native species, including significant fauna species listed in the Biodiversity area overlay code. Note—Refer to the Infrastructure design planning scheme policy for further guidance of the design of wildlife movement solutions.	

Table 8.2.20.3.B—Required verge widths for the streetscape hierarchy

Streetscape type	Required width
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Any Streetscape type adjoining the frontage of a lot which forms part of Council's public park network	In compliance with the Infrastructure design planning scheme policy
Subtropical boulevard — in centre verge width 6m	6m
Subtropical boulevard — in centre verge width 5m	5m
Subtropical boulevard — in centre verge width 3.75/4.25m	3.75m or 4.25m for new roads
Subtropical boulevard — out of centre verge width 6m	6m
Subtropical boulevard — out of centre verge width 5m	5m
Subtropical boulevard — out of centre verge width 3.75/4.25m	3.75m or 4.25m for new roads
Centre street major	5m
Centre street minor	3.75m or 4.25m for new roads
Neighbourhood street major	3.75m or 4.25m for new roads
Neighbourhood street minor	3.75m or 4.25m for new roads
Industrial street	3.75m or 4.25m for new roads
Pathway link	In compliance with Chapter 4 Pathway design outside the road corridor of the Infrastructure design planning scheme policy
Corner land dedication	Range 25m ² to 81m ²
Locality street	In compliance with the Infrastructure design planning scheme policy
Laneway	In compliance with the Infrastructure design planning scheme policy

9.3.14 Multiple dwelling code

9.3.14.1 Application

1. This code applies to assessing a material change of use if:
 - a. assessable development where the code is an applicable code identified in the assessment benchmarks column of a table of assessment for a material change of use or a neighbourhood plan (section 5.9); or
 - b. impact assessable development for a multiple dwelling or a use of a similar nature.
2. When using this code, reference should be made to section 1.5 and section 5.3.3.
3. This code is used in conjunction with other codes on the basis of the zone determining the base code. This is particularly relevant to the application of this code where development is located in a zone in the centre zones category or the Mixed use zone. In that instance and by way of example, the zone code and the centre or mixed use code determine the basis of development and this code prevails to the extent of the multiple dwelling component of that development and how it integrates with the built form outcomes of the centres zone category or the Mixed use zone.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Note—Where this code includes performance outcomes or acceptable outcomes that relate to:

- air quality assessment, guidance is provided in the Air quality planning scheme policy;
- crime prevention through environmental design, guidance is provided in the Crime prevention through environmental design planning scheme policy;
- design for the reduction of graffiti, guidance is provided in the Graffiti prevention guidelines planning scheme policy;
- infrastructure design and construction works, guidance is provided in the Infrastructure design planning scheme policy;
- noise impacts assessment, guidance is provided in the Noise impact assessment planning scheme policy;
- the selection of planting species, guidance is provided in the Planting species planning scheme policy;
- refuse and recycling, guidance is provided in the Refuse planning scheme policy;
- structure planning, guidance is provided in the Structure planning planning scheme policy;
- provisions for transport, access, parking or servicing, guidance is provided in the Transport, access, parking and servicing planning scheme policy;
- significant vegetation, guidance is provided in the Vegetation planning scheme policy;
- subtropical design of buildings or outdoor spaces, guidance is provided in the Subtropical building design planning scheme policy.

Note—This code does not apply to building work involving internal alterations where the proposed works are fully contained within the existing building. Enclosure of car parking areas extending more than 1m above ground level is considered assessable development.

Note—An active frontage — residential may be specified in a neighbourhood plan and/or identified in the Active frontages in residential zones overlay. Where non-residential development is proposed, the Active frontages in residential zones overlay code is also applicable.

9.3.14.2 Purpose

1. The purpose of the Multiple dwelling code is to assess the suitability of development to which this code applies.
2. The purpose of the code will be achieved through the following overall outcomes:

- a. Development has a site area and frontage width that is sufficient for the scale and form of a multiple dwelling development, to deliver a comfortable living environment with minimal impacts on neighbours.
- b. Development is orientated and designed to contribute to a safe, attractive and walkable neighbourhood.
- c. Development that is in proximity of a railway or bus station, is public transit supportive and designed to facilitate high levels of activity and surveillance of the station and the interface to the street.
- d. Development does not isolate or negatively impact on the development potential or future residential amenity of adjoining sites.
- e. Development has a bulk, scale, form and intensity that is consistent with the existing and intended neighbourhood structure for the area as expressed by zone, zone precinct and neighbourhood plan outcomes, having regard to:
 - i. the location and street context of the site;
 - ii. its proximity to an activity centre, higher capacity public transport services, or other community facilities;
 - iii. the capacity of infrastructure.
- f. Development is designed to facilitate future intensification of uses at ground level, where in proximity to high-frequency public transport.
- g. Development in the Infill housing zone precinct of the Character residential zone includes a range of detached and attached building forms and is of an intensity that reflects the lower density form and character of these zones.
- h. Development is of a height that is appropriate to the strategic and local context and meets community expectations consistent with the following:
 - i. 15 storeys in the Up to 15 storeys zone precinct of the High density residential zone;
 - ii. 8 storeys in the Up to 8 storeys zone precinct of the High density residential zone;
 - iii. 5 storeys in the Medium density residential zone;
 - iv. 4 storeys in the 3 or 4 storey mix zone precinct of the Low-medium density residential zone where any part of the lot frontage is located within 400m of a key location, except where for short-term accommodation or rooming accommodation;
 - v. 3 storeys in the 3 or 4 storey mix zone precinct of the Low—medium density residential zone in all other instances;
 - vi. 2 storeys in the 2 storey mix zone precinct of the Low—medium density residential zone;
 - vii. 2 storeys in the Infill housing zone precinct of the Character residential zone.
- i. Development provides setbacks and separation of buildings that contribute to the amenity of residents within and adjoining the site and to Brisbane's high-quality subtropical streetscapes and public spaces.
- j. Development in or adjoining lower density residential areas uses side boundary setbacks and built form height transitions to manage the interface with those areas and reflect the amenity, form and character and subtropical landscape of those areas.
- k. Development positively contributes to the amenity of the immediate streetscape and pedestrian environment with highly articulated building facades, varied roof form elements, high quality landscaping at the front of the site and direct pedestrian access from the development to the street.
- l. Development ensures that the proportion of built and natural features, including buildings, design features, services and infrastructure, on-site open spaces and landscaping, provide:
 - i. an attractive streetscape interface and reduction in the dominance of built form at a street level that contributes to Brisbane's character and identity, high-quality subtropical streetscapes and public space network;
 - ii. a high level of amenity for occupants and adjoining residents including access to open and landscaped spaces, natural light, sunlight and breeze to support outdoor subtropical living.
- m. Development of adaptable housing meets the needs of the community now and into the future.

- n. Development provides open space consistent with the following:
 - i. communal open space and covered outdoor private open spaces provided for each multiple dwelling capitalise on Brisbane's subtropical climate, maximise outdoor living opportunities and enhance amenity for residents;
 - ii. large-scale multiple dwelling development provides useable high-quality communal open space for residents that is accessible and attractive;
 - iii. small-scale multiple dwellings provide increased areas for private open space for each dwelling as a substitute for communal open space.
- o. Development provides on-site landscaping that supports and contributes to Brisbane's subtropical landscape character and contributes to the microclimate of the neighbourhood and site, supports outdoor living and subtropical planting, and assists in reducing urban heat island effects, with deep-planting areas for the protection and establishment of large, subtropical shade trees.
- p. Development provides vehicle parking and manoeuvring areas which are located and designed to integrate into the site and building and do not negatively impact on:
 - i. the amenity and safety of residents or visitors to the site and adjoining premises;
 - ii. the quality and amenity of the streetscape;
 - iii. the provision of quality onsite landscaping and deep planting areas;
 - iv. the safety and efficiency of both the internal layout and the external road network.
- q. Development manages its interface with adjoining residential uses to mitigate amenity impacts including protecting visual privacy through appropriate separation of buildings and screening.
- r. Development ensures that building location and design minimises residents' exposure to air and noise pollution.
- s. Development is compatible with nearby existing uses that have the potential for off-site air emissions, considers the health and wellbeing of occupants and does not adversely impact on the continued operation of those existing uses.
- t. Development provides design elements that retain and support local character identity and strengthens site features, such as views, heritage, significant vegetation or significant corner sites, particularly where a landmark site.
- u. Development is designed, orientated, located and constructed to incorporate subtropical design and built form principles that make a positive contribution to Brisbane's built form and public realm, whilst facilitating and encouraging sustainable energy and waste reduction practices.

9.3.14.3 Performance outcomes and acceptable outcomes

Table 9.3.14.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Site area and frontage		
PO1 Development has a site area and frontage width that is sufficient to:	AO1 Development has a site area and frontage width that meets the minimum requirements set out in:	PO1 Complies

a. accommodate the scale and form of multiple dwelling buildings considering site features such as heritage or character buildings and slope; b. deliver useable communal open space areas and private open spaces; c. achieve viable areas of deep planting and landscaping to retain significant vegetation and protect or establish large subtropical shade trees; d. achieve safe and convenient vehicle access to the site; e. accommodate on-site parking and vehicle manoeuvring for residents, visitors and service providers; f. accommodate the location and size requirements of service authorities and site services to minimise adverse visual and amenity impacts on neighbours and the streetscape; g. minimise the impact of new driveways on the streetscape.	a. a neighbourhood plan; or b. if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.14.3.B. Note—The site frontage is measured at the property line on the primary road boundary.	The Kangaroo Point Peninsular Neighbourhood Plan code does not prescribe frontage width or minimum site area requirements. The site complies with Table 9.3.14.3.B requirements for frontage width at 40.3m frontage to Hamilton Street; however, is 44sqm less, in area, than the 800sqm minimum area requirement. The site is suitable for the proposed building's built form. The topography of the site allows for ground and basement level parking areas to be built into the slope and reduces the building height as experienced by neighbouring properties to the north, east and south. Generous internal and external communal areas are provided at Level 2 and at the rooftop with a rooftop garden extending across the full rooftop area. Approximately 72.5sqm of deep planting area is achieved adjacent to the southern site boundary, providing screening to the southern neighbour and maintaining a corridor between the river and the heritage place at 255 Main Street, east of the site. Containerised planting is provided at ground level on top of the parking levels and on building elevations at all levels and within the rooftop garden, which will be visible on all four building elevations. A single point for vehicle access to parking areas is at ground level and is located as far north along the site frontage as possible to mitigate potential traffic movement impacts on the dwelling house located at 18 Hamilton Street. A service vehicle standing zone is provided for MRV type. Bicycle parking is provided at within the basement levels. General waste and
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		recycling waste bins are located forward of the security line at ground level in dedicated enclosures. The site is able to be fully serviced without adversely impacting neighbouring properties and the streetscape.
PO2 Development in the High density residential zone or Medium density residential zone does not isolate or negatively impact on the potential for adjoining sites to develop to a scale and intensity envisaged for the zone or neighbourhood plan area. Note—An indicative concept plan that demonstrates compliant development can be achieved on the adjoining site may be required to demonstrate achievement of this outcome.	AO2 Development in the High density residential zone or the Medium density residential zone ensures that the site area and frontage width of an adjoining site in the High density residential zone or the Medium density residential zone meets the minimum requirements set out in: a. a neighbourhood plan; or b. if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.14.3.B.	PO2 Complies The Kangaroo Point Peninsular Neighbourhood Plan provides the minimum site area and frontage widths. The development of an 8 storey residential tower at 12 Hamilton Street, north of the site, has recently been completed. The frontage dimension at 18 Hamilton Street, south of the site, is similar to that of the site. The area of 18 Hamilton Street is less than the site and less than the minimum requirement. Nevertheless, the design of the proposed development demonstrates that redevelopment of 18 Hamilton Street for residential purposes generally in accordance with the City Plan assessment benchmarks or at a higher density, merit-based outcomes is possible, given existing and approved development in the area that does not strictly comply with all the applicable City Plan assessment benchmarks. The premises at 255 Main Street, east of the site, are listed in the Queensland Heritage Register, and as a local heritage place under the City Plan, and are therefore unlikely to be redeveloped for high density residential use. The premises at 245 Main Street, to the east of the site, comprise an 11 storey residential apartment

		building. The building is situated close to the Main Street site frontage with undercroft and basement car parking provided between the building and the rear/common boundary with the subject site; the setback between the building and the common boundary is approximately 27m. The site area is approximately 2,000sqm. There is ample opportunity for premises at 245 Main Street to be redeveloped for high density residential use in the future.
Building design and appearance		
PO3 Development height, bulk and scale, siting and layout ensures that: a. building height is consistent with the intended form and character of the local area including the predominant height of existing or approved buildings in the street; b. where building height is greater than the acceptable outcome for building height on sites adjoining or opposite the subject site, the development sensitively reduces height towards site boundaries to a compatible scale; c. impacts on residential amenity and privacy from overlooking, visual dominance and overshadowing are minimised and adequate levels of natural light and breezes are maintained to habitable rooms, private and communal open space for both the development and residences on adjoining and nearby sites; d. sufficient visual and acoustic privacy is achieved between dwellings without reliance on screening; e. the development is consistent with the setback pattern and contributes to the character of the streetscape;	AO3 Development is contained within the building envelope for the site created by applying: a. the maximum building height in Table 9.3.14.3.B; b. front, rear and side boundary setback requirements in Table 9.3.14.3.C; c. car parking boundary setback requirements in Table 9.3.14.3.E; d. building separation requirements in Table 9.3.14.3.F; e. building height transitions specified in Table 9.3.14.3.I where applicable; f. the acceptable outcomes for deep planting and landscaping areas. Refer to Figure b and Figure c. Note—This acceptable outcome can be demonstrated by the preparation of a building envelope plan, elevations and sections.	PO3 Complies The proposed development is consistent with the existing and emerging building height, bulk and scale of residential buildings with the area included within the High Density Residential Zone on the western side of the Bradfield Highway. Existing and proposed residential apartment buildings situated within the precinct exceed the maximum height limits expressed in the City Plan: • Sorano House at 12 Hamilton Street, adjoining the subject site to the north, is an 8-storey building; • 1 Scott Street, located approximately 40m south-east of the subject site, is a 12-storey building; and • development proposed at 215-229 Main Street, located approximately 25m north-east of the subject site, comprises two towers of 7-storeys and 20-storeys. The rooftop height of the existing tower adjoining the subject site to the east, located at 245 Main Street

f. adequate landscape buffering is achieved, including the retention and provision of large subtropical shade trees in deep planting areas.		(Seafarer's), which comprises 11 storeys, is 39.7mAHD, which is approximately 0.12m higher than the proposed building's Rooftop level which is 39.58m. Under the Kangaroo Point Peninsular Neighbourhood Plan the subject site is located within the Bright Street A Sub-precinct (NPP-002a). There is evidence that the height limits in both A and B Sub-precincts have been and are proposed to be exceeded. Whilst the Bright Street B Sub-precinct (NPP-002b) transitional height limit criteria does not strictly apply to sites located within the A Sub-precinct, it is noted that: • the adjacent Sorano House at 8-storeys appears to generally align with the B Sub-precinct transitional height limit; • the proposed development also generally aligns with the extrapolation of the B Sub-precinct transitional height limit; • 1 Scott Street exceeds the extrapolation of the B Sub-precinct transitional height limit and is located within the B Sub-precinct area; and • Development proposed at 215-229 Main Street involves a 7 storey building and a 20 storey building and is located within the B Sub-precinct area. In terms of siting and layout: • the adjoining site at 18 Hamilton Street, south of the subject site, is included in the High Density Residential Zone and therefore may be developed to a height greater than the existing two-storey residential dwelling. • the proposed development includes an average 5.5m setback to the common southern boundary and provides a deep planting zone for the full length of the common boundary,
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		which provides visual screening of the proposed development at lower levels. - the setback between the eastern common boundary and the existing building at 245 Main Street is approximately 27m, which is substantially more than the requirement. Further, the rear portions of each of the apartments within the proposed development incorporate bedrooms, utility rooms and multi-purpose rooms, with fixed screening to the building façade and containerised planting at all levels to provide privacy. - The setback between the northern common boundary and the existing building at 12 Hamilton Street (Sorano House) is approximately 6m and an average of 3.5m between the common boundary and the proposed northern building elevation. Sorano House includes screened building elevations, which provide privacy. - The proposed development's setback to the Hamilton Street frontage is consistent with the frontage setback provided at Sorano House. The proposed development includes deep private balconies and containerised planting at each level. The opposite side of Hamilton Street comprises linear parkland planted with trees exceeding 25m in height and well-established mangroves along the river's edge. The proposed setback is considered appropriate given the site context.
PO4 Development has a building height, scale and form that improves the amenity and achieves the intended outcomes of the zone or neighbourhood plan area,	AO4.1 Development has a maximum building height that complies with: a. a neighbourhood plan; or	PO4 Complies

contributes to a cohesive streetscape and built form character and is: a. consistent with the anticipated density and assumed infrastructure demand; b. aligned to community expectations about the number of storeys to be built, having regard to the intent for the zone precinct and the predominant height of approved buildings in the street; c. proportionate to and commensurate with the site area and frontage width so as not to be overbearing on the street or adjoining development; d. designed to avoid a significant and undue adverse amenity impact to adjoining development; e. sited to enable existing and future buildings to be well separated from each other and to avoid affecting the potential development of adjoining sites; f. considerate of street conditions, the topography of the area and site slope; g. designed to maintain significant view points and corridors; h. designed and orientated to retain solar access to key public spaces and adjoining buildings.	b. if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.14.3.B. AO4.2 Development incorporates the building height transition requirements set out in Table 9.3.14.3.I.	Refer to response to PO3 regarding building height, bulk and scale and the response to similar Kangaroo Point Peninsular Neighbourhood Plan Code criteria. The site is not identified as being required to incorporate a building height transition per Table 9.3.14.3.I.
PO5 Development for services and related structures, including electricity transformers, fire hydrant and booster assemblies, air conditioning and other mechanical plant, vents, exhausts and refuse and recycling storage areas: a. are integrated into the development; b. do not dominate the site frontage; c. are compatible with the intended streetscape character;	AO5 Development ensures that where services and related structures, including electricity transformers, fire hydrants and booster assemblies, air conditioning and other mechanical plant, vents, exhausts and refuse and recycling storage areas, are located within 4 metres of the front boundary: a. comprise no more than 5m or 10% of the street frontage, whichever is the lesser;	AO5 Complies The meter box and hydrant and booster assemblies are located within 1m of the front boundary and integrated into the built form. The waste bin storage areas are located within 3m of the front boundary, within enclosures, and face towards the internal basement carpark access.

d. ensure adverse amenity impacts to the streetscape and habitable spaces are ameliorated.	b. are orientated towards the internal driveways or footpaths onsite; c. are located, screened or landscaped so as not to be visually obtrusive.	Airconditioning and other mechanical plant (e.g. lifts) are integrated into the design of the building to ensure the plant is not visually obtrusive.
PO6 Development provides a front boundary setback that: a. defines the street edge; b. creates a clear threshold and transition from public to private space; c. assists in achieving visual privacy to ground-floor dwellings from the street; d. supports the location of balconies for casual surveillance of the street and modulation of the facade; e. allows for built form and facade articulation that contributes to the streetscape character and landscape; f. is consistent with the intended streetscape and setback pattern; g. facilitates landscaping appropriate to soften and screen the built form of the development from the street.	AO6 Development provides setbacks to the primary and secondary frontages that complies with: a. a neighbourhood plan; or b. if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.14.3.C. Note—Roofing of terrace areas on car parking structures are to comply with boundary setback requirements for balconies. Note—Boundary setbacks are also influenced by minimum building separations considering the nature of the wall proposed and the number of openings or balconies.	AO6 Complies The proposed development complies with the front boundary setback requirements of the Kangaroo Point Neighbourhood Plan. The front boundary setback continues and reinforces the street edge outcome set by the development at 12 Hamilton Street, adjoining the subject site. The proposal includes a clear threshold point from public to private space. There are no apartments located at Ground Level. Apartment balconies are located on the north-west and south-west corners of the building, directly overlooking Hamilton Street. The building façade facing Hamilton Street (and at the rear/eastern elevation of the building) includes a 'wave' form architectural adornment that varies in depth at each level. The 'wave' form architectural embellishment will provide for containerised planting at each level, which will soften the building elevations and provide an additional screening element to bedrooms for privacy purposes.

		Deep planting is provided along the southern common boundary and extends to the Hamilton Street frontage. A large area of containerised planting is provided along the northern common boundary and extends to the Hamilton Street frontage.
PO7 Development provides side and rear boundary setbacks that: a. consider future development; b. minimise the impacts of development on the amenity and privacy of future and existing neighbourhood residents; c. support the separation of buildings to provide visual and acoustic privacy without reliance on screening, and ensure access to natural light, sunlight and breezes; d. contribute to the rhythm and pattern of the streetscape in keeping with the intended neighbourhood character; e. maximise the opportunity to retain significant vegetation and protect or establish large subtropical shade trees in deep-planting areas.	AO7.1 Unless greater setbacks are required to achieve adequate building separation, development provides a rear boundary and side boundary setback that complies with: a. a neighbourhood plan; or b. if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.14.3.C. Refer to Figure d.	AO7.1 Complies The proposed development complies with the side and rear boundary setback requirements of the Kangaroo Point Neighbourhood Plan. The adjoining site to the north has been recently developed (Sorano House) and includes a minimum 6m common boundary setback. The proposed development complements this by providing a maximum 4m building setback, which results in a 10m tower setback. The proposed development provides a maximum 6m setback to the common southern boundary, which includes deep planting for its full length. The proposed development provides a minimum 2.8m (average 3.2m) setback to the rear boundary where the existing apartment tower on the eastern adjoining site is setback approximately 27m from the common boundary. The proposed building setbacks support continued access to good natural light, sunlight and breezes and reinforce the emerging rhythm and pattern of the streetscape in this location and recently established on Hamilton Street with the completion of Sorano House.
	AO7.2	

	Development ensures that any built to boundary walls located in a zone in the residential zones category are: a. not located along both side boundaries unless in the Low-medium density residential zone, Medium density residential zone or High density residential zone; b. not located along a common boundary with a lot located in the Low density residential zone or Character residential zone; c. for non-habitable rooms or spaces only; d. not located within 1.5m of a habitable room in an adjoining dwelling house where not located in the Medium density residential zone or High density residential zone; e. not located within the front or rear setback; f. where on the side boundaries of a corner lot, located towards the front of the development and separated; g. a maximum height of 3m; h. low maintenance or constructed of prefinished materials. Refer to Figure e. AO7.3 Development ensures built to boundary walls: a. have a maximum cumulative length along each side boundary of 15m, where located in the Low-medium density residential zone, Medium density residential zone or High density residential zone; or b. have a maximum cumulative length of 9m, where permitted in the Infill housing zone precinct of the Character residential zone; or c. do not exceed the length of an abutting and lawfully constructed built to boundary wall on an adjoining lot.	AO7.2 Complies The proposed development is located within the High Density Residential Zone and incorporates built to boundary walls to both side boundaries and the rear boundary to provide for basement car parking areas. The subject site slopes upwards from the Hamilton Street frontage (west) to the rear boundary (east) by approximately 3.5m, which results in the built to boundary walls primarily being located beneath ground level. The built to boundary walls located at the side boundaries appear above ground close to the Hamilton Street site frontage, as the ground level in this vicinity decreases until it meets the level of the Hamilton Street verge. AO7.3 Not Applicable The proposed built to boundary walls are primarily located beneath ground level and are therefore not visible apart from a small extent along the side boundaries close to the Hamilton Street verge.
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PO8 Development ensures that the proportion of buildings to open space and landscaping on a site: a. is consistent with the intended form, character and intensity of the local area and immediate streetscape; b. facilitates modulation and articulation of the building form; c. supports residential amenity for occupants and adjoining properties; d. supports private outdoor subtropical living; e. provides for well-located and functional communal open space areas; f. provides for deep planting areas to retain significant vegetation and protect or establish large subtropical shade trees.	AO8 Development has: a. a building footprint within the building envelope; b. a maximum site cover that: i. complies with the requirements set out in a neighbourhood plan; or ii. if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan: A. where in the Medium density residential zone, Low—medium density residential zone or the Infill housing zone precinct of the Character residential zone, is 45%; or B. where in the High density residential zone, is 40%.	AO8 Complies The proposed development complies with the maximum site cover requirements of the Kangaroo Point Neighbourhood Plan. The building footprint of the proposed development is consistent with existing development within Hamilton Street, noting existing development has reduced front setbacks (noting there is only parkland and riverfront opposite), 4m and 6m side boundary setbacks to light, sunlight and breezes are not compromised and view corridors from other surrounding buildings are provided, and a reduced rear setback give the existing adjoining tower to the east is setback 27m from the common boundary. Modulation and articulation of all building elevations has been achieved with the addition of architectural embellishments at the front and rear building elevations (incorporating containerised landscaping) and concave arc, side building elevations. External and internal communal open spaces are provided at Level 2 and at rooftop with a rooftop garden. Deep planting is provided along the southern side boundary and large areas of containerised planting are provided along the northern and eastern (rear) site boundaries and will provide for subtropical landscaping outcomes.
PO9	AO9.1	AO9.1 Not Applicable

Development balances the height and footprint of the building, providing modulation and variation in the facade's horizontal and vertical profiles that: a. reduces the appearances of bulk through changes in building depth, length and articulated form; b. maintains a human scale and is consistent with the form and character intent of the neighbourhood and street; c. supports residential amenity to occupants and adjoining properties, including access to natural light and breezes; d. provides opportunities for dual aspect dwellings; e. incorporates changes in material, finish or texture at regular intervals; f. provides expressive shadow casting elements; g. provides opportunities for useable and functional open space. Refer to Figure i.	Development where in the Medium density residential zone, Low-medium density residential zone or in the Infill housing zone precinct of the Character residential zone, the maximum length of a wall in any direction is 30m with substantial articulation provided every 15m. Note—Substantial articulation is a full building separation of 6m or a change in building line of plus or minus 2m for a length not less than 5m.	AO9.2 Complies
	AO9.2 Development where in the High density residential zone, the maximum length of a wall in any direction is 50m with substantial articulation provided every 15m. Note—Substantial articulation is a full building separation of 6m or a change in building line of plus or minus 2m for a length not less than 5m.	
	AO9.3 Development incorporates the following design elements: a. balconies, verandas or terraces on each level; b. variation in the treatment and patterning of windows to bring visual interest and activation to each facade; c. variation in building form, materials, colours, textures and finishes to articulate finer scale architectural features and building elements such as party walls and slab edges; d. recessions and projections in the roof and wall plane, such as steps, slopes or splays which cast shadows. Refer to Figure l, Figure m and Figure n.	AO9.3 Complies
	AO9.4 Development of the first 3 storeys of the building includes: a. balconies and outdoor living areas orientated to the street or public realm; b. expression and promotion of pedestrian entries;	AO9.4 Complies Private and communal area balconies are orientated to Hamilton Street, overlooking the public realm.

	c. elements of a finer scale than the building's main structure framing such as party walls and slab edges; d. recesses in built form to allow natural light to access habitable rooms within the building. Refer to Figure j, Figure k and Figure l.	The pedestrian entry to the building faces Hamilton Street. Building recesses are provided: however, are not required as each of the lower-level apartments have windows to each building elevation, and the two penthouse levels have windows to all building elevations. Screen elements and containerised landscaping are provided at each level delivering finer grained materiality to the building facades.
PO10 Development for rooftops and building caps: a. is contextually and climatically appropriate in form; b. reduces the bulk and scale of development when viewed from the street; c. is responsive to orientation and solar access; d. is not marred by plant and equipment; e. may incorporate a rooftop garden where integrated as part of the overall building design and enhancing the presentation and visual amenity of the rooftop and skyline when viewed from external public vantage points. Note—External public vantage points means from at least two mostly unobstructed views of the development from a public area.	AO10.1 Development provides building caps and rooftops which: a. contribute to the architectural distinction of the building and roofs; b. include interesting forms created through pitches, gables, skillions or other features; c. provides opportunity for landscaping, alternative water sources, solar energy and communal open space area. Refer to Figure m and Figure n. AO10.2 Development for rooftop service structures, lift motor rooms and mechanical plant and equipment is: a. designed as an architectural feature of the building; b. incorporated into the roof form; c. designed to enable future inclusion of plant and equipment such as telecommunications facilities in an unobtrusive manner; d. visually and acoustically screened from any communal open space on the rooftop.	AO10.1 Complies The roof form of the proposed building is varied, including vegetation, communal open space areas, some covered, and integrated plant and lift lobby and overrun structures. AO10.2 Complies Rooftop plant is located within an area that will be screened and buffered from the eastern building edge by landscaping. The lift lobby and plant overrun will be contained within a structure within the centre of the rooftop. The rooftop recreation area fills the balance of the rooftop with access to the northern, western and southern edges of the rooftop.

	AO10.3 Development for a rooftop garden: a. incorporates a combination of built form and soft landscape elements integrated with the overall building design; b. enhances the presentation and visual amenity of the rooftop and skyline when viewed from external public vantage points. Note—External public vantage points means from at least two mostly unobstructed views of the development from a public area.	AO10.3 Complies The proposed rooftop garden incorporates landscaped areas, communal seating and dining areas, and a swimming pool.
PO11 Development provides a building that must define the street edge and reinforce the desired character of the neighbourhood through: a. orientation to the street; b. front boundary setback; c. balconies and windows to provide overlooking and casual surveillance; d. building entrances; e. the treatment of retaining walls or basement car parking edges. Refer to Figure r and Figure u.	AO11.1 Development provides a building front elevation that is parallel or nearly parallel to the street frontage.	AO11.1 Complies The building has a front elevation that is parallel to Hamilton Street.
	AO11.2 Unless required to achieve landscaping and streetscape outcomes, development provides a building that is not set back further than 2m beyond the minimum required street front setback.	AO11.2 Complies The building is not set back further than 2m from the minimum required street frontage.
	AO11.3 Development provides balconies and windows from the primary living area that face and overlook the street or public space.	AO11.3 Complies Private balconies and main living area windows overlook Hamilton Street and CT White Park opposite the site.
PO12 Development provides an entrance that must define the threshold between public and private space and provide: a. safe, secure and convenient access to the site for residents and visitors; b. a sufficiently scaled and sheltered entry and meeting space;	AO12.1 Development of a small-scale multiple dwelling of 5 or fewer dwellings in attached form, such as townhouses, ensures access to the front door of each dwelling is at the ground storey and clearly identifiable and visible from the public street or internal driveway.	AO12.1 Not Applicable
	AO12.2	AO12.2 Complies

c. clear building signage and numbering for emergency access; d. lighting to ensure the safety of residents and visitors whilst not causing undue nuisance to adjoining premises; e. conveniently located mailboxes; f. individual entrances to ground storey dwellings provide for a varied streetscape.	Development where not a small-scale multiple dwelling of 5 or less dwellings, provides at least one prominent pedestrian entry that connects a foyer or building entry directly with the public verge, is separated from the vehicle entry and includes: a. entry and waiting space off the footpath; b. shelter; c. lighting in accordance with Category P3 of the AS/NZS 1158.3.1:2005 Lighting for roads and public spaces and complying with Table 2.1 - Illuminance in the vertical plane of AS 4282-1997 Control of the obtrusive effects of outdoor lighting; d. mailboxes. Refer to Figure s. AO12.3 Development provides direct entry from the street for any ground storey dwellings that are adjacent to the street front and ensures that: a. any steps are set back a minimum of 1m and are perpendicular to the front boundary; b. retaining walls step to the street level and provide a transition from private outdoor space and the street; c. lighting is provided in accordance with Category P3 of the AS/NZS 1158.3.1:2005 Lighting for roads and public spaces and complying with Table 2.1 - Illuminance in the vertical plane of AS 4282-1997 Control of the obtrusive effects of outdoor lighting; d. street numbering is provided to support visitor and emergency access. Refer to Figure t.	The building lobby is provided at Ground Level with the entry door located within 1m of the Hamilton Street site boundary and separate to the vehicle entry. Mailboxes will be located inside the ground floor lobby. Lighting can comply with the AO12.2 requirement. AO12.3 Not Applicable There are no ground storey units included in the proposed development.
Safety, privacy and amenity		

PO13 If: a. identified in a neighbourhood plan as a building height transition; or b. in the High density residential zone or the Medium density residential zone and sharing a common boundary with, or located fronting a minor road that is opposite premises in the Low—medium density residential zone, Low density residential zone or Character residential zone. Development provides a transitional built form which protects the amenity of lower density residential areas by: a. stepping down in height and scale; b. heavily landscaping interface area; c. minimising impacts including overlooking and visual dominance through building articulation; d. maintaining adequate levels of natural ventilation and light penetration to habitable rooms and private open space; e. avoiding large blank walls on steeply sloping sites.	AO13.1 Where identified in a neighbourhood plan, development provides a building height transition which ensures that buildings and structures comply with the requirements specified in the neighbourhood plan. AO13.2 Where no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, development in the High density or Medium density residential zones provides a building height transition that complies with the requirements specified in Table 9.3.14.3.I. Refer to Figure f.	AO13.1 Not Applicable The proposed development is not required to provide a building height transition under the Kangaroo Point Peninsular Neighbourhood Plan. AO13.2 Not Applicable The proposed development is not required to provide a building height transition.
PO14 Development separates buildings from existing or future buildings within a site or on an adjoining site to: a. be consistent with the form and character intent for the local area; b. protect residential amenity including access to natural light, sunlight and breeze; c. provide visual privacy to reduce the need for fixed screening.	AO14.1 Development provides building placement and design that: a. complies with Table 9.3.14.3.F; or b. positions the primary balcony or private open space to face the street frontage or rear boundary or adjoining public open space; c. offsets balconies or habitable rooms so that they are positioned outside the cone of vision of existing or approved habitable rooms or outdoor spaces. Refer to Figure g and Figure h.	AO14.1 Complies The private balconies of each of the units face Hamilton Street.

	Note—This is demonstrated by a site context plan that includes adjoining and adjacent buildings (including habitable rooms) and strategies to address separation issues. Note— Considered site planning and design and strategies such as offsetting balconies, the location of private space, selective screening or other design elements can reduce building separation requirements. AO14.2 Development with a secondary private open space or balcony used for drying or services is located to the side boundary with fixed screens.	AO14.2 Not Applicable No secondary private balconies are provided as part of the proposed development.
PO15 Development of a building 8 storeys and over ensures that the design mitigates the impacts of ground-level wind acceleration to ensure safe and amenable environment for pedestrians and building occupants. Note—Where building height exceeds 15 storeys, a wind impact report prepared by a suitably qualified professional is required to be submitted to demonstrate achievement of the above outcome.	AO15 Development with a building between 8 storeys and 15 storeys provides wind mitigation that uses at least 2 of the following strategies: a. building orientation, plan shape, massing and facade articulation to avoid tall and wide facades that face prevailing winds; b. a podium and tower building form with tower set back at least 10m from all streets above the podium level to deflect wind downdrafts from penetrating to street level; c. canopies, roof structures and awnings to protect pedestrians and building occupants at ground and podium levels; d. trellis structures and a dense network of trees onsite at ground or podium level. Note—No acceptable outcome is prescribed for a development if more than 15 storeys in height. Note—Where a podium provides for unroofed private or communal open space areas, a wind impact report prepared by a suitably qualified professional may be required to justify appropriate wind mitigation measures to ensure the safety of residents and visitors of the building.	AO15 Complies The proposed building incorporates appropriate building orientation and façade articulation, screens and landscaping at all levels that mitigates the impact of ground-level wind acceleration. It is also noted that the bulk of pedestrians using Hamilton Street are likely to use the footpath on the opposite side of Hamilton Street, which runs along the edge of CT White Park.
PO16	AO16.1	AO16.1 Complies

Development provides screening and partial enclosure of balconies to: a. balance the privacy needs of neighbouring dwellings with the comfort of building occupants; b. ensure buildings are subtropical and climatically responsive; c. reduce the appearance of excessive bulk; d. provide opportunities for passive surveillance of the street or public spaces. Note—Balconies use a combination of solid balustrades, operable screens and lightweight materials to provide a balance of privacy and engagement with the street and other public spaces.	Development where providing balconies with solid balustrades on the street frontage or visible from public space, limits solid balustrading to a maximum of: a. 50% of the balconies on the first 3 storeys; b. 25% on the 4th storey and above. Refer to Figure w. AO16.2 Development where providing solid walls or fixed screening to balconies limits the walls and screening to: a. the side directly adjoining another balcony or private open space within the same building; b. a maximum of 20% or 1m of 1 external face, whichever is lesser, to screen utilities or private clothes lines; c. the full extent of a secondary balcony on a side elevation where for utilities or services. Note—This excludes solid balustrades or screening where provided to reduce amenity or privacy impacts to nearby dwellings. AO16.3 Development where providing operable, moveable or adjustable screening of balconies, limits the screening to a maximum of: a. 60% of the front side or rear boundary balconies to achieve visual privacy to an existing dwelling within 9m; b. 100% of west-facing primary balconies. Refer to Figure w.	The proposed balustrades will comprise a solid base element with a glazed top to balance privacy needs of occupants and neighbours. AO16.2 Not Applicable No screening is proposed to private balconies. AO16.3 Not Applicable No operable, moveable or adjustable screening is proposed.
PO17 Development must minimise direct overlooking between buildings through appropriate building layout, location and the design of windows and balconies or screening devices.	AO17.1 Development where the dwelling is located within 2m at ground storey or 9m above ground storey of a habitable room window or private open space of an existing dwelling house, ensures habitable rooms and any private outdoor spaces have:	AO17.1 Complies Boundary fencing will be provided at the southern site boundary. The southern side boundary setback provides a deep planting area, which will be planted with vegetation that will screen the proposed development. Precast concrete façade spandrels on

Note—Siting and building separation is used to minimise privacy screening requirements.	a. an offset from the habitable room or private open space of the existing dwelling to limit direct outlook; or b. sill heights a minimum of 1.5m above floor level; or c. fixed obscure glazing in any part of the window below 1.5m above floor level; or d. fixed external screens; or e. in the case of screening for a ground floor level, fencing to a minimum 1.8m above the ground storey floor level. Refer to Figure h. AO17.2 Development where a direct view is available from balconies, terraces, decks or roof decks into windows of habitable rooms, balconies, terraces or decks in an adjacent existing dwelling house, is screened from floor level to a height above 1.5m above floor level. AO17.3 Development provides screening devices that are solid translucent screens, perforated or slatted panels or fixed louvres that have a maximum of 25% openings, with a maximum opening dimension of 50mm, and that are permanently fixed and durable. Note—The screening device is offset a minimum of 0.3m from the wall around any window. Note—Screening devices may be hinged or otherwise attached to facilitate emergency egress.	the southern building façade will minimize direct overlooking. AO17.2 Not Applicable No direct view are available from the proposed development to the existing adjacent dwelling house. AO17.3 Complies
PO18 Development minimises light nuisance to residents and adjoining premises whilst maintaining safety of publicly accessible areas of the development.	AO18 Development of outdoor lighting is in compliance with AS 4282-1997 Control of the obtrusive effects of outdoor lighting. Note—This includes outdoor lighting to communal open spaces on the roof.	AO18 Can Comply

PO19 Development for a building must not incorporate any type of glass or other surface likely to reflect specular rays that could create undue nuisance, discomfort or hazard to the surrounding locality.	AO19 Where development incorporates reflective glass material, it is to have: a. a level of light reflectivity of not greater than 20%; b. a level of heat transmission of not less than 20%.	AO19 Can Comply
PO20 Development is located, designed and constructed to achieve the: a. air quality (planning) criteria in Table 9.3.14.3.G; b. odour criteria in Table 9.3.14.3.H. Note—An air quality impact report prepared in accordance with the Air quality planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO20.1 Development in a zone in the centre zones category or the Mixed use zone, including any outdoor air intakes for the development, is separated from: a. exhaust vent outlets of premises where food or cooking odour is released, by a minimum of 6m; b. exhaust vent outlets from car parks or bus stations, by a minimum of 15m.	AO20.1 Not Applicable
	AO20.2 Development is located no closer than 150m to a spray painting workshop. Note—This distance is to be measured between the building containing the spray painting workshop and the property boundary of the sensitive use.	AO20.2 Complies
PO21 Development in a zone in the centre zones category or the Mixed use zone must: a. be located, designed and constructed to protect bedrooms and other habitable rooms from exposure to noise arising from non-residential activities outside the building; b. be designed and constructed to achieve a minimum reduction in sound pressure level between the exterior of the building and the bedrooms or indoor primary living areas of 30dBA. Note—A noise impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO21 Development in a zone in the centre zones category or the Mixed use zone has a minimum acoustic performance of: a. Rw 35 for glazing (windows and doors) where total area of glazing is greater than 1.8m²; b. Rw 32 for glazing (windows and doors) where total area of glazing is less than or equal to 1.8m².	AO21 Not Applicable

Note—Site-specific criteria will be identified in a neighbourhood plan for sites within a Special Entertainment Precinct Area or within the Transport noise corridor overlay.		
PO22 Development that includes mechanical plant (including air-conditioning plant, heat pumps and swimming pool pumps) ensures it is located, designed and attenuated to achieve the following criteria: • LAeq,adj,T emitted from mechanical plant is not greater than the rating background level plus 3 at a sensitive use not associated with the development. Note— Where T is • Day (7am to 6pm): 11hr, • Evening (6pm to 10pm): 4hr, • Night (10pm to 7am): 9hr. Where- • LAeq,adj,T is the A-weighted equivalent continuous sound pressure level during measurement time T, adjusted for tonal and impulsive noise characteristics, determined in accordance with the methodology described in the Noise impact assessment planning scheme policy. • The rating background level is determined in accordance with the methodology described in the Noise impact assessment planning scheme policy. Note—A noise impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO22 Development ensures mechanical plant is acoustically screened from nearby sensitive uses.	AO22 Complies Rooftop mechanical plant will be acoustically screened, where required.
PO23 Development must create a safe environment by incorporating the key elements of crime prevention through environmental design in its layout, building or structure design and landscaping by: a. facilitating casual surveillance opportunities and including good sightlines to publicly accessible	AO23 No acceptable outcome prescribed.	PO23 Complies The proposed building incorporates unit layouts where private balconies, living and dining areas, and master bedrooms overlook Hamilton Street, providing casual surveillance opportunities 24/7. The building layout is a legible design providing pedestrian access directly off Hamilton Street and that minimises entrapment areas.

areas such as car parks, pathways, public toilets, and communal areas; b. defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; c. promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; d. ensuring publicly accessible areas such as car parks, pathways, public toilets, and communal areas are well lit; e. including way-finding cues; f. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs, communal areas. Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.		
PO24 Development incorporates graffiti and vandalism prevention techniques in its layout, building or structure design and landscaping, by: a. denying access to potential canvases through access control techniques; b. reducing potential canvases through canvas reduction techniques; c. ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. Note—For guidance on graffiti and vandalism prevention techniques refer to the Graffiti prevention planning scheme policy.	AO24 No acceptable outcome prescribed.	PO24 Complies The proposed building does not incorporate structural elements that could be utilised as ladders for access, or large areas of blank walls that could be used as a canvas for graffiti. The design and layout of the units provide 24/7 passive surveillance opportunities, which reduces the likelihood of unsociable behaviour occurring on the premises.
PO25	AO25 Development:	AO25 Complies Only dwelling units are proposed on the premises.

Development has hours of operation which are controlled so that the use does not detrimentally impact on the amenity of adjoining residents.	a. for accommodation activities, dwelling unit or emergency services has unlimited hours of operation; b. for any other use, has hours of operation, including deliveries, which are limited to 6am to 8pm, or as otherwise identified in a neighbourhood plan.	
Subtropical design and landscaping		
PO26 Development supports Brisbane's subtropical character and sustainable lifestyle through functional and climatically responsive building design, layout and orientation that: a. reduces the need for mechanical heating, cooling and lighting; b. ensures access to sunlight and natural heating, cooling and ventilation for residents; c. provides protection and relief from the subtropical climate; d. mitigates the impact of urban heat island.	AO26.1 Development is designed to provide all dwellings with: a. floor-to-ceiling heights of at least 2.7m; b. habitable rooms with a minimum of 2 dual aspect windows or openings. Refer to Figure o and Figure p.	AO26.1 Complies The proposed building has floor to ceiling heights that exceed 2.7m. The units located on Levels 2 to 7 have operable windows/doors to three aspects. The units at Levels 8 and 9 have operable doors and windows to all four aspects.
	AO26.2 Development includes: a. weather protection and sun shading to all external doors and windows to habitable rooms; b. deep recesses, eaves and sun-shading devices on the north-facing building facades; c. extensively shaded west-facing building facades using building and landscape elements such as adjustable screens, awnings or pergolas, green walls and planting.	AO26.2 Complies The proposed building incorporates appropriate weather protection and sun shading within the built form, including screens, deep balcony recesses and landscaping.
PO27 Development ensures significant vegetation and large subtropical shade trees are retained, or where retention is not possible, compensatory planting is established to balance the bulk, scale and form of the building and	AO27.1 Development ensures that the location of new buildings, car parking, driveways, crossovers, retaining walls, filling and excavation, utilities or services will not adversely impact the long-term viability of significant vegetation, including large subtropical shade trees to be retained.	AO27.1 Not Applicable The site does not include any existing large sub-tropical trees or significant vegetation.

provide a subtropical landscape setting including natural shade to mitigate heat island effects. Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy.	Note—Invasive species listed as 'Undesirable plant species' in the Planting species planning scheme policy are not required to be retained unless the tree is a significant, mature and healthy shade tree. Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy.	AO27.2 Complies A deep planting area is provided adjacent to the southern site boundary and will be capable of incorporating trees to the required criteria. Refer to Landscape Concept Plan. AO27.3 Complies Refer to Landscape Concept Plan.
	AO27.2 Development provides or retains one tree within the site per 20m of frontage that is capable of growing to a minimum height of 15m at maturity. Note—Landscape design incorporates planting in accordance with the Planting species planning scheme policy. Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy.	
	AO27.3 Development provides tree species that are selected and planted to provide a minimum 50% shade cover to a site's open space within 10 years. Note—Shade cover is to be measured at 12pm on 21 December.	
PO28 Development provides landscaping that must: - provide shade to pedestrian pathways; - maintained sightlines and support personal safety by allowing for the overlooking of the street and public spaces from the site and balconies; - present an integrated landscape, neighbourhood and streetscape character; - contribute positively to amenity and the subtropical microclimate of the site, streetscape and public spaces; - reduce the appearance of building bulk and soften built form, driveways and hardstand areas from the street and adjoining properties; - contribute to privacy between residences; - provide natural shade to mitigate heat island impacts.	AO28.1 Development provides landscaping within the site along the frontage of the site that consists of: - a minimum of 1 area of deep planting with a dimension of 4m x 4m; - shade and/or rounded canopy trees located to cast a minimum of 50% shade over the adjacent verge within 5 years of planting; - a minimum of 50% of frontage length planted for a minimum width of 2m, excluding the driveway crossover and pedestrian access. Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy. Note—The above requirements do not apply where a front boundary setback of zero metres is required, such as in a zone in the centre zones category or Mixed use zone.	PO28 Complies A deep planting area is provided adjacent to the southern site boundary and will be capable of incorporating trees to the required criteria. Refer to Landscape Concept Plan. The full frontage is not able to be planted due to conflict with the building frontage setback requirements under the Kangaroo Point Peninsular Neighbourhood Plan, which requires the building to be located less than 2m from the site's frontage to Hamilton Street. AO28.2 Complies
	AO28.2	

Note—This is demonstrated by an overall site landscape concept plan. Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy.	Development provides landscaping along side boundaries as follows: a. a minimum of 1.5m wide landscaping for a side boundary excluding the area for built to boundary walls; b. a minimum of 1.5m wide landscaping for a side boundary where a driveway, or at ground level open parking area, is located adjacent to the boundary.	Refer to Landscape Concept Plan.
PO29 Development provides deep planting areas that: a. are of sufficient size and dimension to contain large subtropical shade tree species; b. are maintained exclusively for landscaping, with no underground development or infrastructure; c. are open to the sky with access to light and rainfall into the natural ground; d. are planted with subtropical tree species that at maturity are complementary in scale and height to the building form and respond to the site location and design needs; e. soften the impact of building and hardstand areas and reduces impervious areas to improve stormwater; f. provides natural shade to mitigate heat island effects; g. provides informal recreation spaces that are easily accessible for building occupants; h. is located to retain and protect existing site features such as significant vegetation or grouped with deep-planted areas on adjacent	AO29.1 Development locates deep-planting areas: a. to protect existing significant vegetation including large subtropical shade trees; b. to provide an opportunity for the co-location of deep soil plants and large subtropical shade trees within the street or on adjoining premises; c. within the front or rear set back to soften the built form for the street and adjoining premises. Note—In regards to (c) above, deep planting is not required within the front setback where a front boundary setback of zero metres is required, such as in a zone in the centre zones category or Mixed use zone. AO29.2 Development provides deep-planting areas that are: a. a minimum of 10% of the site area; b. a minimum unobstructed dimension of 4m in any direction; c. able to accommodate trees planted in natural ground; d. 100% open to the sky; e. can be accessed for maintenance purposes. AO29.3	AO29.1 Complies A 72.5sqm deep planting area is provided adjacent to the southern site boundary and will provide the opportunity for planting large sub-tropical shade trees adjoining large trees in the neighbouring garden. PO29.2 Complies An area of deep planting comprising 9.7% of the overall landscape area will be provided. The deep planting area has a 4m unobstructed dimension in any direction, will accommodate trees in natural ground, is 100% open to the sky and can be accessed for maintenance purposes. AO29.3 Complies

sites to maximise contiguous areas of deep planting.	Where there are no existing large subtropical shade trees on the site, development provides trees in the deep-planting areas which: a. are capable of growing to a minimum canopy diameter of 5m and a minimum height of 5m within 5 years of planting; b. are subtropical tree species consistent with the Planting species planning scheme policy. Note—Tree species should be chosen to respond to particular site location or design needs. Where site circumstances permit, tree species that are complementary in scale and height to the building form should be selected. Tree height and canopy spread will be dependent on species. AO29.4 Development ensures that deep-planting areas are exclusively for landscaping and do not contain: a. vehicle driveways, manoeuvring or hardstand areas and pedestrian paths; b. surface structures and infrastructure such as water conservation services, refuse storage areas, fire hydrants or boosters, electrical transformers or other utilities; c. sub-surface structures or infrastructure such as piping, bioretention pits, basement car parking structures.	Refer to Landscape Concept Plan. AO29.4 Complies
Private and communal open space		
PO30 Development provides communal space that must be designed to provide: a. residents with passive and active recreation opportunities;	AO30.1 Development consisting of 10 or more dwellings provides communal open space, that is clearly distinguished from deep planting areas and private open space, and: a. is a minimum of 5% or 40m² of the site area, whichever is greater;	AO30.1 Complies 13 dwelling units are proposed. Communal open space is provided for residents, comprising: 296sqm (39.1% communal open space; and 146sqm (19.3%) communal enclosed space. The communal open space is provided mainly at rooftop level, is open to the sky and includes landscaping. The rooftop communal open

b. a pleasant outlook for residents and maximise opportunities for shared views or access to viewing points; c. opportunity for a range of uses and flexible use.	b. is one consolidated useable space, or where exceeding 100m², two separate useable areas within the site; c. is a minimum 50% open to the sky; d. is a minimum of 25% landscaping; e. is a minimum of 25% shaded by trees within 5 years; f. is a maximum 25% as internal dedicated created space; g. is designed to provide a range of recreational facilities such as seating, barbeque, swimming pool and vegetable gardens; h. incorporates a flat paved or grassed area with a minimum dimension of 5m in any direction. Note—Deep planting areas can be located within communal open space. However, the minimum site percentage requirements for communal open space and deep planting must be calculated separately. Note—In regards to (b) above, one space may be provided on ground as a swimming pool and barbeque area with substantial landscaping, and another on the roof to take advantage of views. Note—Internal spaces may include a gymnasium, movie room or entertainment room. Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy. AO30.2 Development ensures that communal outdoor space areas do not contain: a. vehicle driveways, manoeuvring or hardstand areas; or b. surface structures and infrastructure such as rainwater tanks, transformers and water boosters. Note—Bioretention areas can form part of communal open space provided it is designed as a component of the landscape area but not any area of deep planting. Lightweight shade structures such as pergolas are able to be located within communal open space.	space incorporates seating and dining areas, swimming pool and a barbeque. The enclosed communal space is located on Level 2 and includes a balcony area. AO30.2 Complies
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PO31 Development must provide attractive and functional private open space for residents that: a. is appropriately sized and located to enhance amenity and liveability for residents; b. is designed to be functional for the use of the possible number of residents in each dwelling; c. is designed to contribute to the form and detail of the building. Note—Private open space can be provided on ground, on balconies or in a structure over a platform, basement and on rooftops.	AO31.1 Development provides private open space which comprises: a. for ground storey dwellings, a minimum area of 35m² with a minimum dimension of 3m; b. for dwellings above ground storey, a balcony with a minimum area of 12m² and a minimum dimension of 3m. Note—The measurement of minimum private open space requirements must be clear of utilities such as hot water systems, air-conditioning units, rainwater tanks, bicycle parking, fire hydrants or other utilities, as well as areas required for deep planting and communal open space.	AO31.1 Complies Private balcony areas range from 25sqm to 54sqm and have dimensions that exceed the minimum requirement of 3m.
	AO31.2 Development provides for private open space areas that are: a. for the primary area, directly accessible from the internal primary living areas of the dwelling; b. provided with a screened area of 2m² minimum dimension capable of screening air-conditioning plant, private clothes drying, etc.; c. provided with adjustable, moveable or operable privacy screening where appropriate.	AO31.2 Complies Private balconies are accessible from living areas, do not include provision for air-conditioning (plant at rooftop) or clothes drying (provided for in laundries) and do not have operable / adjustable screening.
	AO31.3 Development provides balconies that are located to the front or rear of a building except where adequate building separation and screen landscaping can be achieved to maintain privacy along side boundaries.	AO31.3 Complies Private balconies are located at the Hamilton Street building frontage.
	AO31.4 Development ensures that private open space areas do not contain: a. vehicle driveways, manoeuvring or hardstand areas; or	AO31.4 Complies

	b. surface structures and infrastructure such as retaining walls, rainwater tanks, electricity transformers and fire hydrants and boosters. Note—Water conservation services or utilities or stormwater treatment measures, such as bioretention areas, can form part of private open space provided they are designed as a component of the landscape area but not any area of deep planting. Lightweight shade structures, such as pergolas, are able to be located within at-grade and in-structure private open space. AO31.5 Development provides a minimum of 75% of a dwelling's outdoor living area positioned to the north or north-east. This is balanced with street interface desired outcomes. Note—Side boundary facing north or north-east facing windows or balconies may be permitted where this will significantly improve passive solar design, provided privacy for occupants and adjacent dwellings is maintained.	PO31 Complies The orientation of the site does not provide the opportunity for all units to have north or north-east facing outdoor living areas. 6 units have north-west, west and south facing balconies with generous proportions and views overlooking CT White Park, the river and the city centre and Southbank beyond.
Refuse storage and collection		
PO32 Development provides refuse and recycling collection and storage facilities that: a. are located conveniently in an unobtrusive dedicated storage room or separate screened structure; b. are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised; c. provide for refuse and recycling including source separation; d. are of a design that allows low-frequency service collection; e. minimise ongoing building management cost for occupants. Note—Refer to the Refuse planning scheme policy for further guidance.	AO32 Development provides refuse and recycling collection and storage facilities, including source separation, in accordance with the Refuse planning scheme policy.	AO32 Complies Refuse storage areas are provided at ground level, street side of the security line.
Car parking, manoeuvring and hardstand areas		

PO33 Development provides car parking areas, vehicle site access, services and utilities that do not adversely impact on a positive streetscape character and interface being established.	AO33.1 Development ensures that vehicle access comprises no more than 30% of the street frontage width at the front boundary and is located away from the main pedestrian entry. Note—This excludes driveway splays to the kerb.	AO33.1 Complies
	AO33.2 Development provides site access, combined with short-term parking, drop-off zones or porte-cocheres, that does not dominate the street frontage or comprise more than 40% of the street frontage width.	AO33.2 Not Applicable No drop-off zone / port cochere is proposed.
	AO33.3 Development, where above-ground or partially above-ground car parking, is located so that: a. the facade design and materials selection is extended to the car park entry and car park areas on all frontages and boundaries; b. building services, pipes and ducts within the car park are not visible from the street and other public spaces or adjoining properties and are screened and landscaped. Refer to Figure v.	AO33.3 Complies
PO34 Development where not in a zone in the centre zones category or the Mixed use zone, provides car parking that is sited and of a bulk and form that: a. does not dominate the street frontage of the development; b. does not impact on the safety and efficiency of the road networks; c. does not detract from the quality of adjoining streetscape or public spaces; d. is safe and convenient for residents, visitors and service providers;	AO34.1 Development where not in a zone in the centre zones category or the Mixed use zone, provides car parking that is located: a. below ground; or b. at ground level or above ground level only if contained within the development footprint and located behind the main building line, except where for visitor parking; c. set back from front, rear and side boundaries in accordance with a neighbourhood plan or if no neighbourhood plan applies or no requirements	AO34.1 Complies The gradient of the site provides for the basement car parking levels to be built into the slope, with access from Hamilton Street at ground level. The car parking levels are located within the development footprint of the building. The visitor bay is located street-side of the security line. Resident bays are located behind the security line.

e. does not negatively impact on the amenity of adjoining residents by way of noise, odour or light having regard to: i. the proximity of dwelling houses or existing multiple dwellings on adjoining sites; ii. the scale and detail of any parking structure walls when viewed from the street and adjoining properties; iii. setback distances to mitigate impacts; iv. the location of active frontages and public spaces. Note—Where in a zone in the centre zones category or the Mixed use zone, the car parking provisions of the Centre or mixed use code apply.	are specified in a neighbourhood plan, Table 9.3.14.3.E; d. landscaped and screened from view of the street, other public areas and adjoining properties; e. not in conflict with required vehicle queuing distances. Note—Car parking within the building which extend 1m above ground level will be counted as a storey in the maximum height and will be subject to the relevant boundary setback requirements. AO34.2 Development, where not in a zone in the centre zones category or the Mixed use zone, of a basement car parking structure located between the street frontage and the main building line is no more than 1m above ground level at any point. AO34.3 Development, where not in a zone in the centre zones category or the Mixed use zone, for a basement car parking structure that is 1m or less above ground and located on the side or rear boundary ensures that where retaining walls and fencing are proposed: a. the maximum combined height of basement structure, retaining walls and fencing is 2m; b. structures and fences are finished with low-maintenance and pre-finished materials. Note—Structures include car parking walls, retaining walls, fences, planters and roofing to terraces, balconies or patios that are part of or situated on a basement podium or car parking structure. AO34.4 Development where not in a zone in the centre zones category or the Mixed use zone, ensures that the location of visitor parking is: a. clearly signposted; b. not located behind a security barrier; c. not located on both sides of the driveway;	The parking area entry is not in conflict with the required vehicle queuing distances. PO34 Complies The gradient of the site, being lower at the Hamilton Street frontage than the rear of the site, means the front portion of the basement parking structure is higher than 1m out of the ground, where closest to Hamilton Street. AO34.2 Complies PO34 Complies The visitor bay will be clearly signposted, not located behind a security barrier, located on one side of the driveway. Because of the requirement for the building
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	d. separated from the street frontage boundary by a 4m wide deep planting area. AO34.5 Development, where not in a zone in the centre zones category or Mixed use zone, for a small-scale multiple dwelling, such as attached or townhouse dwellings, provides a tandem car parking space for those units which provide direct vehicle access from the street, that is designed in accordance with Figure q. Note—Direct vehicle access for individual units is subject to availability of on-street parking, street trees and general amenity impacts assessment and is generally not acceptable for development on major roads.	to be positioned less than 2m from the front boundary, the visitor bay is not separated from the street by a 4m wide planting area. AO34.5 Not Applicable
PO35 Development where not in a zone in the centre zones category or the Mixed use zone, ensures that car parking, hardstand or manoeuvring areas are: a. located to minimise noise and fumes disturbance on residents within and adjoining the site; b. acoustically and visually screened to: i. minimise the reflection of headlights into dwelling windows; ii. attenuate noise impacts; c. landscaped to: i. soften the visual appearance of at grade hardstand areas; ii. enhance pedestrian safety; iii. improve visual amenity for the streetscape and urban area; iv. provide shade for pedestrians and reduce the impact of glare and radiant heat from car parking areas. Note—where in a zone in the centre zones category or the Mixed use zone, the car parking provisions of the Centre or mixed use code apply.	AO35.1 Development where not in a zone in the centre zones category or the Mixed use zone, ensures that a hardstand or manoeuvring area situated at or above ground level is: a. located a minimum of 3 metres vertically and horizontally from any habitable window on site to minimise noise disturbance on residents; b. screened to prevent the reflection of car headlights onto dwelling windows adjoining or opposite the site. AO35.2 Development where not in a zone in the centre zones category or the Mixed use zone ensures any vehicle movement or vehicle parking areas along the side or rear boundary are: a. acoustically screened from adjoining dwellings to a minimum height of 1.8m; b. provided with a vegetated buffer next to any movement or parking areas:	AO35.1 Complies AO35.2 Not Applicable All parking bays are located within basement levels.

	i. a minimum of 1m wide along the side boundary; ii. a minimum of 2m wide along the rear boundary; iii. planted at a pot size and density sufficient to screen up to 1.5m above ground level at establishment.	
	AO35.3 Development, where not in a zone in the centre zones category or the Mixed use zone, and where car parking is above ground and uncovered, provides: a. a minimum of 1 shade tree for every 6 car spaces; b. trees which are planted to achieve a minimum 50% shade cover along internal pedestrian paths and driveways within 5 years of certification in accordance with the Landscape work code and the Planting species planning scheme policy.	AO35.3 Not Applicable All parking bays are located within enclosed basement levels.
	AO35.4 Development where not in a zone in the centre zones category or the Mixed use zone, provides: a. landscaping that is used to delineate safe pedestrian movement through car parks; b. exterior vehicle movement areas that are broken up by alternative materials, patterns or threshold treatments.	AO35.4 Not Applicable All parking bays are located within enclosed basement levels.
	AO35.5 Development of ground level or other above ground car parking, where not in a zone in the centre zones category or the Mixed use zone, provides densely planted setbacks. Note—Front boundary setbacks must be treated to address streetscape interface issues and be in accordance with the streetscape interface performance outcomes and acceptable outcomes.	AO35.5 Not Applicable All parking bays are located within enclosed basement levels.

Transit oriented development		
PO36 Development adjoining or in the immediate vicinity of a railway or busway station or in a location identified in a neighbourhood plan, supports a high level of personal and community safety, and promotes activity at the street front, in public spaces and at the interface with railway and busway stations through: a. building design that enables future adaptation to facilitate non-residential uses; b. provision or contribution towards safe, logical and direct pedestrian access to railway or busway station entry points; c. enabling casual surveillance of the street, public spaces and immediate station environment, entries and platform; d. creating vibrant and attractive street environments and active public spaces at the edge of the railway or busway station environment through pedestrian orientated building and landscape design.	AO36 Development within 200m walking distance of a dedicated public pedestrian access point of a railway or busway station or in a location identified in a neighbourhood plan, is designed to have an active frontage that: a. includes ground storey tenancies, with commercial ceiling heights, increased glazing to front facades, and individual pedestrian entries, that can be adapted for conversion to and between non-residential and residential uses; b. provides safe, logical and direct pedestrian access to and from the development to the street front or adjoining public areas; c. provides or maintains safe, logical and direct pedestrian access to the railway or busway station entry points in accordance with the Infrastructure design planning scheme policy; d. ensures that any screening and landscaping provided within the development creates vibrant and attractive street environments whilst not preventing casual surveillance of streets, public spaces and the immediate station environment, entries and platform.	PO36/AO36 Not Applicable
Fencing and retaining walls		
PO37 Development provides fencing and retaining walls that must: a. facilitate casual surveillance of the street and public space; b. enable use of private open space;	AO37.1 Development ensures that, where fencing is provided: a. along any common boundary to a street or public space, it is a maximum of: i. 1.2m in height, where fence construction is solid or less than 50% transparent;	AO37.1 Can Comply

c. assist in highlighting entrances to the property; d. provide a positive interface to the streetscape; e. protect the privacy and amenity for residents and dwellings adjoining the site.	ii. 1.5m in height, where fence construction is at least 50% transparent; iii. 1.8m in height and solid only where setback behind landscaping and the site is on an arterial road; b. along any side or rear boundary, it is a minimum of 1.8m in height, except where forward of the main building line; c. along any side boundary, where forward of the main building line to the front boundary, it is: i. a maximum of 1.2m in height, where fence construction is solid or less than 50% transparent; or ii. a maximum of 1.5m in height, where fence construction is at least 50% transparent.	AO37.2 Not Applicable No front fence is proposed. AO37.3 Not Applicable No retaining walls are proposed.
AO37.2 Development incorporating solid front fences or walls that front the street or other public spaces 1.2m or more high and longer than 10m, indentations, material variation and landscaping is provided to add visual interest and soften the visual impact.		
AO37.3 Development for a retaining wall is: a. stepped to minimise impact on the streetscape and pedestrian environment; b. a maximum of 0.6m in height if directly abutting the edge of the adjoining road reserve verge.		
Adaptable housing		NOT APPLICABLE
PO38	AO38 Where development provides housing, including associated outdoor living areas intended to be adaptable	

Development meets a diverse range of community needs by providing adaptable housing that is responsive to changing community life-cycle needs.	to different persons and households with differing mobility needs, the dwelling units and other site features are constructed in accordance with Table 9.3.14.3.D.	
Additional requirements for a. sites with an area of 7,000m ² or greater; or b. development for 20 or more dwellings if in the Emerging community zone		NOT APPLICABLE
PO39 Development contributes to contained, sustainable and functional communities and provides housing to suit residents through different life-cycle stages at a scale and density appropriate for the site's location and commensurate with ease of access to services, facilities and high quality public transport through: a. inclusion of dwelling types, tenures, mix and forms consistent with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site; b. retaining or respecting the character and environmental values of the site; c. reflecting local streetscape forms, features and character; d. contributing to the desired character and form of the locality; e. the establishment or extension of public streets and pathways; f. the provision of parks and other public spaces as appropriate to the scale of development; g. buildings that address existing streets; h. building height and setback transitions to an adjoining existing dwelling house and areas of lower density residential development. Note—A structure plan prepared in accordance with the Structure planning planning scheme policy can assist in demonstrating achievement of this performance outcome. A structure plan must be prepared where in the Emerging community zone.	AO39 Development is designed and sited in compliance with a structure plan prepared in accordance with the Structure planning planning scheme policy.	

Additional criteria for development if identified in a neighbourhood plan		
PO40 Development on a landmark site identified in a neighbourhood plan provides a prominent visual reference and contribution to the city's public realm by: a. exhibiting subtropical architectural excellence through design, treatment and articulation; b. defining the site and its setting through building form, expression, silhouette, scale, materials and landscaping; c. reinforcing a sense of arrival to the neighbourhood plan area, precinct or sub-precinct through marking a node, an intersection or major connection point in the city; d. respecting the prominence of any adjoining or nearby heritage place or local landmark; e. providing a corner land dedication, if required, that: i. accommodates a deep-planted large feature tree within the dedication area; ii. provides a building envelope that acknowledges and integrates the presence of the large feature tree canopy; iii. accommodates high levels of pedestrian movement and a high quality pedestrian setting. Note—A neighbourhood plan may indicate whether or not a land dedication is required.	AO40.1 Development: a. emphasises a landmark site identified in a neighbourhood plan and its setting; b. addresses all elevations, with front, side and rear facades all displaying a high level of modulation and articulation; c. both vertically and horizontally articulates building form and mass with proportions compatible with the height, scale and setting of the building; d. provides an interesting and varied skyline and silhouette; e. uses high-quality and durable materials and finishes; f. integrates landscaping, building entries and the public realm at the ground plane. Note—The Council's Independent Design Advisory Panel may be invited to provide advice on developments in accordance with the provisions of the Independent design advisory panel planning scheme policy.	PO40/AO40.1 Not Applicable
	AO40.2 Development provides a corner land dedication adjacent to the existing verge area which: a. complies with any dimensions identified in a neighbourhood plan; b. accommodates a deep-planted feature tree in compliance with the Infrastructure design planning scheme policy; c. is embellished in compliance with the Infrastructure design planning scheme policy. Note—A neighbourhood plan may indicate if a corner land dedication is to be truncated or inverted. If the configuration is not specified, a truncated land dedication is to be provided where the building or podium is 2 or less storeys height. Where an inverted corner land	PO40/AO40.2 Not Applicable

	dedication is provided, the building design accommodates the feature tree canopy at maturity.	
PO41 Development minimises visual impacts on a view corridor of local significance and enhances opportunities for observation of key vistas and views from identified view points.	AO41.1 Development ensures building placement and design minimise visual impacts on a view corridor identified in a neighbourhood plan. Note—A neighbourhood plan may identify view corridors and may or may not identify any specific view points from which they are observed.	AO41.1 Complies The site is located within the Kangaroo Point Peninsular Neighbourhood Plan view corridors V1 and V2. The Urban Design Report provided at Appendix C illustrates the proposed development placed within these view corridors. In relation to view corridor V1, the recently constructed Kangaroo Point Pedestrian Bridge now takes prominence in the foreground of the view from the edge of the City Botanic Garden across the river to the site, and, in combination with the riparian vegetation and parkland trees, obscures views to the Bradfield Highway. The Story Bridge is a focal point of this view corridor. The effect of the proposed development in this part of view corridor V1 is minimal given the current site context. In relation to view corridor V2, the focal point is the Story Bridge. The proposed development is positioned in the foreground of the Story Bridge and its height aligns with buildings located in the background of the view (to the eastern side of the Story Bridge). The effect of the proposed development in this part of view corridor V2 is minimal; the Story Bridge remains the primary focal point in this view corridor. Views from the Story Bridge and Bradfield Highway toward the subject site have the potential to be altered by future development of premises at 215 – 229 Main Street, behind which will be located the proposed development.
	AO41.2	

	Development enhances opportunities for views and vistas from a view point identified in a neighbourhood plan. Note—A neighbourhood plan may identify view points and may or may not identify any specific view corridor that they observe.	AO41.2 Not Applicable
PO42 Development on a significant corner site identified in a neighbourhood plan provides a prominent visual reference and contribution to the neighbourhood's public realm by: a. accommodating high levels of pedestrian movement at the corner and enhancing the pedestrian experience; b. emphasising the corner setting through building form, expression, silhouette, scale, materials and landscaping; c. reinforcing a sense of arrival to the neighbourhood plan area, precinct or sub-precinct through marking a node, intersection or connection point in the neighbourhood; d. respecting the prominence of any adjoining or nearby heritage places, traditional character buildings or local landmarks; e. if a corner land dedication is required: i. accommodating a deep-planted feature tree within the dedication area; ii. providing a building envelope that acknowledges and respects the presence of the feature tree canopy. Note—A neighbourhood plan will indicate whether or not a land dedication is required.	AO42.1 Development is designed to emphasise the corner setting of a significant corner site identified in a neighbourhood plan and provides: a. building entries on both street frontages; or b. a single main entry at the corner. AO42.2 Development provides a significant corner land dedication of a significant corner site identified in a neighbourhood plan, adjacent to the existing verge of the building which: a. complies with any dimensions identified in the neighbourhood plan; b. accommodates a deep-planted feature tree in compliance with the road corridor design section of the Infrastructure design planning scheme policy; c. is embellished in compliance with the road corridor design section of the Infrastructure design planning scheme policy. Note—A neighbourhood plan may indicate if a corner land dedication is to be truncated or inverted. If the configuration is not specified, a truncated land dedication is to be provided where the building or podium is 2 or fewer storeys in height. Where an inverted corner land dedication is provided, the building design accommodates the feature tree canopy at maturity. AO42.3 Development ensures that any part of the building, including the basement but excluding awnings, is outside the corner land dedication area.	PO42/AO42.1 – AO42.3 Not Applicable

	Note—A neighbourhood plan may indicate if a building is able to volumetrically extend into the corner land dedication area.	
If in the Infill housing zone precinct of the Character residential zone		NOT APPLICABLE
PO43 Development in the Infill housing zone precinct of the Character residential zone respects the intensity and form of the neighbourhood and demonstrates an appropriate site density.	AO43 Development in the Infill housing zone precinct of the Character residential zone does not exceed 1 dwelling per 300m ² of site area.	
PO44 Development provides a side boundary setback that reflects the character and form intent of the area, generally characterised by the separation of buildings.	AO44 Development in the Character residential zone: a. does not incorporate a built to boundary wall; or b. matching the extent of an existing built to boundary wall on the adjoining property; or c. incorporates a maximum of 1 built to the boundary wall on a side boundary where the owner of the adjoining premises does not object. Editor's note—Confirmation in writing in the form of a statutory declaration from the registered owner of the adjoining premises is required to be submitted to demonstrate compliance.	

Table 9.3.14.3.B—Site requirements and building height for a multiple dwelling, retirement facility or short-term accommodation

Zone	Zone precinct	Maximum building height	Minimum site requirements		
			Site area (m ²)	Frontage width (m)	
Character residential	Infill Housing	2 storeys and 9.5m	800	20	
Low—medium density residential	2 storey mix	2 storeys and 9.5m		600	15
	3 or 4 storey mix, other than for short-term accommodation or rooming accommodation , where:	4 storeys and 14m		600	15

	a. the site has frontage to a road with a reserve width of 15.5m or more; b. a part of the lot frontage of the subject site is within a key location Note—For development in the Low–medium density residential zone where adjoining a lot containing a dwelling house (where no approval for development other than a dwelling house exists), building transitions apply as indicated elsewhere in this code.			
	3 or 4 storey mix where for short-term accommodation or rooming accommodation Note—For development in the Low–medium density residential zone where adjoining a lot containing a dwelling house (where no approval for development other than a dwelling house exists), building transitions apply as indicated elsewhere in this code.	3 storeys and 11.5m	600	15
	3 or 4 storey mix - in all other circumstances Note—For development in the Low–medium density residential zone where adjoining a lot containing a dwelling house (where no approval for development other than a dwelling house exists), building transitions apply as indicated elsewhere in this code.	3 storeys and 11.5m	600	15
Medium density residential	Up to 5 storeys	5 storeys	800	20
High density residential	Up to 8 storeys	8 storeys	800	20
	Up to 15 storeys	15 storeys	800	20

Note—Car parking areas more than 1m above ground level are considered a storey and included in the calculation of height.

Note—Walking distance can be demonstrated on a site context plan.

Editor's note—section 1.7.7 applies where the maximum building height is specified in storeys and the development includes a space that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above, that contains only a bathroom, shower room, laundry, water closet or other sanitary compartment.

Table 9.3.14.3.C—Boundary setbacks for a multiple dwelling

Height of proposed wall	Minimum boundary setback (m) (other than built to boundary walls)			
	Front (primary)	Front (secondary)	Rear	Side

	To balcony	To wall	To balcony	To wall	To balcony	To wall	
1 storey and up to 4.5m	4	6	3	4	4.5	6	0.0m built to boundary where permitted (refer to PO7) 1.5m in all other circumstances
2 storeys and up to 9.5m	4	6	3	4	4.5	6	1.5m up to 4.5m building height 2.0m up to 7.5m building height then 2.0m plus 0.5m/3m above 7.5m building height
2 storeys and up to 9.5m and where located on a lot with a street frontage 15m or less	4	6	3	4	4.5	6	1.5m up to 7.5m building height then 1.5m plus 0.5m/3m above

							7.5m building height
3 storeys and up to 11.5m	4	6	3	4	6		1.5m up to 4.5m building height 2.0m up to 7.5m building height then 2.0m plus 0.5m/3m above 7.5m building height
Up to 5 storeys	4	6	4	5	6		An average of 4m with 5m to balconies or habitable rooms 3m to non-habitable rooms or blank walls

Up to 8 storeys	6	8	4	5	9	6
Up to 15 storeys	6	8	5	6	12	6

Note—Boundary setbacks to balconies are measured to the edge of the balcony or balustrading, whichever is closer to the boundary.

Note—For a site with 2 or more street frontages, all common boundaries with adjoining lots are considered side boundaries.

Note—Boundary setbacks may also be influenced by minimum building separation requirements, refer to Table 9.3.14.3.F, where there are existing buildings or to protect the future development potential or amenity of an adjoining site.

Note—Car parking structures at and below ground level are subject to alternative boundary clearances specified in Table 9.3.14.3.E.

Note—Where podiums are proposed, setbacks are zero in accordance with the relevant height of the proposed wall as set out in this table except where located in a zone in the centre zones category or the Mixed use zone and then setbacks are in accordance with the Centre or mixed use code.

Note—Separate setback provisions apply to built to boundary walls and where a building height transition is required.

Table 9.3.14.3.D—Adaptable housing elements

Dwelling access	There is a well-lit, continuous, accessible path from the car park/drop-off area to the front door or lift, with no steps from the driveway or the street footpath. Pedestrian paths are separated as much as possible from vehicular access. All entries into the dwelling from external paths have no more than a 10mm change in level. Crossovers and driveways are designed to allow access by emergency vehicles. Note—Well-lit areas are areas that comply with lighting standards AS/NZ 1158.3.1:2005 Lighting for roads and public spaces. Note—Accessible paths have: • a minimum 1.2m width; • a maximum cross fall of 1:40; • gentle ramping with a maximum slope of 1:20; • no steps or ledges along the length of travel.
Car parking	A minimum of 1 resident car parking space is provided per adaptable housing dwelling. This parking space has minimum dimensions of 3.8m x 6m, is clear of all obstructions and has a minimum height of 2.5m (or otherwise complies with section 3.7.2 of AS 4299-1995 Adaptable housing). A minimum of 1 visitor car parking space is provided for persons with a disability, with dimensions in compliance with the Transport, access, parking and servicing planning scheme policy provisions for parking spaces reserved for people with disabilities.

Table 9.3.14.3.E—Siting requirements for car parking

Car parking height and form Car parking configuration	Minimum boundary setback to parking or parking structure (m)		
	Front/Street	Rear	Side
Basement car parking below ground level Note—Car parking below ground level must be designed to also allow the achievement of deep planting requirements and these setbacks do not override that requirement.	0	0	0
Above ground level <1.0m and enclosed Note—Car parking partially below ground level must be designed to also allow the achievement of deep planting requirements and these setbacks do not override that requirement.	6	6	0
At ground level and open	4	6	1
Above ground level >1.0m and enclosed	As per the boundary setbacks for proposed wall heights in Table 9.3.14.3.C		

Note—Height is to the highest point of the car parking structure including any roofing or shelter to car parking areas, measured above ground level at any point on the site. The height also includes fences, balustrades or podium planters located above the enclosed car parking structure.

Note—Where terrace areas are created on car parking structures, any roofing is to comply with boundary setback requirements for balconies specified in Table 9.3.14.3.C.

Note—A number of car parking configurations and wall heights relative to ground level may occur on a site.

Table 9.3.14.3.F—Building separation requirements

Building height	Minimum building separation (m)		
	Facing habitable rooms or balconies	Habitable rooms or balconies facing non-habitable rooms or blank walls	Non-habitable rooms or blank walls
Ground and up to 4.5m	3	1.5	1.5m or where built to boundary walls permitted — 0.0m
2 storeys and up to 7.5m	9	6	3
3 to 5 storeys	12	9	6
6 to 8 storeys	18	12	9

9+ storeys	24	18	12
Podium or roof terraces	Located to achieve separation in accordance with the relative level of the podium or roof location as above, along with design elements to ensure the privacy and amenity of residents within the site and adjoining or adjacent sites is not negatively impacted.		

Note—Separation distances are intended to protect amenity and provide for private open spaces on upper levels that do not require screening for privacy.

Note—Considered site planning and design and strategies such as offsetting balconies, the location of private space, selective screening or other design elements can reduce building separation requirements.

Table 9.3.14.3.G—Air quality planning criteria

Pollutant	Averaging time	Health outcome protected	Criteria including background ($\mu\text{g}/\text{m}^3$)	Criteria including background (ppm)
Nitrogen dioxide	1 hour	Health and wellbeing	250	0.12
	Annual	Health and wellbeing	62	0.03
Sulfur dioxide	1 hour	Health and wellbeing	570	0.2
	24 hours	Health and wellbeing	230	0.08
	Annual	Health and wellbeing	57	0.02
Particulate matter (PM) as total suspended particulates (TSP)	Annual	Health and wellbeing	90	-
PM less than 10 μm (PM ₁₀)	24 hours	Health and wellbeing	50	-
	Annual	Health and wellbeing	25	-
PM less than 2.5 μm (PM _{2.5})	24 hours	Health and wellbeing	25	-
	Annual	Health and wellbeing	8	-
Carbon monoxide	8 hours	Health and wellbeing	11,000	9
Dust deposition as insoluble solids	Annual	Protecting aesthetic environment	4g/m ² /month	-
1,3-butadiene	Annual	Health and wellbeing	2.4	0.001

Acetaldehyde	1 hour	Odour	42	0.023
Acetone	1 hour	Health and wellbeing	22,000	9.2
Ammonia	1 hour	Health and wellbeing	330	0.46
Benzene	1 hour	Health and wellbeing	29	0.009
	Annual	Health and wellbeing	10	0.003
Benzo(a)pyrene (as marker for PAH)	Annual	Health and wellbeing	0.3ng/m ³	-
Cumene (isopropyl benzene)	1 hour	Odour	21	0.004
Cyclohexane	1 hour	Health and wellbeing	19,000	5
Ethyl acetate	1 hour	Odour	12,100	3.5
Ethyl acrylate	1 hour	Odour	0.4	0.0001
Ethyl butyl ketone	1 hour	Health and wellbeing	4,200	0.9
Ethylbenzene	1 hour	Health and wellbeing	8,000	1.8
Formaldehyde	1 hour	Protecting aesthetic environment	96	0.07
	24 hours	Health and wellbeing	54	0.04
MDI (diphenylmethane diisocyanate)	1 hour	USEPA extremely toxic	0.04	-
Methyl ethyl ketone	1 hour	Odour	3,200	1.1
Methyl isobutyl ketone	1 hour	Odour	230	0.05
Methyl styrene	1 hour	Odour	140	0.029
n-Hexane	1 hour	Health and wellbeing	3,200	0.9
n-Butanol	1 hour	Odour	500	0.16
n-Butyl acetate	1 hour	Odour	1,020	0.21

n-Hexane	1 hour	Health and wellbeing	3,200	0.9
Styrene	1 hour	Odour	65	0.014
	7 days	Health and wellbeing	280	0.06
TDI (toluene-2,4-diisocyanate; toluene-2,6-diisocyanate)	1 hour	USEPA extremely toxic	0.04	-
Toluene	1 hour	Odour	958	0.23
	24 hours	Health and wellbeing	4,100	1
	Annual	Health and wellbeing	410	0.1
Xylenes (as a total of ortho, meta and para isomers)	24 hours	Health and wellbeing	1,200	0.25
	Annual	Health and wellbeing	950	0.2

Notes—

- Criteria that are stated in $\mu\text{g}/\text{m}^3$ are to be referenced to 0°C.
- Criteria that are stated in ppm are to be expressed as volume/volume.
- Averaging times of 1 hour or less are to be presented using the 99.9th percentile concentration of the total site impact from dispersion modelling and background concentration for all pollutants in the above table, or the maximum concentration from dispersion modelling if no background concentration is available.
- Averaging times of greater than 1 hour are to be presented using the maximum concentration of the total site impact from dispersion modelling and background concentration.
- Dust deposition is the maximum allowable level from new and existing sources, calculated from annualised modelling data.
- Polycyclic aromatic compounds (PAH) are assessed as Benzo(a)pyrene equivalent using potency equivalency factors as listed in the Air quality planning scheme policy.
- ng—nanograms

Table 9.3.14.3.H—Odour criteria

Pollutant	Averaging time	Health outcome protected	Criteria (odour units—OU)
Odour	1 hour	Odour	0.5 OU for tall stacks
Odour	1 hour	Odour	2.5 OU for ground-level and wake-affected plumes from short stacks

Note—Odour criteria are to be evaluated using the 99.5th percentile concentration from dispersion modelling.

Table 9.3.14.3.I—Building transitions

Circumstance	Maximum transitional building height			Structure and landscape requirements	
	Within 10m of common boundary	Within 20m of common boundary	Within 10m of the front boundary	Within 4m of common boundary	Within 4m of the front boundary
If in the Character residential or Low-medium density residential zone (2 storey mix zone precinct), where adjoining a lot containing a dwelling house (where no approval for development other than a dwelling house exists).	9.5m and 2 storeys	NA	NA	NA	NA
If in the Low-medium density residential zone (3 or 4 storey mix zone precinct), where adjoining a lot containing a dwelling house (where no approval for development other than a dwelling house exists).	11.5m and 3 storeys	NA	NA	NA	NA
If in the High density residential zone or the Medium density residential zone and sharing a common boundary with a premises in the Low-medium density residential zone, Low density residential zone or Character residential zone.	No more than 1 storey greater than the maximum acceptable outcome for building height on the adjoining site.	No more than 2 storeys greater than the maximum acceptable outcome for building height on the adjoining site.	NA	No structures, except boundary fences. Full length of the boundary deep planting with a minimum dimension of 4m measured from the common boundary.	NA
If in the High density residential zone or the Medium density residential zone and located fronting a minor road that is opposite a premises in the Low-medium density residential zone, Low density	NA	NA	No more than 2 storeys greater than the maximum acceptable outcome for building height on the opposite side of a minor road.	NA	No structures, except boundary fences.

residential zone or Character residential zone.					Full width of the frontage deep planting with a minimum dimension of 4m measured from the front boundary.
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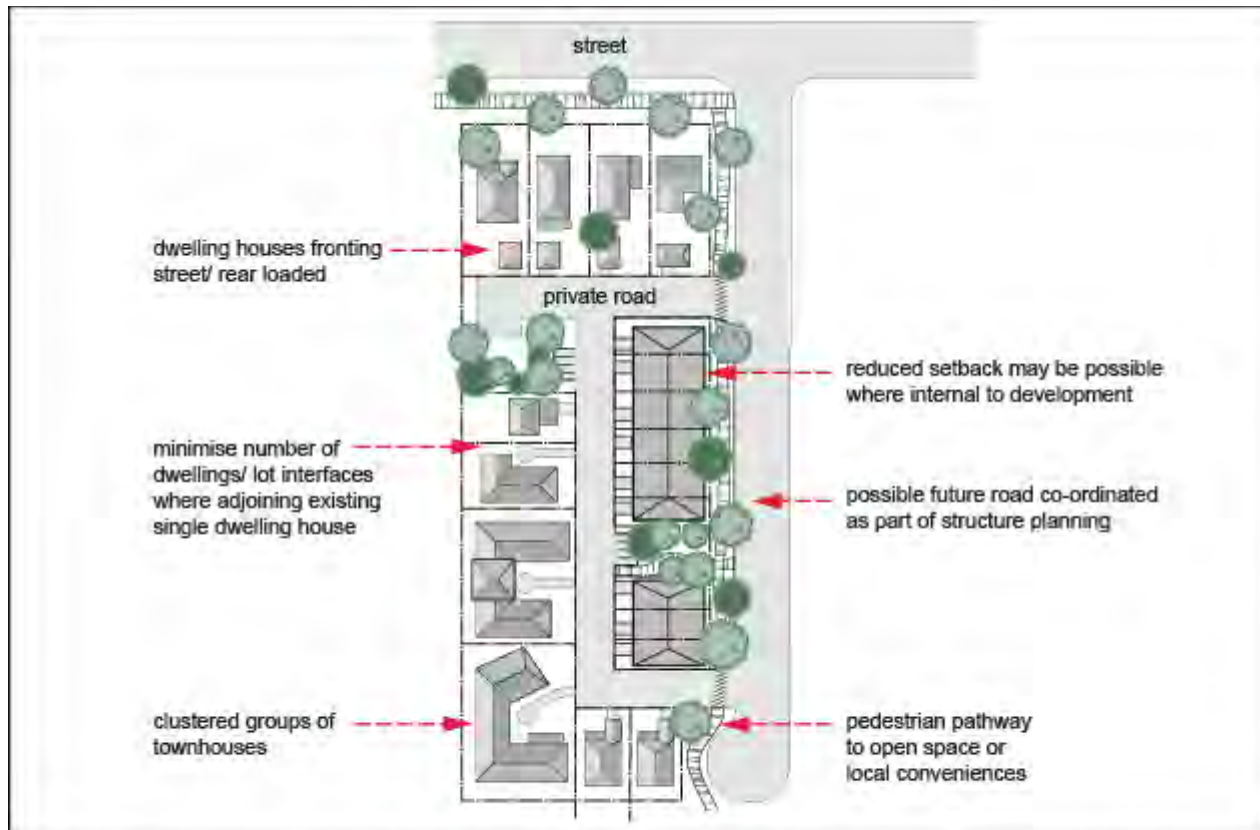


Figure a—Acceptable large-scale multiple dwelling outcomes with opportunities for neighbourhood development, integration and dwelling mix

View the high resolution of Figure a—Acceptable large-scale multiple dwelling outcomes with opportunitites for neighbourhood development, integration and dwelling mix

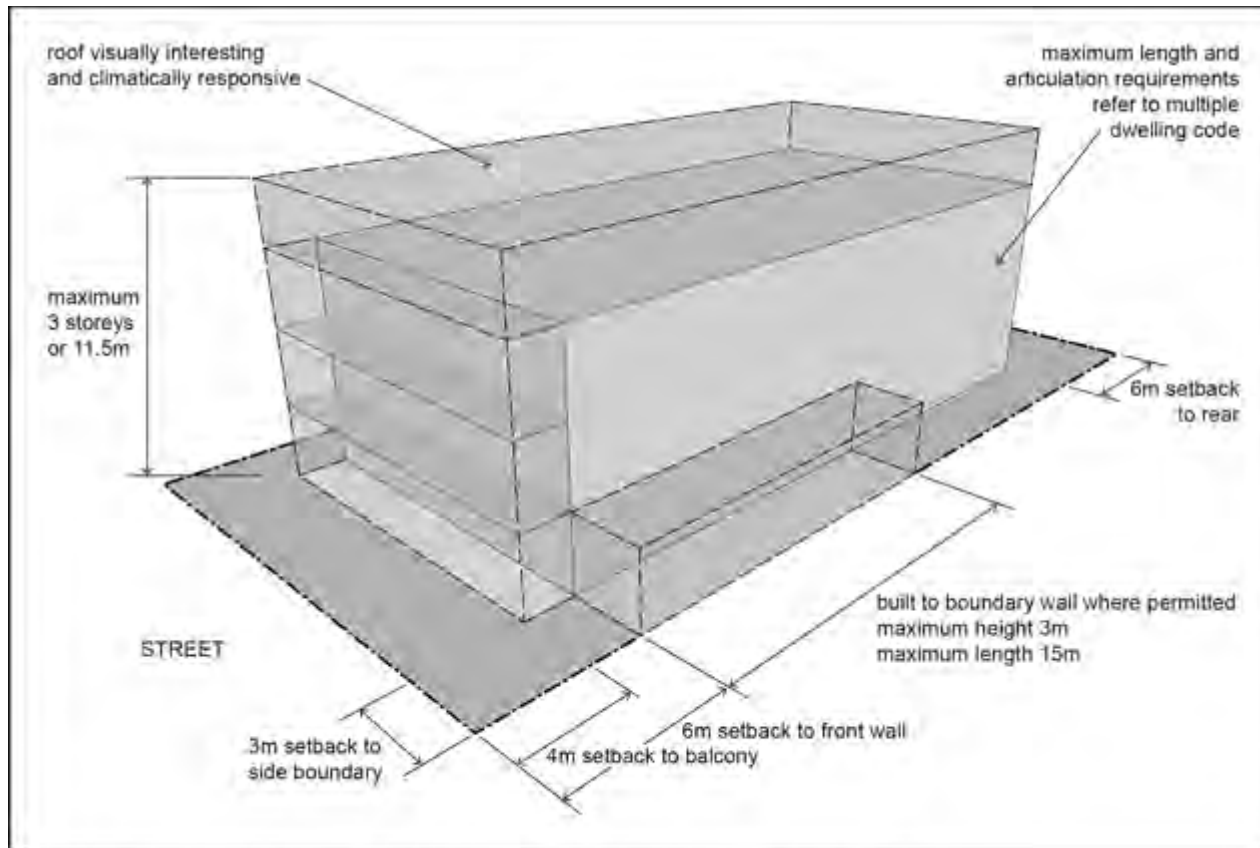


Figure b—An example of the building envelope for a 3 storey multiple dwelling

View the high resolution of Figure b—An example of the building envelope for a 3 storey multiple dwelling

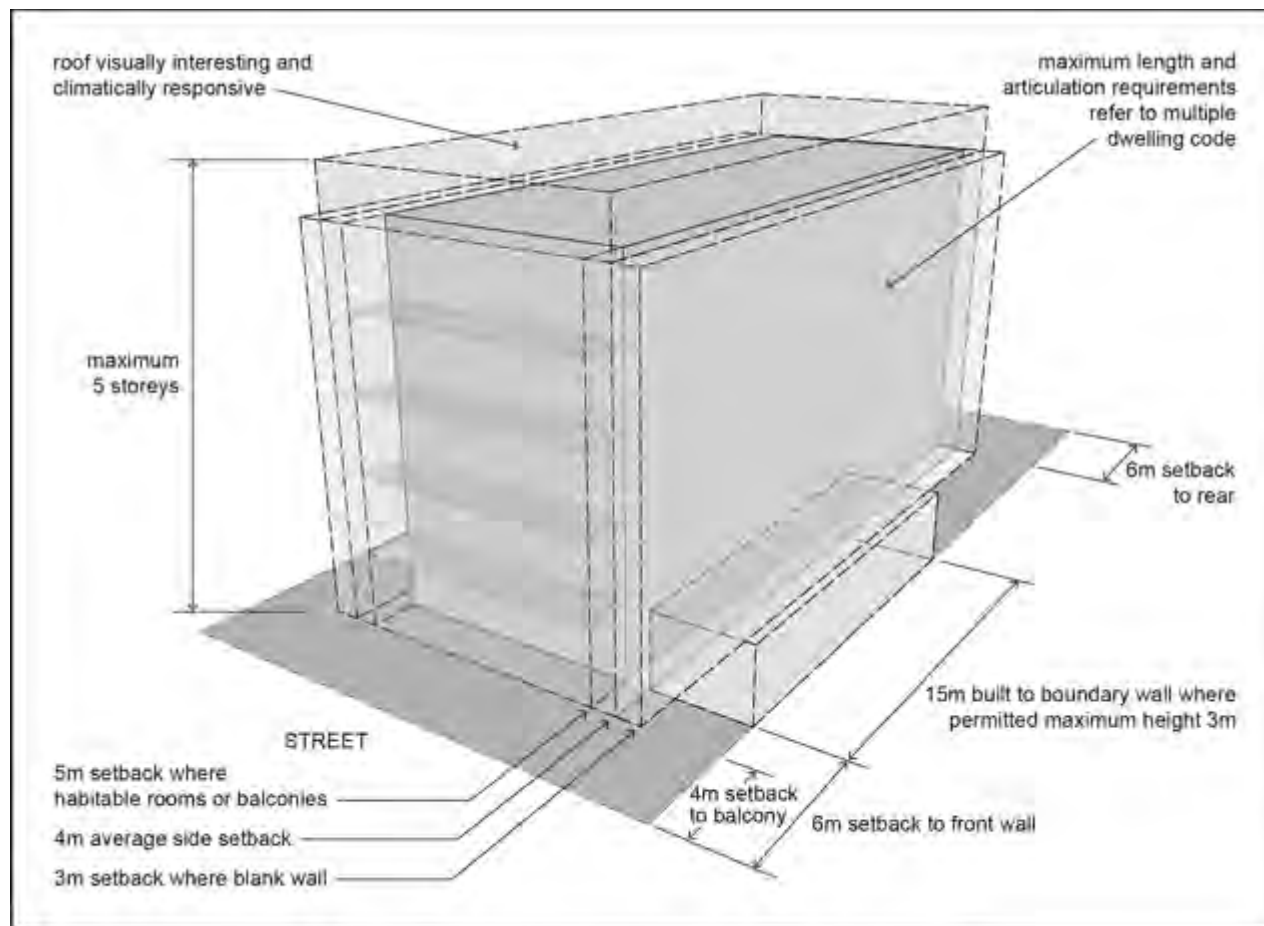


Figure c—An example of the building envelope for a 5 storey multiple dwelling

View the high resolution of Figure c—An example of the building envelope for a 5 storey multiple dwelling

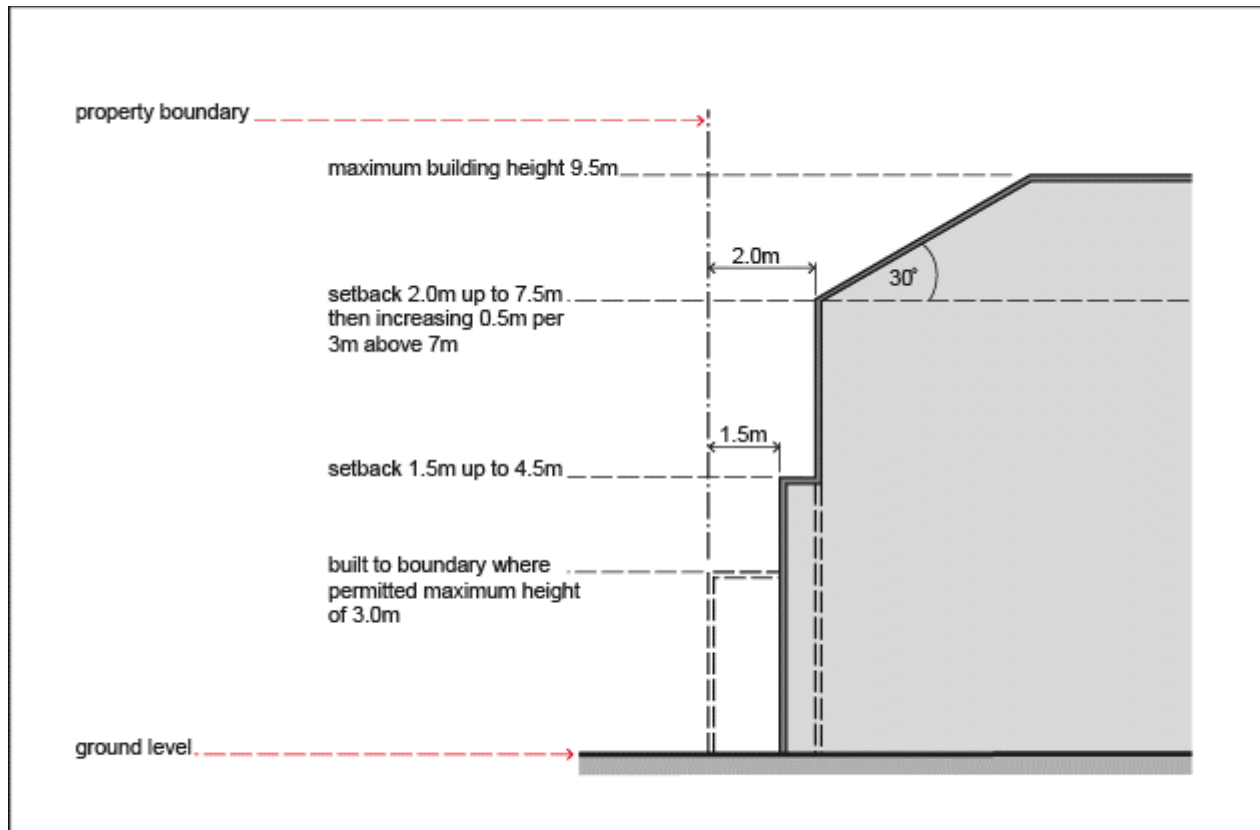


Figure d—Side boundary setbacks for a 2 storey multiple dwelling

View the high resolution of Figure d—Side boundary setbacks for a 2 storey multiple dwelling

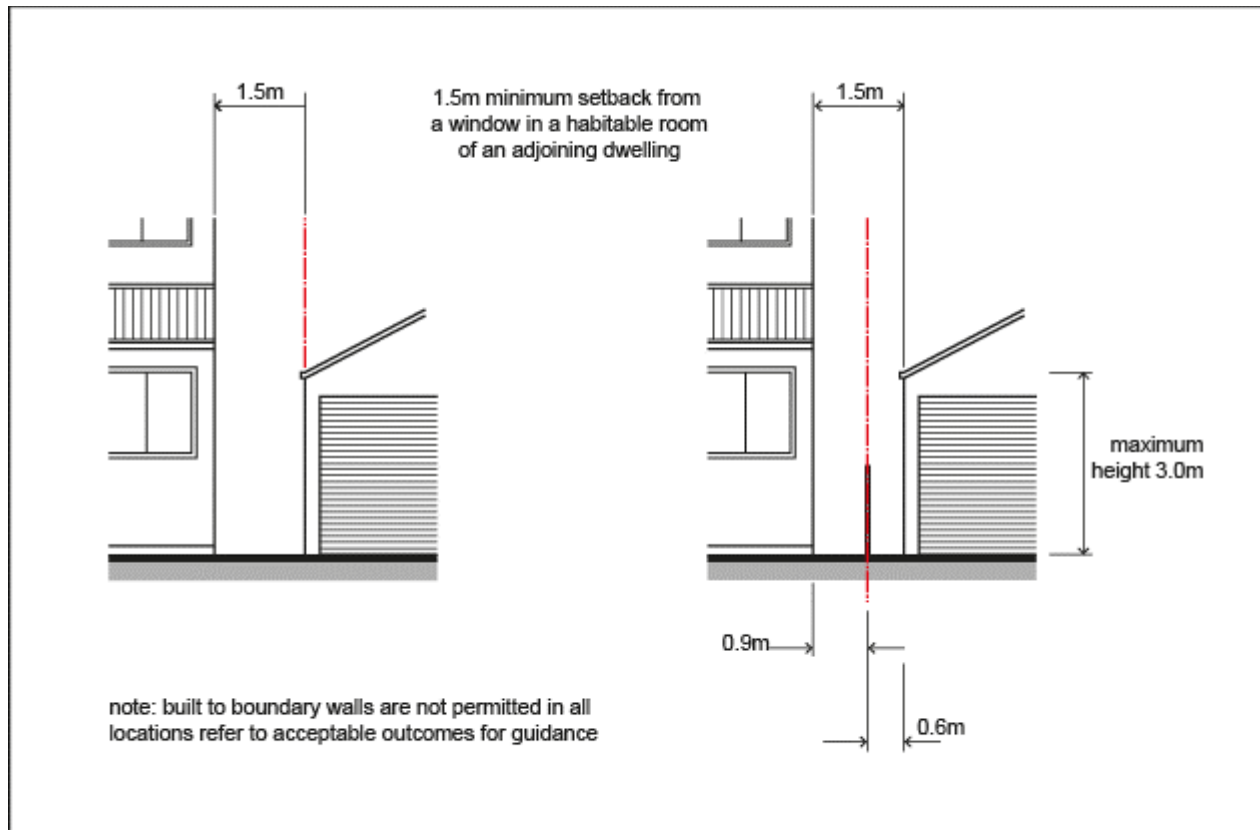


Figure e—Built to boundary walls

View the high resolution of Figure e—Built to boundary walls

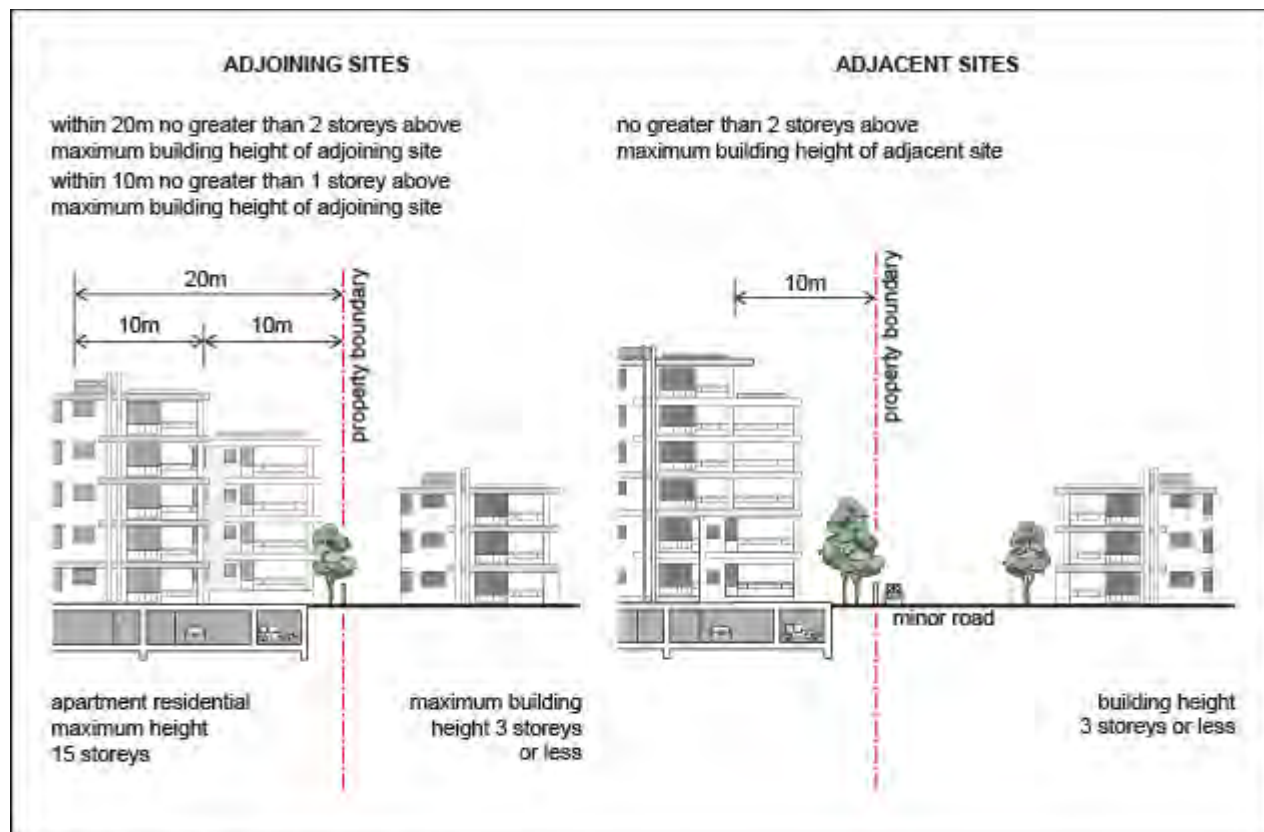


Figure f—Building height transitions

View the high resolution of Figure f—Building height transitions

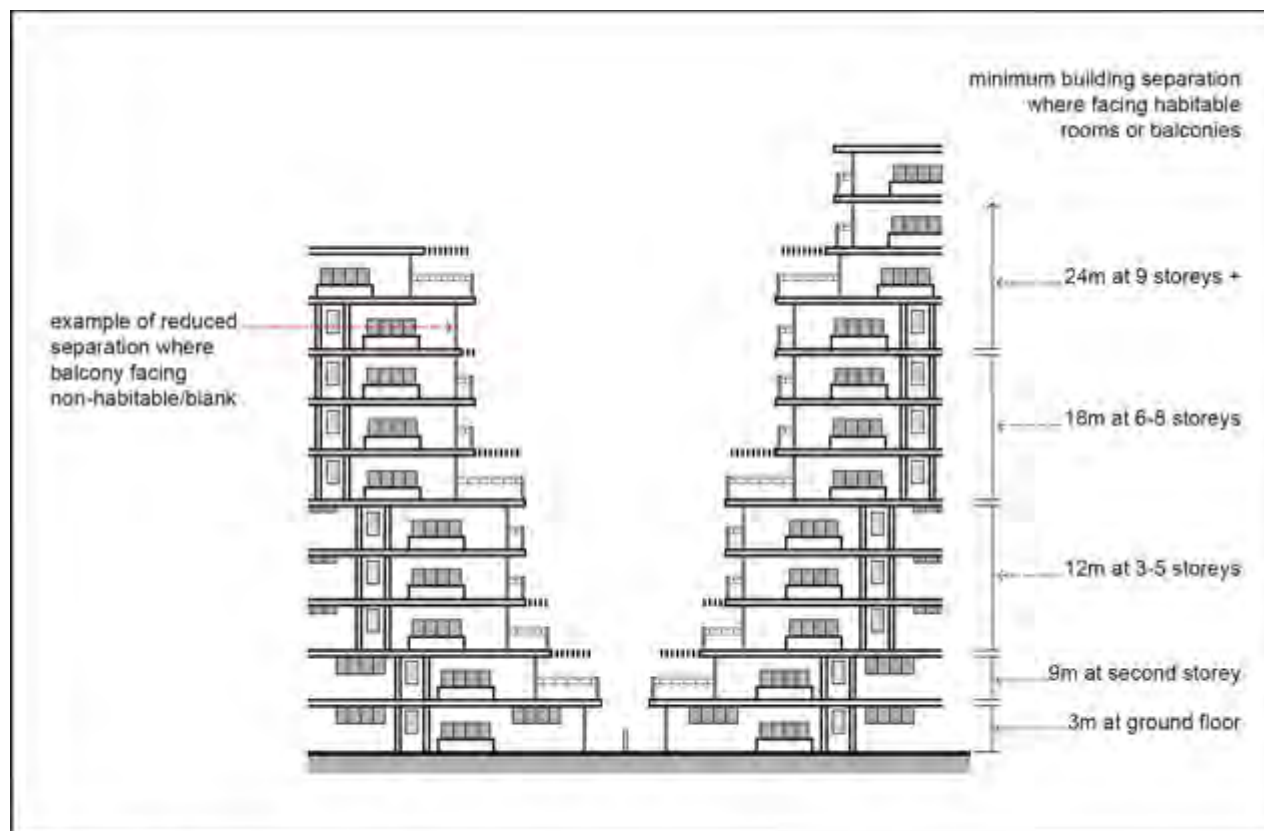


Figure g—Building separation requirements

[View the high resolution of Figure g—Building separation requirements](#)

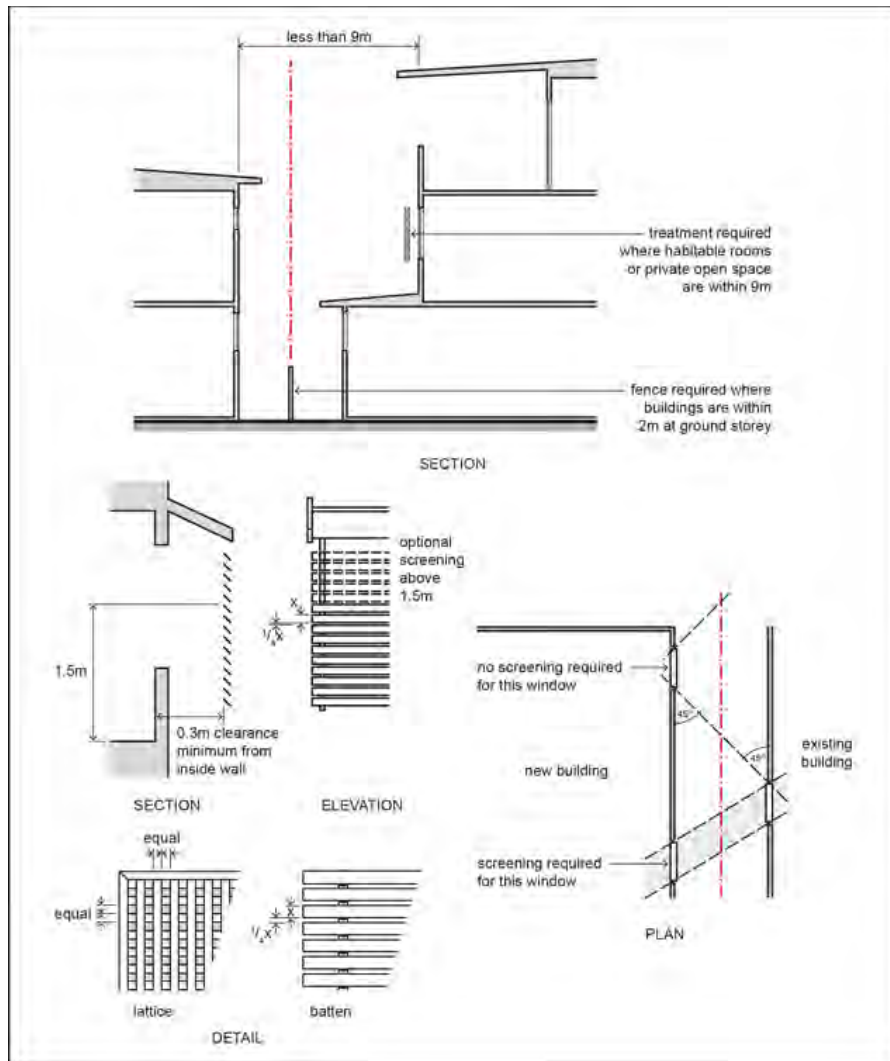


Figure h—Visual privacy considerations and strategies

View the high resolution of Figure h—Visual privacy considerations and strategies



Figure i—Building length and depth articulation

View the high resolution of Figure i—Building length and depth articulation

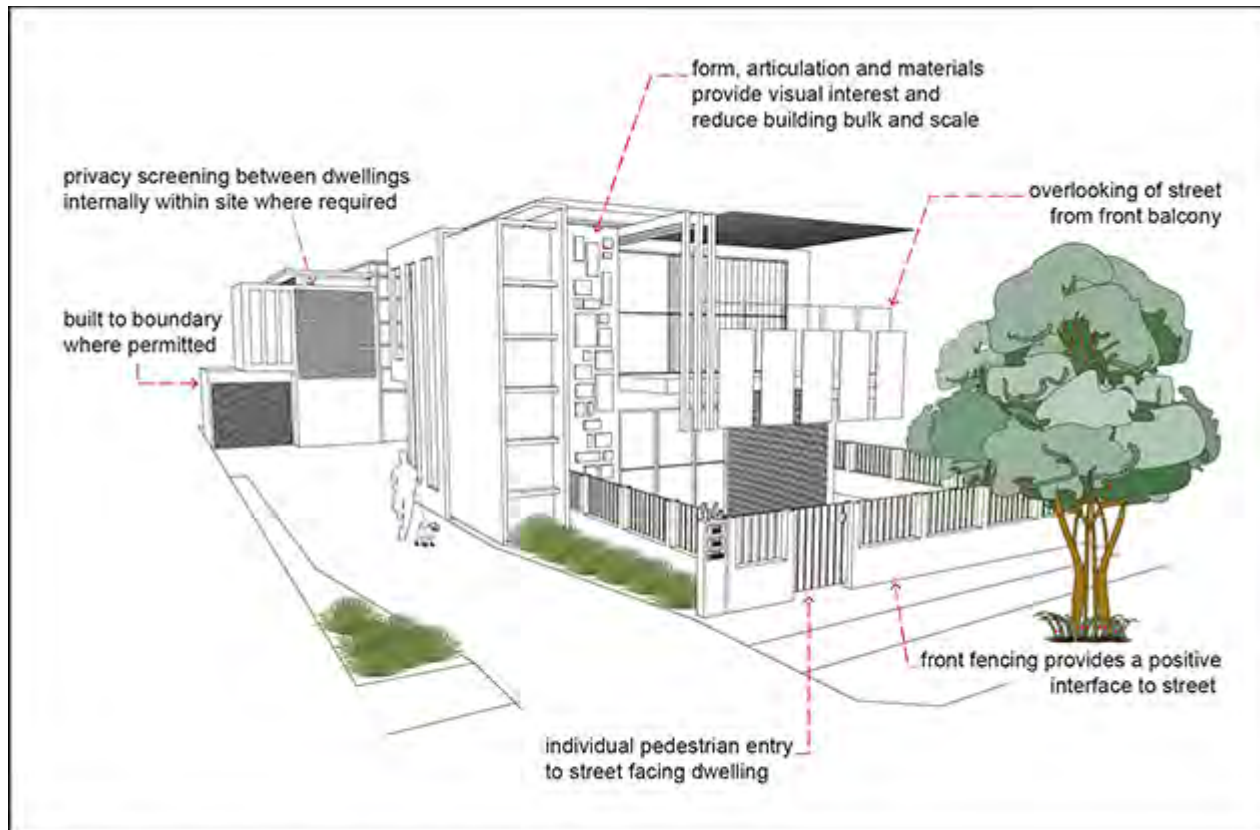


Figure j—Variations in small-scale multiple dwellings

View the high resolution of Figure j—Variations in small-scale multiple dwellings



Figure k—Variations in 5 storey multiple dwellings

View the high resolution of Figure k—Variations in 5 storey multiple dwellings

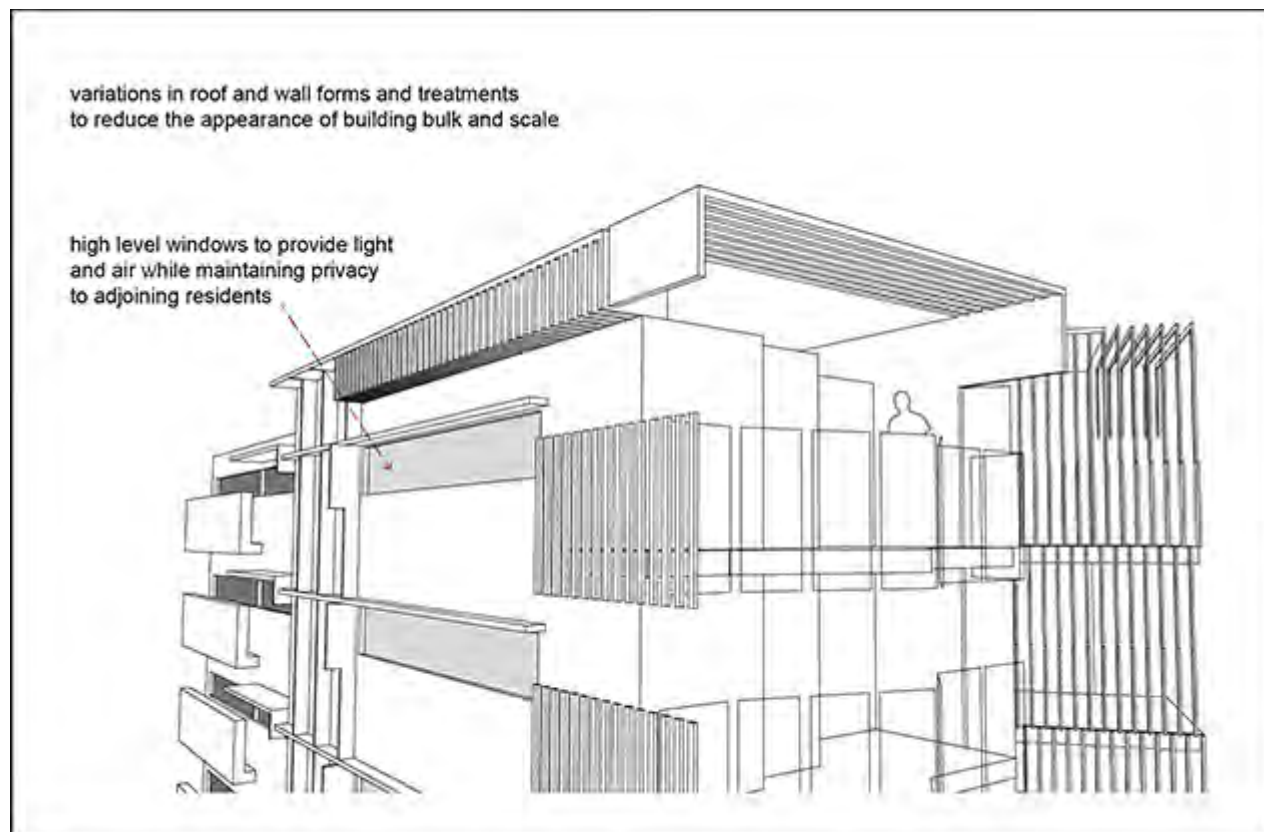


Figure I—Variations in 8-15 storey multiple dwellings

View the high resolution of Figure I—Variations in 8-15 storey multiple dwellings



Figure m—Roof form

View the high resolution of Figure m—Roof form

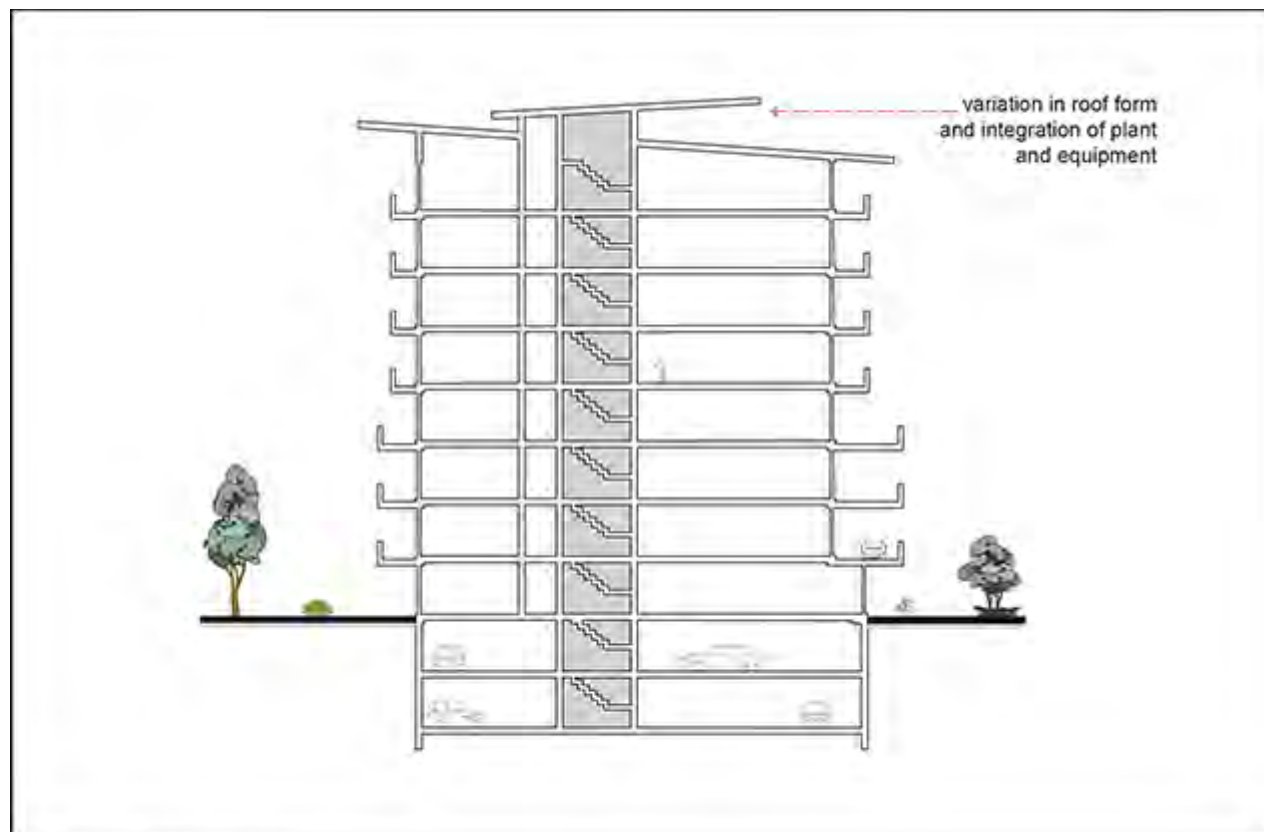


Figure n—Roof form

View the high resolution of Figure n—Roof form

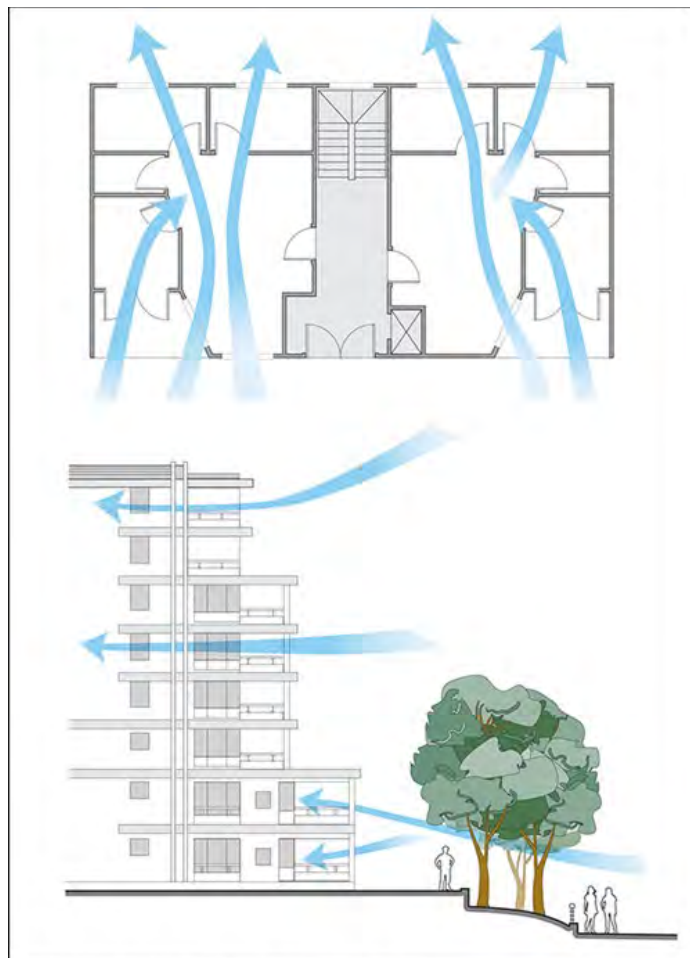


Figure o—Cross ventilation for a multiple dwelling – apartment

View the high resolution of Figure o—Cross ventilation for a multiple dwelling - apartment

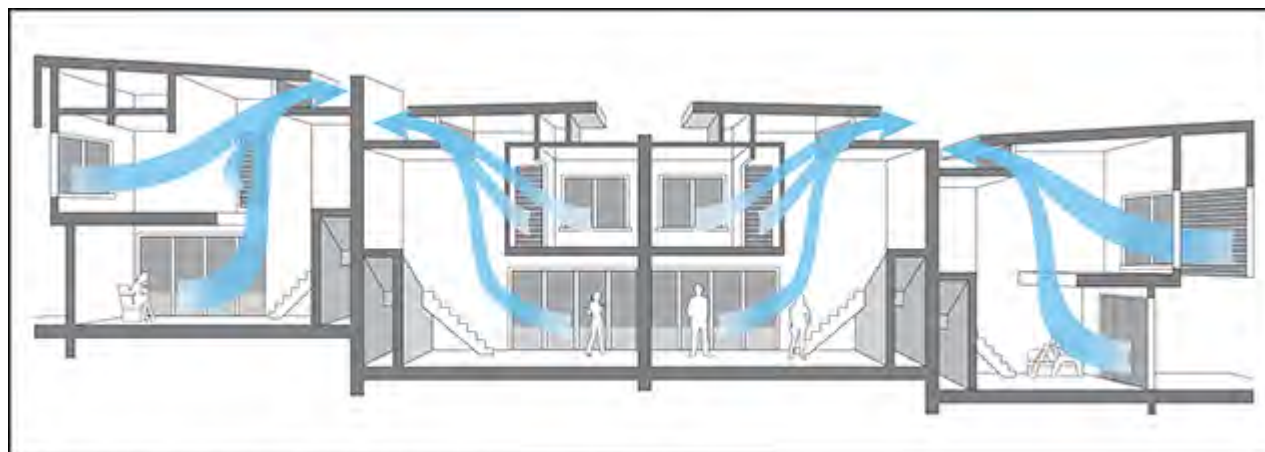


Figure p—Cross ventilation for a small-scale multiple dwelling

View the high resolution of Figure p—Cross ventilation for a small-scale multiple dwelling

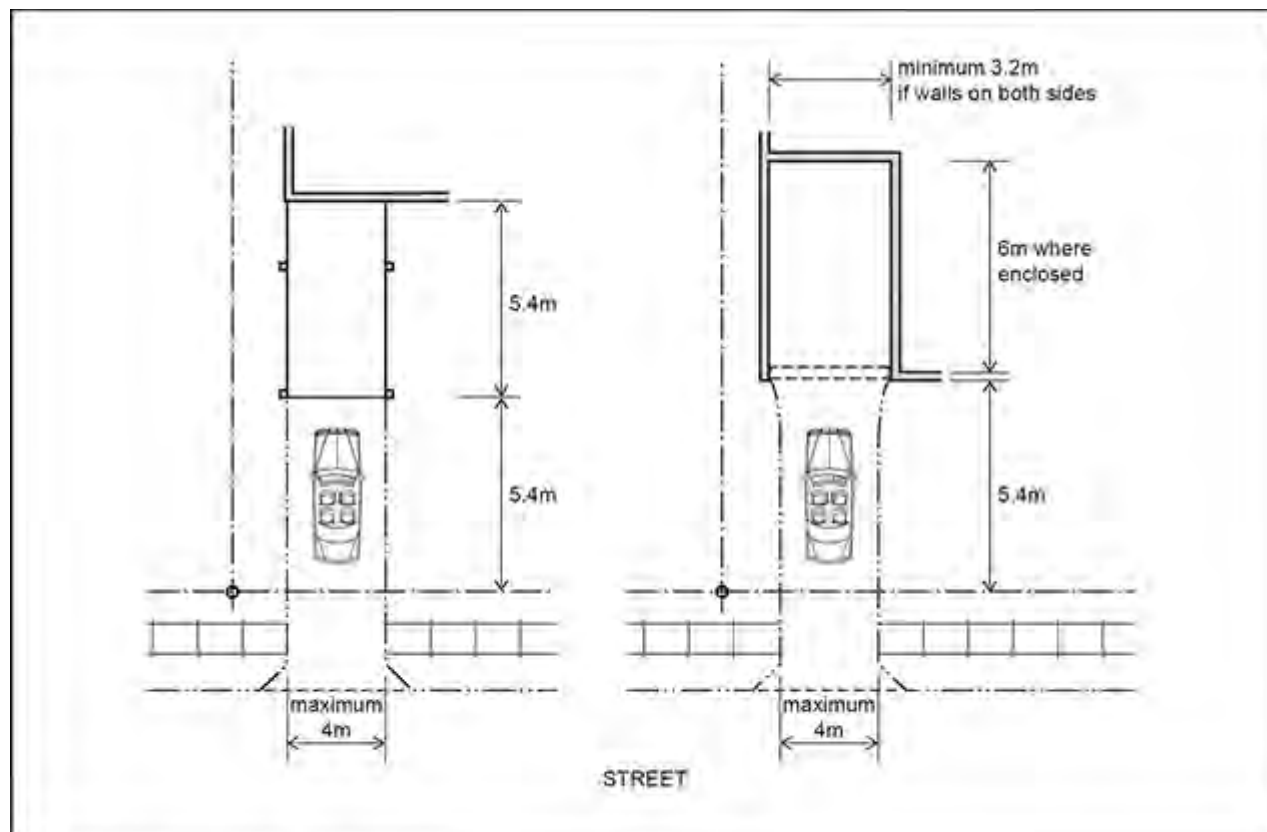


Figure q—Tandem carpark design

[View the high resolution of Figure q—Tandem carpark design](#)

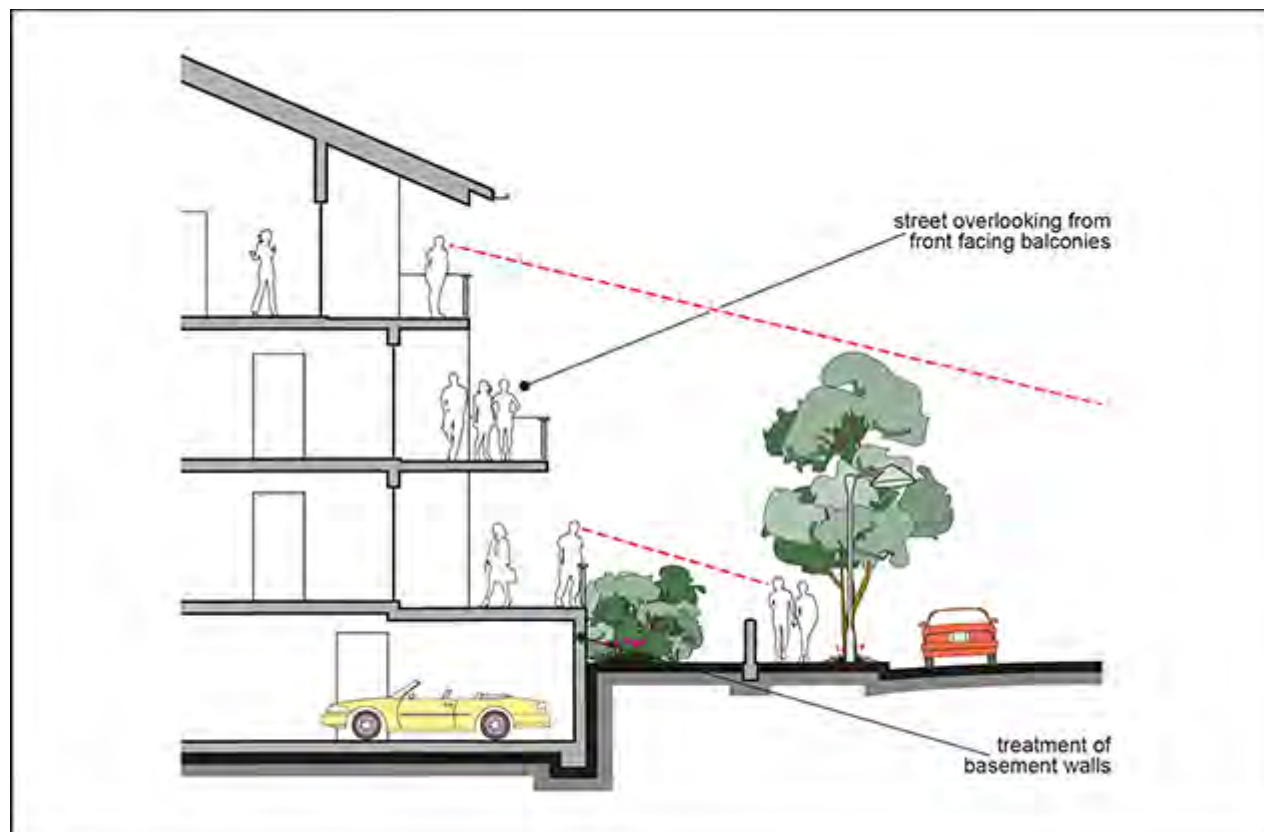
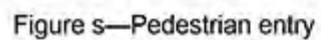


Figure r—Street interface

View the high resolution of Figure r—Street interface



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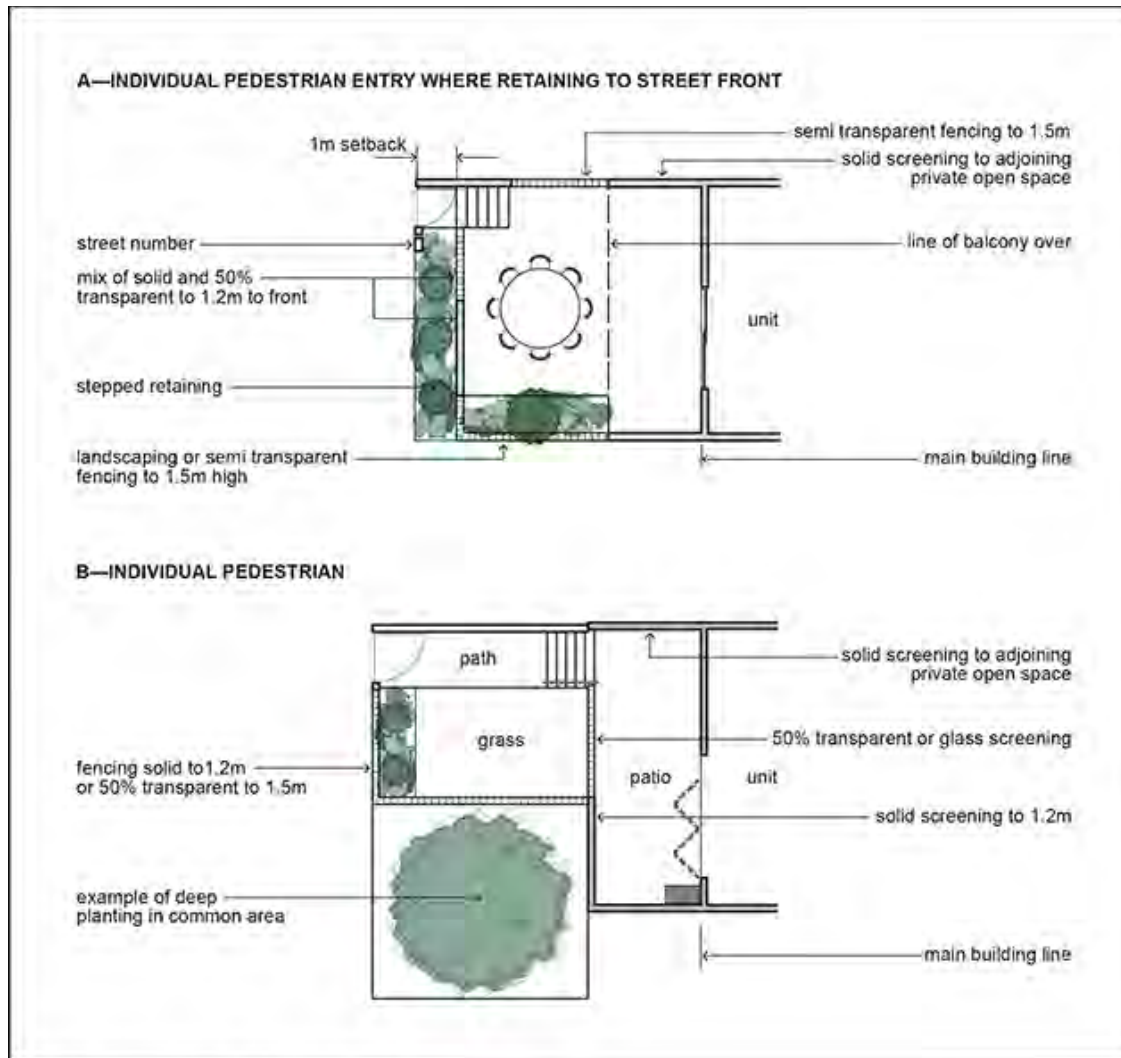


Figure t—Individual pedestrian entries

View the high resolution of Figure t—Individual pedestrian entries



Figure u—Landscaped frontage and verge

View the high resolution of Figure u—Landscaped frontage and verge

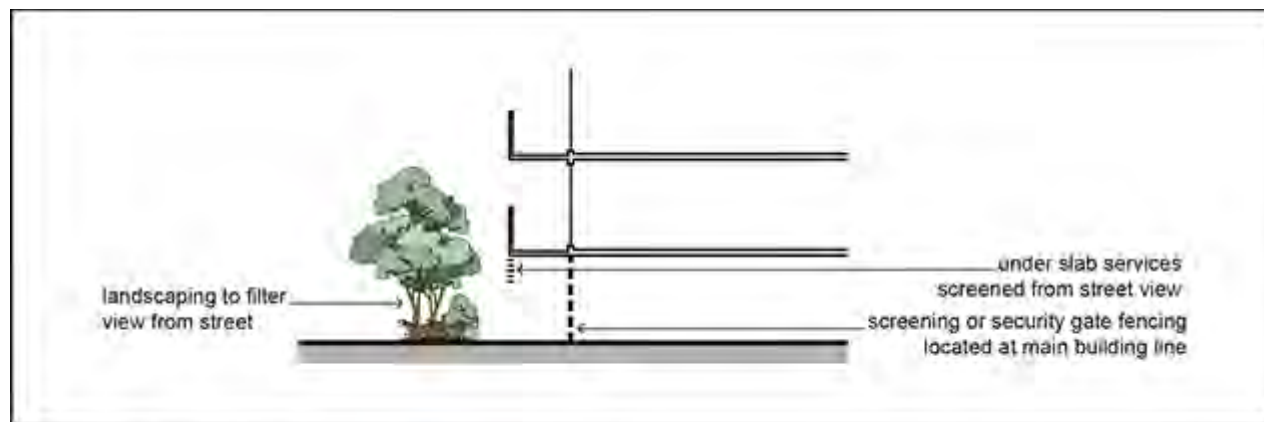


Figure v—Carparking treatments

[View the high resolution of Figure v—Carparking treatments](#)

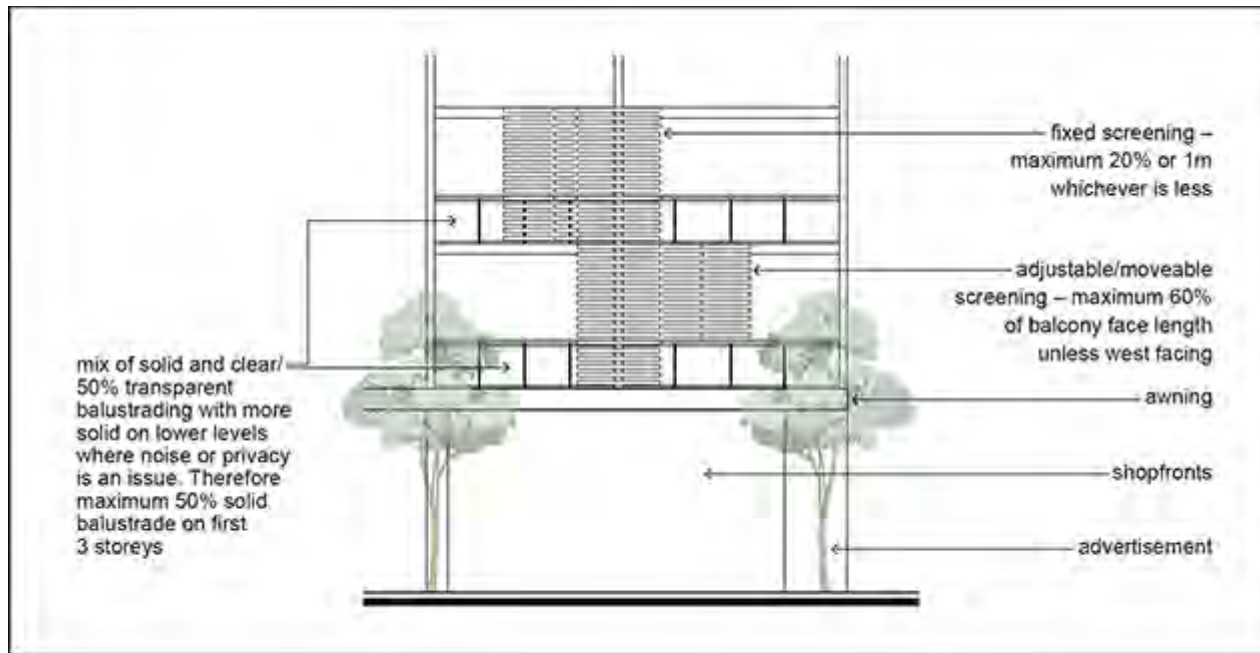


Figure w—Adjustable screening

View the high resolution of Figure w—Adjustable screening

9.4.4 Infrastructure design code

9.4.4.1 Application

1. This code applies to assessing a material change of use, reconfiguring a lot or building work if:
 - a. assessable development where this code is identified as a prescribed secondary code in the assessment benchmarks column of a table of assessment for a material change of use (section 5.5), reconfiguring a lot (section 5.6), operational work (section 5.8), or an overlay (section 5.10); or
 - b. impact assessable development, to the extent relevant.
2. When using this code, reference should be made to section 1.5 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Note—Where this code includes performance outcomes or acceptable outcomes that relate to:

- ecological assessment, koala habitat or development design, guidance is provided in the Biodiversity areas planning scheme policy;
- infrastructure design and construction works, guidance is provided in the Infrastructure design planning scheme policy;
- noise and dust impacts during construction and/or demolition, guidance is provided in the Management plans planning scheme policy;
- noise impact assessment, guidance is provided in the Noise impact assessment planning scheme policy;
- refuse and recycling, guidance is provided in the Refuse planning scheme policy;
- parking or servicing management during construction, guidance is provided in the Transport, access, parking and servicing planning scheme policy.

9.4.4.2 Purpose

1. The purpose of the Infrastructure design code is to assess the suitability of infrastructure for development.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development is provided with a safe, connected and efficient transport network for all modes that has a minimal whole-of-life cost.
 - b. Development provides for public utilities and services to the standards acceptable to the Council and the reasonable expectations of service providers.
 - c. Development involving infrastructure which is intended to become a Council asset is safe, aesthetically pleasing, functional, fit for purpose, durable, minimises environmental impacts and has minimal whole-of-life cost.
 - d. Development provides for a public space to be safe and inviting, allowing high levels of pedestrian activity.
 - e. Development ensures that the community and environment are not unreasonably disrupted or impacted by construction or demolition for the development.
 - f. Development involving infrastructure is designed with consideration of, and to integrate with, other related and interfacing infrastructure components.
 - g. Development accessed by common private title is provided with appropriate fire hydrant infrastructure and has unimpeded access for refuse vehicles and for emergency service vehicles to protect people, property and the environment.
 - h. Development ensures major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System is not compromised.

- i. Development for major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System avoids or otherwise minimises adverse impacts on surrounding land uses.

9.4.4.3 Performance outcomes and acceptable outcomes

Table 9.4.4.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
PO1 Development provides roads, pavement, edging and landscaping which: a. are designed and constructed in accordance with the road hierarchy; b. provide for safe travel for pedestrians, cyclists and vehicles; c. provide access to properties for all modes; d. provide utilities; e. provide high levels of aesthetics and amenity, improved liveability and future growth; f. provide for the amelioration of noise and other pollution; g. provide a high-quality streetscape; h. provide a low-maintenance asset with a minimal whole-of-life cost. Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.	AO1 Development provides roads and associated pavement, edging and landscaping which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	AO1 Complies Refer to the Civil Engineering Report provided at Appendix G.
PO2 Development provides road pavement surfaces which: a. are well designed and constructed; b. durable enough to carry the wheel loads of the intended types and numbers of travelling and parked vehicles;	AO2 Development provides road pavement surfaces which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	AO2 Not Applicable No new roads are proposed.

c. ensures the safe passage of vehicles, pedestrians and cyclists, the discharge of stormwater run-off and the preservation of all-weather access; d. allows for reasonable travel comfort.		
PO3 Development provides a pavement edge which is designed and constructed to: a. control vehicle movements by delineating the carriageway for all users; b. provide for people with disabilities by allowing safe passage of wheelchairs and other mobility aids.	AO3 Development provides pavement edges which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	AO3 Complies The existing driveway location will be changed. New pavement edges will be designed and constructed in compliance with the relevant standards.
PO4 Development provides verges which are designed and constructed to: a. provide safe access for pedestrians clear of obstructions and access areas for vehicles onto properties; b. provide a sufficient area for public utility services; c. be maintainable by the Council.	AO4 Development provides verges which are designed and constructed in compliance with the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	AO4 Complies The existing verge will be changed to accommodate the change in the location of the driveway. Changes to the verge will be designed and constructed in compliance with the relevant standards.
PO5 Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which: a. allows equitable access for all modes; b. is safe and secure; c. has 24-hour access; d. is a low-speed shared zone environment; e. has a high-quality streetscape.	AO5 Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which is embellished in compliance with the streetscape locality advice standards in the Infrastructure design planning scheme policy.	PO5/AO5 Not Applicable
PO6	AO6	AO6 Complies

Development of an existing premises provides at the frontage to the site, if not already provided, the following infrastructure to an appropriate urban standard: a. an effective, high-quality paved roadway; b. an effective, high-quality roadway kerb and channel; c. safe, high-quality vehicle crossings over channels and verges; d. safe, accessible, high-quality verges compatible and integrated with the surrounding environment; e. safe vehicle access to the site that enables ingress and egress in a forward gear; f. provision of and required alterations to public utilities; g. effective drainage; h. appropriate conduits to facilitate the provision of required street-lighting systems and traffic signals.	Development of an existing premises provides at the frontage of the site, if not already existing, the following infrastructure to the standard that would have applied if the development involved new premises as stated in the road corridor design standards in the Infrastructure design planning scheme policy: a. concrete kerb and channel; b. forming and grading to verges; c. crossings over channels and verges; d. a constructed bikeway; e. a constructed verge or reconstruction of any damaged verge; f. construction of the carriageway; g. payment of costs for required alterations to public utility mains, services or installations; h. construction of and required alterations to public utility mains, services or installations; i. drainage works; j. installation of electrical conduits.	
PO7 Development provides both cycle and walking routes which: a. are located, designed and constructed to their network classification (where applicable); b. provide safe and attractive travel routes for pedestrians and cyclists for commuter and recreational purposes; c. provide safe and comfortable access to properties for pedestrians and cyclists; d. incorporate water sensitive urban design into stormwater drainage; e. provide for utilities; f. provide for a high level of aesthetics and amenity, improved liveability and future growth;	AO7 Development provides cycle and walking routes which are located, designed and constructed in compliance with the road corridor design and off-road pathway design standards in the Infrastructure design planning scheme policy.	AO7 Complies Existing infrastructure provided in this location will not be fettered or require changing as a result of the proposed development.

g. are a low-maintenance asset with a minimal whole-of-life cost; h. minimise the clearing of significant native vegetation. Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.		
PO8 Development provides refuse and recycling collection, separation and storage facilities that are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised.	AO8.1 Development provides refuse and recycling collection and storage facilities in accordance with the Refuse planning scheme policy. AO8.2 Development ensures that refuse and recycling collection and storage location and design do not have any adverse impact including odour, noise or visual impacts on the amenity of land uses within or adjoining the development. Note—Refer to the Refuse planning scheme policy for further guidance.	AO8.1 and AO8.2 Complies Separate general waste and recycling waste bin storage areas are located at the ground level vehicle entry to parking levels, streetside of the security threshold point. The bin storage areas will be screened. An enclosed communal area is located on the floor immediately above the bin rooms, with residential apartments situated at the floor above the communal area.
PO9 Development ensures that: - land used for an urban purpose is serviced adequately with regard to water supply and waste disposal; - the water supply meets the stated standard of service for the intended use and fire-fighting purposes.	AO9.1 Development ensures that the reticulated water and sewerage distribution system for all services is in place before the first use is commenced. AO9.2 Development provides the lot with reticulated water supply and sewerage to a standard acceptable to the distributor—retailer.	AO9.1 and AO9.2 Will Comply These requirements can be included in conditions should the proposed development be approved.
PO10 Development provides public utilities and street lighting which are the best current or alternative technology and	AO10.1 Development provides public utilities and street lighting which are located and aligned to:	AO10.1 - AO1.3 Can Comply If deemed necessary, these requirements can be included in conditions should the proposed development be approved.

facilitate accessibility, easy maintenance, minimal whole-of-life costs, and minimal adverse environmental impacts.	a. avoid significant native vegetation and areas identified within the Biodiversity areas overlay map; b. minimise earthworks; c. avoid crossing waterways, waterway corridors and wetlands or if a crossing is unavoidable, tunnel-boring techniques are used to minimise disturbance, and a disturbed area is reinstated and restored on completion of the work. Note—Guidance on the restoration of habitat is included in the Biodiversity areas planning scheme policy. AO10.2 Development provides compatible public utility services and street-lighting services which are co-located in common trenching for underground services. AO10.3 Development provides public utilities and street lighting which are designed and constructed in compliance with the public utilities standards in the Infrastructure design planning scheme policy.	
PO11 Development ensures that land used for urban purposes is serviced adequately with telecommunications and energy supply.	AO11 Development provides land with the following services to the standards of the approved supplier: a. electricity; b. telecommunications services; c. gas service where practicable.	AO11 Complies These services are already supplied to the site.
PO12 Development ensures that major public projects promote the provision of affordable, high-bandwidth telecommunications services throughout the city.	AO12 Development provides conduits which are provided in all major Council and government works projects to enable the future provision of fibre optic cabling, if: a. the additional expense is unlikely to be prohibitive; or	AO12 Can Comply If deemed necessary, these requirements can be included in conditions should the proposed development be approved.

	b. further major work is unlikely or disruption would be a major concern, such as where there is a limited capacity road; or c. there is a clear gap in the telecommunications network; or d. there is a clear gap in the bandwidth available to the area. Editor's note—An accurate, digital 'as built' three-dimensional location plan is to be supplied for all infrastructure provided in a road.	
PO13 Development provides public art identified in a neighbourhood plan or park concept plan which: a. is provided commensurate with the status and scale of the proposed development; b. is sited and designed: i. as an integrated part of the project design; ii. as conceptually relevant to the context of the location; iii. to reflect and respond to the cultural values of the community; iv. to promote local character in a planned and informed manner.	AO13 Development provides public art identified in a neighbourhood plan or park concept plan which is sited and designed in compliance with the public art standards in the Infrastructure design planning scheme policy.	PO13/AO13 Not Applicable
PO14 Development provides signage of buildings and spaces which promote legibility to help users find their way.	AO14 Development provides public signage: a. at public transport interchanges and stops, key destinations, public spaces, pedestrian linkages and at entries to centre developments; b. which details the location of the key destinations, public spaces and pedestrian linkages in the vicinity, the services available within the development and where they are located. Editor's note—Signage is to be in accordance with Local Law Number 1 (Control of Advertisements Local Law).	PO14/AO14 Not Applicable

PO15 Development that provides community facilities which form part of the development is functional, safe, low maintenance, and fit for purpose.	AO15 Development that provides community facilities which form part of the development is designed in compliance with the community facilities standards in the Infrastructure design planning scheme policy.	PO15/AO15 Not Applicable
PO16 Development provides public toilets which: a. are required as part of a community facility or park; b. are located, designed and constructed to be: i. safe; ii. durable; iii. resistant to vandalism; iv. able to service expected demand; v. fit for purpose.	AO16 Development that provides public toilets is designed and constructed in compliance with the public toilets standards in the Infrastructure design planning scheme policy.	PO16/AO16 Not Applicable
PO17 Development provides bridges, tunnels, elevated structures and water access structures that are designed and constructed using proven methods, materials and technology to provide for: a. safe movement of intended users; b. an attractive appearance appropriate to the general surroundings and any adjacent structures; c. functionality and easy maintenance; d. minimal whole-of-life cost; e. longevity; f. current and future services. Note—All bridges and elevated and associated elements must be designed and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.	AO17 Development that provides bridges, tunnels, elevated structures and water access structures is designed and constructed in compliance with the standards in the Infrastructure design planning scheme policy.	PO17/AO17 Not Applicable
PO18	AO18	PO18/AO18 Not Applicable

Development provides culverts which are designed and constructed using proven methods, materials and technology to provide for: a. safety; b. an attractive appearance appropriate to the general surroundings; c. functionality and easy maintenance; d. minimal whole-of-life cost; e. longevity; f. future widening; g. current and future services; h. minimal adverse impacts, such as increase in water levels or flow velocities, and significant change of flood patterns. Note—All culverts and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.	Development that provides culverts is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.	
PO19 Development provides batters, retaining walls, and seawalls and river walls which are designed and constructed using proven methods, materials and technology to provide for: a. safety; b. an attractive appearance appropriate to the surrounding area; c. easy maintenance; d. minimal whole-of-life cost; e. longevity; f. minimal water seepage. Note—All retaining walls and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.	AO19 Development that provides batters, retaining walls, seawalls and river walls is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.	AO19 Complies
If for development with a gross floor area greater than 1,000m²		
PO20	AO20	AO20 Will Comply

Development ensures that construction is managed so that use of public spaces and movement on pedestrian, cyclist and other traffic routes is not unreasonably disrupted and existing landscaping is adequately protected from short- and long-term impacts. Note—The preparation of a construction management plan can assist in demonstrating achievement of this performance outcome. Note—The Transport, access, parking and servicing planning scheme policy provides advice on the management of vehicle parking and deliveries during construction.	Development ensures that during construction: - the ongoing use of adjoining and surrounding parks and public spaces, such as malls and outdoor dining, is not compromised; - adjoining and surrounding landscaping is protected from damage; - safe, legible, efficient and sufficient pedestrian, cyclist and vehicular accessibility and connectivity to the wider network are maintained.	These requirements can be included in conditions should the proposed development be approved.
PO21 Development ensures that construction and demolition activities are guided by measures that prevent or minimise adverse impacts including sleep disturbance at a sensitive use, due to noise and dust, including dust from construction vehicles entering and leaving the site. Note—A noise and dust impact management plan prepared in accordance with the Management plans planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO21.1 Development ensures that demolition and construction: - only occur between 6:30am and 6:30pm Monday to Saturday, excluding public holidays; - do not occur over periods greater than 6 months. AO21.2 Development including construction and demolition does not release dust emissions beyond the boundary of the site. AO21.3 Development construction and demolition does not involve asbestos-containing materials.	AO21.1 – AO21.3 Will Comply These requirements can be included in conditions should the proposed development be approved.
PO22 Development ensures that: - construction and demolition do not result in damage to surrounding property as a result of vibration; - vibration levels achieve the vibration criteria in Table 9.4.4.3.B, Table 9.4.4.3.C, Table 9.4.4.3.D and Table 9.4.4.3.E. Note—A vibration impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO22 Development ensures that the nature and scale of construction and demolition do not generate noticeable levels of vibration.	AO22 Will Comply This requirement will be required to be included in a Construction Management Plan which can be conditioned should the proposed development be approved.

If for a material change of use or reconfiguring a lot in an urban area (as defined in the Regulation) involving premises that is, or will be, accessed by common private title, where involving buildings, either attached or detached, that are not covered by other legislation mandating fire hydrants		NOT APPLICABLE
PO23 Development ensures that fire hydrants are: a. installed and located to enable fire services to access water safely, effectively and efficiently; b. suitably identified so that fire services can locate them at all hours.	AO23.1 Above or below ground fire hydrants are provided on residential, commercial and industrial streets and private roads, at not more than 90m intervals, and at each street intersection. Note—On residential streets, above ground fire hydrants may be single outlet. On commercial and industrial streets above ground fire hydrants should have dual valved outlets. AO23.2 Fire hydrants are identified by: a. raised reflectorised pavement markers (RRPM) on sealed roads; b. marker posts at the fence line where on an unsealed road, as road (HR) or path (HP) hydrants.	
PO24 Development ensures road widths and construction within the development, are adequate for refuse vehicles and for fire emergency vehicles to gain access to a safe working area close to buildings and near water supplies whether or not on-street parking spaces are occupied.	AO24 Internal private roads have a minimum roadway clearance between obstructions of 3.5m wide and 4.8m high in addition to any width required for on-street parking.	
Development for major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System where not in the Utility services zone precinct of the Special purpose zone		NOT APPLICABLE
PO25 Development avoids or otherwise minimises adverse impacts on surrounding land uses through the use of buffers and setbacks and the appropriate design and location of plant and operational areas within the site.	AO25 No acceptable outcome is prescribed.	

Development potentially impacting on major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System where the infrastructure is not in the Utility services zone precinct of the Special purpose zone		NOT APPLICABLE
PO26 Development is sited and designed to: a. avoid safety risks to people or property; b. minimise noise and visual impacts to people and property; c. ensure the physical integrity and operation, maintenance and expansion of the infrastructure is not compromised.	AO26 No acceptable outcome is prescribed.	

Table 9.4.4.3.B—Recommended intermittent vibration levels for cosmetic damage

Type of building		Peak particle velocity (mm/s)		
Reinforced or framed structures; industrial and heavy commercial buildings		50mm/s at 4Hz and above		
Unreinforced or light-framed structures; residential or light commercial type buildings	Below 4Hz		4Hz to 15Hz	15Hz and above
	0.6mm/s		15mm/s at 4Hz increasing to 20mm/s at 15Hz	20mm/s at 15Hz increasing to 50mm/s at 40Hz and above

Table 9.4.4.3.C—Recommended blasting vibration levels for human comfort

Type of building	Type of blasting operations	Peak component particle velocity (mm/s)
Residences, educational establishments and places of worship	Operation blasting longer than 12 months or more than 20 blasts	5mm/s for 95% blasts per year 10mm/s maximum unless agreement is reached with the occupier that a higher limit may apply
Residences, educational establishments and places of worship	Operation blasting longer than 12 months or more than 20 blasts	10mm/s maximum unless agreement is reached with the occupier that a higher limit may apply
Industry or commercial premises	All blasting	25mm/s maximum unless agreement is reached with the occupier that a higher limit may apply. For sites containing equipment sensitive to vibration, the vibration should be kept below manufacturer's specifications or levels that do not adversely affect the equipment operation.

Table 9.4.4.3.D—Recommended levels for continuous and impulsive vibration acceleration (m/s²) 1—80Hz for human comfort

Location	Assessment period ⁽¹⁾	Preferred values ⁽³⁾		Maximum values ⁽³⁾	
Continuous vibration		z-axis	x and y axes	z-axis	x and y axes
Critical areas ⁽²⁾	Day or night	0.005 m/s ²	0.0036 m/s ²	0.01 m/s ²	0.0072 m/s ²
Residences	Day	0.01 m/s ²	0.0071 m/s ²	0.02 m/s ²	0.014 m/s ²
-	Night	0.007 m/s ²	0.005 m/s ²	0.014 m/s ²	0.01 m/s ²
Offices, educational establishments and places of worship	Day or night	0.02 m/s ²	0.014 m/s ²	0.04 m/s ²	0.028 m/s ²

Workshops	Day or night	0.04 m/s ²	0.029 m/s ²	0.08 m/s ²	0.058 m/s ²
Impulsive vibration					
Critical areas	Day or night	0.005 m/s ²	0.0036 m/s ²	0.01 m/s ²	0.0072 m/s ²
Residences	Day	0.3 m/s ²	0.21 m/s ²	0.6 m/s ²	0.42 m/s ²
-	Night	0.1 m/s ²	0.071 m/s ²	0.2 m/s ²	0.14 m/s ²
Offices, educational establishments and places of worship	Day or night	0.64 m/s ²	0.46 m/s ²	1.28 m/s ²	0.92 m/s ²
Workshops	Day or night	0.64 m/s ²	0.46 m/s ²	1.28 m/s ²	0.92 m/s ²

Note—

⁽¹⁾ Day is 7am to 10pm and night is 10pm to 7am.

⁽²⁾ Examples include hospital operating theatres and precision laboratories where sensitive operations are occurring.

⁽³⁾ Situations exist where vibration above the preferred values can be acceptable, particularly for temporary or short-term events. Further guidance is given in the Noise impact assessment planning scheme policy.

Table 9.4.4.3.E—Recommended vibration dose values for intermittent vibration (m/s^{1.75}) for human comfort

Location	Daytime ⁽¹⁾		Night time ⁽¹⁾	
	Preferred value	Maximum value	Preferred value ⁽³⁾	Maximum value ⁽³⁾
Critical areas ⁽²⁾	0.1 m/s ^{1.75}	0.2 m/s ^{1.75}	0.1 m/s ^{1.75}	0.2 m/s ^{1.75}
Residences	0.2 m/s ^{1.75}	0.4 m/s ^{1.75}	0.13 m/s ^{1.75}	0.26 m/s ^{1.75}
Offices, educational establishments and places of worship	0.4 m/s ^{1.75}	0.8 m/s ^{1.75}	0.4 m/s ^{1.75}	0.8 m/s ^{1.75}
Workshops	0.8 m/s ^{1.75}	1.6 m/s ^{1.75}	0.8 m/s ^{1.75}	1.6 m/s ^{1.75}

Note—

⁽¹⁾ Day is 7am to 10pm and night is 10pm to 7am.

⁽²⁾ Examples include hospital operating theatres and precision laboratories where sensitive operations are occurring.

⁽³⁾ Situations exist where vibration above the preferred values can be acceptable, particularly for temporary or short-term events. Further guidance is given in the Noise impact assessment planning scheme policy.

9.4.6 Operational work code

9.4.6.1 Application

1. This code applies to assessing:
 - a. operational work which is assessable development if this code is an applicable code identified in the assessment benchmarks column of a table of assessment for operational work (section 5.8); or
 - b. a material change of use or reconfiguring a lot if:
 - i. assessable development where this code is identified as a prescribed secondary code in the assessment benchmarks column of a table of assessment for a material change of use (section 5.5) or reconfiguring a lot (section 5.6); or
 - ii. impact assessable development, to the extent relevant.

Note—The Filling and excavation code applies to operational work for filling or excavation and the Extractive industry code applies to operational work for extracting gravel, rock, sand or soil from the place where it occurs naturally.

Note—This code and the Landscape work code are also applicable to documents or work relating to development and requiring an approval arising from a condition of a development approval.

2. When using this code, reference should be made to section 1.5 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Note—Where this code includes performance outcomes or acceptable outcomes that relate to:

- the design and construction of work associated with compensatory earthworks, guidance is provided in the Compensatory earthworks planning scheme policy;
- infrastructure design and construction works and stormwater, guidance is provided in the Infrastructure design planning scheme policy;
- handling or storage of hazardous materials, guidance is provided in the Management of hazardous chemicals in flood affected areas planning scheme policy;
- noise and dust impacts during construction and/or demolition, guidance is provided in the Management plans planning scheme policy;
- the design and construction of works associated with transport, access, parking or servicing, guidance is provided in the Transport, access, parking and servicing planning scheme policy.

9.4.6.2 Purpose

1. The purpose of the Operational work code is to assess the suitability of operational work, including operational work relating to development requiring approval arising from a condition of a development approval.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Operational work and other work is designed and constructed to an appropriate standard.
 - b. Operational work minimises impacts on an adjacent site.

9.4.6.3 Performance outcomes and acceptable outcomes

Table 9.4.6.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
PO1 Development for operational work: a. is designed and constructed to the standards in the Compensatory earthworks planning scheme policy, Infrastructure design planning scheme policy and Transport, access, parking and servicing planning scheme policy; b. is integrated and consistent with the future development envisaged on the site by the planning scheme.	AO1 Development for operational work is undertaken in accordance with the standards specified in the requirements for another relevant permit as identified in the decision notice for a development approval.	AO1 Will Comply This requirement can be included in a condition should the proposed development be approved.
PO2 Development for operational work implements measures to prevent or minimise adverse impacts, including sleep disturbance, at a sensitive use due to noise and dust. Note—A noise and dust impact management plan prepared in accordance with the Management plans planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO2.1 Development for operational work only occurs between 6:30am and 6:30pm Monday to Saturday, excluding public holidays. AO2.2 Development for operational work is undertaken in accordance with the standards specified in the requirements for another relevant permit as identified in the decision notice for a development approval.	AO2.1 and AO2.2 Will Comply These requirements can be included in a condition should the proposed development be approved.

9.4.7 Outdoor lighting code

9.4.7.1 Application

1. This code applies to assessing:
 - a. accepted development subject to compliance with identified requirements, where acceptable outcomes of this code are identified requirements in a table of assessment for building work (section 5.7) or an overlay (section 5.10); or
 - b. building work for outdoor lighting which is assessable development if this code is an applicable code identified in the assessment benchmarks column of a table of assessment for building work (section 5.7) or an overlay (section 5.10); or
 - c. a material change of use or reconfiguring a lot if:
 - i. assessable development where this code is identified as a prescribed secondary code in the assessment benchmarks column of a table of assessment for material change of use (section 5.5) or reconfiguring a lot (section 5.6); or
 - ii. impact assessable development, to the extent relevant.

Editor's note—Where for the purpose of lighting of a tennis court in a zone in the residential zones category, a compliance statement prepared by a suitably qualified person must be submitted to Council with a development application for building work.

2. When using this code, reference should be made to section 1.5 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Editor's note—For a proposal to be accepted development subject to compliance with identified requirements, it must meet all the identified acceptable outcomes of this code and any other applicable code. Where it does not meet all identified acceptable outcomes, the proposal becomes assessable development and a development application is required. Where a development application is triggered, only the specific acceptable outcomes that the proposal fails to meet need to be assessed against the corresponding assessable acceptable outcomes or performance outcomes and relevant overall outcomes. Other identified acceptable outcomes that are met are not assessed as part of the development application.

9.4.7.2 Purpose

1. The purpose of the Outdoor lighting code is to assess the suitability of outdoor lighting.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. outdoor lighting efficiently lights a desired area while minimising the adverse impacts of spill lighting on adjoining uses.
 - b. outdoor lighting does not create an adverse impact on the behaviour of native fauna.

9.4.7.3 Performance outcomes and acceptable outcomes

Table 9.4.7.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
PO1 Development provides outdoor lighting that does not have an adverse impact on any person, activity or fauna because of light emissions, either directly or by reflection.	AO1.1 Development ensures that technical parameters, design, installation, operation and maintenance of outdoor lighting: a. comply with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting; b. maintain a minimum of 20lux at the footpath level where in a zone in the centre zones category or the Mixed use zone. Note—The effects of outdoor lighting should be mitigated where a window of a habitable room of a nearby dwelling will be illuminated beyond maximum permissible values outlined in AS 4282-1997 Control of the obtrusive effects of outdoor lighting. AO1.2 Development provides floodlighting that is restricted to a type that gives no upward component of light where mounted horizontally, such as a full cut off luminaire.	AO1.1 Can Comply This requirement can be included in a condition should the proposed development be approved. AO1.2 Can Comply This requirement can be included in a condition should the proposed development be approved.

9.4.9 Stormwater code

9.4.9.1 Application

1. This code applies to assessing a material change of use, reconfiguring a lot or operational work if:
 - a. assessable development where this code is identified as a prescribed secondary code in the assessment benchmarks column of a table of assessment for a material change of use (section 5.5), reconfiguring a lot (section 5.6) operational work (section 5.8) or an overlay (section 5.10); or
 - b. impact assessable development, to the extent relevant.
2. When using this code, reference should be made to section 1.5 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Note—Where this code includes performance outcomes or acceptable outcomes that relate to infrastructure design and construction works, guidance is provided in the Infrastructure design planning scheme policy.

9.4.9.2 Purpose

1. The purpose of the Stormwater code is to assess the suitability of the stormwater aspects of development.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development achieves acceptable levels of stormwater run-off quality and quantity by applying water sensitive urban design principles as part of an integrated stormwater management framework.
 - b. Development protects public health and safety and protects against damage or nuisance caused by stormwater flows.
 - c. Development has a stormwater management system which maintains, recreates or minimises impact to natural catchment hydrological processes.
 - d. Development ensures that the environmental values of the city's waterways are protected or enhanced.
 - e. Development minimises run-off, including peak flows.
 - f. Development maintains or enhances the efficiency and integrity of the stormwater infrastructure network.
 - g. Development minimises the whole of life cycle cost of stormwater infrastructure.

9.4.9.3 Performance outcomes and acceptable outcomes

Table 9.4.9.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—If for a material change of use, reconfiguring a lot, operational work or building work		

Note—Compliance with the performance outcomes and acceptable outcomes in this section should be demonstrated by the submission of a site-based stormwater management plan for high risk development only.		
PO1 Development provides a stormwater management system which achieves the integrated management of stormwater to: a. minimise flooding; b. protect environmental values of receiving waters; c. maximise the use of water sensitive urban design; d. minimise safety risk to all persons; e. maximise the use of natural waterway corridors and natural channel design principles. Editor's note—The stormwater management system to be developed to address PO1 is not intended to require management of stormwater quality.	AO1 Development provides a stormwater management system designed in compliance with the Infrastructure design planning scheme policy.	AO1 Complies Stormwater will be captured and stored in a water tank for use on landscaped areas. Excess stormwater and runoff will be directed to the lawful point of discharge for the site.
PO2 Development ensures that the stormwater management system and site work does not adversely impact flooding or drainage characteristics of premises which are up slope, down slope or adjacent to the site.	AO2.1 Development does not result in an increase in flood level or flood hazard on up slope, down slope or adjacent premises. AO2.2 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	AO2.1 Complies AO2.2 Complies
PO3 Development ensures that the stormwater management system does not direct stormwater run-off through existing or proposed lots and property where it is likely to adversely affect the safety of, or cause nuisance to properties.	AO3.1 Development ensures that the location of the stormwater drainage system is contained within a road reserve, drainage reserve, public pathway, park or waterway corridor. AO3.2 Development provides a stormwater management system which is designed in compliance with the	AO3.1 Not Applicable No change in the existing stormwater management infrastructure external to the site is proposed or required. AO3.2 Not Applicable

	standards in the Infrastructure design planning scheme policy.	AO3.3 Complies The existing lawful point of discharge at the north west corner of the site will be utilized for the proposed development. AO3.4 Can Comply
	AO3.3 Development obtains a lawful point of discharge in compliance with the standards in the Infrastructure design planning scheme policy.	
	AO3.4 Where on private land, all underground stormwater infrastructure is secured by a drainage easement.	
PO4 Development provides a stormwater management system which has sufficient capacity to safely convey run-off taking into account increased run-off from impervious surfaces and flooding in local catchments.	AO4.1 Development provides a stormwater conveyance system which is designed to safely convey flows in compliance with the standards in the Infrastructure design planning scheme policy. AO4.2 Development provides sufficient area to convey run-off which will comply with the standards in the Infrastructure design planning scheme policy.	PO4/AO4.1 and AO4.2 Not Applicable
PO5 Development designs stormwater channels, creek modification works, bridges, culverts and major drains to protect and enhance the value of the waterway corridor or drainage path for fauna movement.	AO5 Development ensures the design of stormwater channels, creek modifications or other infrastructure, permits terrestrial and aquatic fauna movement.	PO5/AO5 Not Applicable
PO6 Development ensures that location and design of stormwater detention and water quality treatment: a. minimises risk to people and property; b. provides for safe access and maintenance; c. minimises ecological impacts to creeks and waterways.	AO6.1 Development locates stormwater detention and water quality treatment: a. outside of a waterway corridor; b. offline to any catchment not contained within the development. AO6.2	PO6 / AO6.1 and AO6.2 Not Applicable

	Development providing for stormwater detention and water quality treatment devices are designed in compliance with the standards in the Infrastructure design planning scheme policy.	
PO7 Development is designed, including any car parking areas and channel works to: a. reduce property damage; b. provide safe access to the site during the defined flood event.	AO7.1 Development (including any ancillary structures and car parking areas) is located above minimum flood immunity levels in Table 9.4.9.3.B, Table 9.4.9.3.C, Table 9.4.9.3.D, Table 9.4.9.3.E and Table 9.4.9.3.F. Note—Compliance with this acceptable outcome can be demonstrated by the submission of a hydraulic and hydrology report identifying flood levels and development design levels (as part of a site-based stormwater management plan). AO7.2 Development including the road network provides a stormwater management system that provides safe pedestrian and vehicle access in accordance with the standards in the Infrastructure design planning scheme policy.	AO7.1 Complies Refer to the Civil Engineering Report at Appendix G. AO7.2 Complies Refer to the Civil Engineering Report at Appendix G.
PO8 Development designs stormwater channels, creek modification works and the drainage network to protect and enhance the environmental values of the waterway corridor or drainage path.	AO8.1 Development ensures natural waterway corridors and drainage paths are retained. AO8.2 Development provides the required hydraulic conveyance of the drainage channel and floodway, while maximising its potential to maximise environmental benefits and minimise scour. Editor's note—Guidance on natural channel design principles can be found in the Council's publication Natural channel design guidelines. AO8.3 Development provides stormwater outlets into waterways, creeks, wetlands and overland flow paths with energy dissipation to minimise scour in compliance	PO8/AO8.1 – AO8.4 Not Applicable

	with the standards in the Infrastructure design planning scheme policy.	
	AO8.4 Development ensures that the design of modifications to the existing design of new stormwater channels, creeks and major drains is in compliance with the standards in the Infrastructure design planning scheme policy.	
PO9 Development is designed to manage run-off and peak flows by minimising large areas of impervious material and maximising opportunities for capture and re-use.	AO9 No acceptable outcome is prescribed.	PO9 Complies Stormwater run-off will be captured and re-used on-site to provide water to landscaped areas.
PO10 Development ensures that there is sufficient site area to accommodate an effective stormwater management system. Note—Compliance with the performance outcome should be demonstrated by the submission of a site-based stormwater management plan for high-risk development only.	AO10 No acceptable outcome is prescribed.	PO10 Complies
PO11 Development provides for the orderly development of stormwater infrastructure within a catchment, having regard to the: a. existing capacity of stormwater infrastructure within and external to the site, and any planned stormwater infrastructure upgrades; b. safe management of stormwater discharge from existing and future up-slope development; c. implication for adjacent and down-slope development.	AO11.1 Development with up-slope external catchment areas provides a drainage connection sized for ultimate catchment conditions that is directed to a lawful point of discharge. AO11.2 Development ensures that existing stormwater infrastructure that is undersized is upgraded in compliance with the Infrastructure design planning scheme policy.	AO11.1 Complies Stormwater from the adjoining eastern property is directed to a drain at the north-west corner of that lot. Conveyance of up-slope stormwater through the proposed development will connect to the existing down-slope discharge point. AO11.2 Complies
PO12	AO12.1	AO12.1 Will Comply This requirement can be included in a condition should the proposed development be approved.

Development provides stormwater infrastructure which: a. remains fit for purpose for the life of the development and maintains full functionality in the design flood event; b. can be safely accessed and maintained cost effectively; c. ensures no structural damage to existing stormwater infrastructure.	The stormwater management system is designed in compliance with the Infrastructure design planning scheme policy. AO12.2 Development provides a clear area with a minimum of 2m radius from the centre of an existing manhole cover and with a minimum height clearance of 2.5m.	AO12.2 Not Applicable
PO13 Development ensures that all reasonable and practicable measures are taken to manage the impacts of erosion, turbidity and sedimentation, both within and external to the development site from construction activities, including vegetation clearing, earthworks, civil construction, installation of services, rehabilitation, revegetation and landscaping to protect: a. the environmental values and water quality objectives of waters; b. waterway hydrology; c. the maintenance and serviceability of stormwater infrastructure. Note—The Infrastructure design planning scheme policy outlines the appropriate measures to be taken into account to achieve the performance outcome.	AO13 No acceptable outcome is prescribed.	PO13 Will Comply This requirement can be included in a condition should the proposed development be approved.
PO14 Development ensures that: a. unnecessary disturbance to soil, waterways or drainage channels is avoided; b. all soil surfaces remain effectively stabilised against erosion in the short and long term.	AO14 No acceptable outcome is prescribed.	PO14 Will Comply This requirement can be included in a condition should the proposed development be approved.
PO15 Development does not increase:	AO15 No acceptable outcome is prescribed.	PO15 Will Comply This requirement can be included in a condition should the proposed development be approved.

a. the concentration of total suspended solids or other contaminants in stormwater flows during site construction; b. run-off which causes erosion either on site or off site.		
Section B—Additional performance outcomes and acceptable outcomes which apply to high-risk development, being one or more of the following: a. a material change of use for an urban purpose which involves greater than 2,500m² of land that: i. will result in an impervious area greater than 25% of the net developable area; or ii. will result in 6 or more dwellings. b. reconfiguring a lot for an urban purpose that involves greater than 2,500m² of land and will result in 6 or more lots; c. operational work for an urban purpose which involves disturbing greater than 2,500m² of land.		NOT APPLICABLE
PO16 Development ensures that the entry and transport of contaminants into stormwater is avoided or minimised to protect receiving water environmental values. Note—Prescribed water contaminants are defined in the <i>Environmental Protection Act 1994</i>. Note—Compliance with the performance outcome should be demonstrated by the submission of a site-based stormwater management plan for high-risk development only.	AO16 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	
PO17 Development ensures that: a. the discharge of wastewater to a waterway or external to the site is avoided; or b. if the discharge cannot practicably be avoided, the development minimises wastewater discharge through re-use, recycling, recovery and treatment. Note—The preparation of a wastewater management plan can assist in demonstrating achievement of this performance outcome. Editor's note—This code does not deal with sewerage which is the subject of the Wastewater code.	AO17 No acceptable outcome is prescribed.	

Section C—Additional performance outcomes and acceptable outcomes for assessable development for a material change of use or reconfiguring a lot		
PO18 Development protects stormwater infrastructure to ensure the following are not compromised: a. the long term infrastructure for the stormwater network in the Long term infrastructure plans; b. the existing and planned infrastructure for the stormwater network in the Local government infrastructure plan; c. the provision of long term, existing and planned infrastructure for the stormwater network which: i. is required to service the development or an existing and future urban development in the planning scheme area; or ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. 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.	AO18 Development protects stormwater infrastructure in compliance with the following: a. for long term infrastructure for the stormwater network, the Long term infrastructure plans; b. for existing and planned infrastructure for the stormwater network, the Local government infrastructure plan; c. the standards for stormwater drainage in the Infrastructure design planning scheme policy.	AO18 Complies
PO19 Development provides for the payment of extra trunk infrastructure costs for the following: a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; b. for development completely inside the priority infrastructure area in the Local government infrastructure plan involving:	AO19 No acceptable outcome is prescribed.	PO19 Will Comply The proposal is located completely within the priority infrastructure area. The proposal will attract infrastructure charges, which will be required to be paid prior to the commence of the material change of use.

i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; ii. long term infrastructure for the stormwater network which is made necessary by development that is not assumed future urban development; iii. other infrastructure for the stormwater network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the <i>Planning Act 2016</i>.		
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Table 9.4.9.3.B—Categories of flood planning levels

Flooding type ⁽¹⁾	Minimum design floor or pavement levels (m AHD) ⁽²⁾ (refer to Table 9.4.9.3.C for assignment of these categories)				
	Category A	Category B	Category C	Category D	Category E
Waterway ^(A) or open channel	1% AEP flood level + 500mm	1% AEP flood level + 300mm	1% AEP flood level	1% AEP flood level	5% AEP flood level
Overland flow flooding ^(B)	2% AEP flood level +500mm	2% AEP flood level +300mm	2% AEP flood level	2% AEP flood level	5% AEP flood level

Notes—

⁽¹⁾ Where the site is subject to more than one type of flooding that is overland flow flooding, creek or waterway flooding or river flooding, the minimum flood immunity level is the highest level determined from these sources.

⁽²⁾ Where flood levels are not available from Council's Floodwise Property Report such as overland flow flooding, the applicant will need to engage a suitably qualified Registered Professional Engineer Queensland with expertise in undertaking flood studies to estimate the relevant flood level.

Note ^(A) A waterway, including any indicated on the planning scheme maps, is defined as any element of a river, creek, stream, gully or drainage channel, including the bed and banks, typically with a catchment area greater than 30ha.

Note ^(B) Overland flow flooding usually occurs when the capacity of the underground piped drainage system is exceeded and/or when the overland flow path is blocked. Localised overland flow paths generally traverse along roadways, and in the older established areas, through private properties within existing low points and gullies. A localised overland flow path is not characterised by well-defined bed and banks and the contributing catchment is generally less than 30ha.

Note—A flood event with an AEP of 1% is the equivalent of a 100 year ARI flood event.

Note—A flood event with an AEP of 2% is the equivalent of a 50 year ARI flood event.

Note—A flood event with an AEP of 5% is the equivalent of a 20 year ARI flood event.

Note—The flood immunity level in some older inner-city areas is often controlled by local ponding.

Table 9.4.9.3.C—Flood planning level categories for development types

BCA building classification ⁽¹⁾	Development types and design levels, assigned design floor or pavement levels	Category Refer to Table 8.2.11.3.L
Class 1—4	Habitable room	Category A
	Non-habitable room including patio and courtyard	Category B
	Non-habitable part of a Class 2 or Class 3 building excluding the essential services ⁽²⁾ control room	Category B
	Parking located in the building undercroft of a multiple dwelling	Category C
	Carport ⁽⁴⁾ , unroofed car park; vehicular manoeuvring area	Category D
	Essential electrical services ⁽²⁾ of a Class 2 or Class 3 building only	Category A ⁽⁶⁾
	Basement parking entry ⁽³⁾	Category C + 300mm
Class 5,	Building floor level	Category C

Class 6, or Class 8	Garage or car park located in the building undercroft ⁽³⁾	Category C
	Carport ⁽⁴⁾ or unroofed car park	Category D
	Vehicular access and manoeuvring areas	Category D
	Basement parking entry ⁽³⁾	Category C
	Essential electrical services ⁽²⁾	Class 8 — Category C ⁽⁶⁾ Class 5 & 6 — Category A ⁽⁶⁾
Class 7a	Refer to the relevant building class specified in this table	
Class 7b	Building floor level	Category C
	Vehicular access and manoeuvring area	Category D
	Essential electrical services ⁽²⁾	Category C
Class 9	Building floor level	Category A
	Building floor level for habitable rooms in Class 9a or 9c where for a residential care facility	0.2% AEP flood
	Garage or car park located in the building undercroft ⁽³⁾	Category C
	Carport ⁽⁴⁾ or unroofed car park	Category D
	Vehicular access and manoeuvring areas	Category D
	Essential electrical services ⁽²⁾	Category A
Class 10a	Car parking facility	Refer to the relevant building class specified in this table
	Shed ⁽⁵⁾ or the like	Category D
Class 10b	Swimming pool	Category E
	Associated mechanical and electrical pool equipment	Category C

	Other structures	Flood immunity standard does not apply
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Notes—

⁽¹⁾ Refer to the Building Code of Australia for definitions of building classifications.

⁽²⁾ Essential services include any room used for fire control panel, telephone PABX, sensitive substation equipment including transformers, low voltage switch gear, high-voltage switch gear, battery chargers, protection control and communication equipment, low voltage cables, high-voltage cables and lift controls.

⁽³⁾ Basement car parks must be suitably waterproofed and all air vents, air-conditioning ducts, pedestrian access and entry and exit ramps at the car park entrance have flood immunity in accordance with this table.

⁽⁴⁾ A shelter for a motor vehicle, which has a roof and one or more open sides, and which can be built against the side of a building.

⁽⁵⁾ A slight or rough structure built for shelter and storage; or a large strongly built structure, often open at the sides or end.

⁽⁶⁾ Where essential services are proposed in a basement below the specified flood planning level, the flood immunity of all air vents, air-conditioning ducts, pedestrian access, lift shafts and entry/exit ramps at the basement entrance and any other openings into that basement must conform to Category A for Residential development, and the relevant basement entry level of all other uses. This will require a waterproof basement design to prevent floodwaters entering the basement to ensure flood immunity.

Note—A flood event with an AEP of 2% is the equivalent of a 50 year ARI flood event.

Note—A flood event with an AEP of 0.2% is the equivalent of a 500 year ARI flood event.

Note—Where a building has a combination of uses that includes a component of class 2, 3 or 9, the essential services for that building shall comply with the requirements of the building class with the greatest flood immunity requirement.

Note—Use classes for residential development also include basement storage.

Table 9.4.9.3.D—Flood planning levels for a new road

Flooding type ⁽¹⁾	Minimum design levels at the crown of the road (m AHD) ⁽²⁾	
	Residential development	Industrial or commercial development
Waterway ^(A) or open channel	1% AEP flood level	2% AEP flood level
Overland flow flooding ^(B)	2% AEP flood level	2% AEP flood level

Notes—

⁽¹⁾ Where the site is subject to more than 1 type of flooding, the minimum flood planning level is the highest level determined from these sources. It should be noted that the flooding planning level in some older areas is often controlled by local ponding.

⁽²⁾ Where flood levels are not available from Council's Floodwise Property Report, such as overland flow flooding, the applicant will need to engage a suitably qualified Registered Professional Engineer Queensland with expertise in undertaking flood studies to estimate the relevant flood level.

Note ^(A) A waterway including any indicated on the planning scheme maps is defined as any element of a river, creek, stream, gully or drainage channel, including the bed and banks typically with a catchment area greater than 30ha.

Note ^(B) Overland flow flooding usually occurs when the capacity of the underground piped drainage system is exceeded and/or when the overland flow path is blocked. Localised overland flow paths generally traverse along roadways, and in the older established areas, through private properties within existing low points and gullies. A localised overland flow path is not characterised by well-defined bed and banks and the contributing catchment is generally less than 30ha.

Note—A flood event with an AEP of 1% is the equivalent of a 100 year ARI flood event.

Note—A flood event with an AEP of 2% is the equivalent of a 50 year ARI flood event.

Note—A flood event with an AEP of 5% is the equivalent of a 20 year ARI flood event.

Table 9.4.9.3.E—Flood planning levels for essential community infrastructure

Type of essential community infrastructure	Minimum design levels
Emergency services	0.2% AEP flood
Emergency services, where for an emergency shelter	0.5% AEP flood
Emergency services, where for police facilities	0.5% AEP flood
Hospital and health care service, where associated with a hospital	0.2% AEP flood
Community facility where involving storage of valuable records or items of historic or cultural significance (e.g. galleries and libraries)	0.5% AEP flood
State-controlled roads Major or minor electricity infrastructure not otherwise listed in this table Utility installation where for rail transport services Air service Telecommunications facility	No specific recommended level but development proponents should ensure that the infrastructure is optimally located and designed to achieve suitable levels of service, having regard to the processes and policies of the administering government agency.
Power stations (as defined in the <i>Electricity Act 1994</i>) or renewable energy facility.	0.2% AEP flood
Major electricity infrastructure where a major switch yard	0.2% AEP flood
Substations	0.5% AEP flood
Utility installation where for a sewage treatment plant	DFE
Utility installation where for a water treatment plant	0.5% AEP flood

Note—A flood event with an AEP of 0.2% is the equivalent of a 500 year ARI flood event.

Note—A flood event with an AEP of 0.5% is the equivalent of a 200 year ARI flood event.

Table 9.4.9.3.F—Flood planning levels for reconfiguring a lot

Flooding type ⁽¹⁾	Minimum lot levels (m AHD) ⁽²⁾	
	Residential	Other than residential
Waterway ^(A) or open channel	1% AEP flood level + 300mm	1% AEP flood level
Overland flow flooding ^(B)	1% AEP flood level + 300mm	2% AEP flood level

Notes—

⁽¹⁾ Where the site is subject to more than one type of flooding, the minimum flood immunity level is the highest level determined from these sources.

⁽²⁾ Where flood levels are not available from Council's Floodwise Property Report such as overland flow flooding, the applicant will need to engage a suitably qualified Registered Professional Engineer Queensland with expertise in undertaking flood studies to estimate the relevant flood level.

Note ^(A) A waterway including any indicated on the planning scheme maps is defined as any element of a river, creek, stream, gully or drainage channel, including the bed and banks typically with a catchment area greater than 30ha.

Note ^(B) Overland flow flooding usually occurs when the capacity of the underground piped drainage system is exceeded or when the overland flow path is blocked. Localised overland flow paths generally traverse along roadways, and in the older established areas, through private properties within existing low points and gullies. A localised overland flow path is not characterised by well-defined bed and banks and the contributing catchment is generally less than 30ha.

Note—A flood event with an AEP of 1% is the equivalent of a 100 year ARI flood event.

Note—A flood event with an AEP of 2% is the equivalent of a 50 year ARI flood event.



Appendix C

PROPOSAL PLANS



Appendix D

URBAN DESIGN REPORT



Appendix E

LANDSCAPE CONCEPT



Appendix F

HERITAGE IMPACT ASSESSMENT



Appendix G

CIVIL ENGINEERING REPORT



Appendix H

TRANSPORT ENGINEERING REPORT



Appendix I

OPERATIONAL WASTE MANAGEMENT REPORT