

**Proposed partial demolition and new rooming accommodation building to a character commercial building
40 Oxford St Hamilton**



(Subject site – Google Streetview)

This report examines a proposal to partly demolish a rear awning on the building and construct a 3 storey rooming accommodation building behind and slightly over the back of the commercial character building on the site.

The proposal is mainly for a 7 room rooming accommodation building on the site. The partial demolition is of an awning and 2 detached outbuildings at the rear of the site to make more room for the proposed rooming accommodation building.

The proposal has 2 extant parking spaces on the Hants St frontage for the existing commercial building and 4 carparks for the proposed rooming accommodation building accessed off Oxford St. The existing commercial activities of the character commercial building will remain unaltered apart from the removal of the rear awning and sheds.

The site coverage of the proposal is 64.9%, although the footprint of the ground floor is slightly less due to the covered open space area at the back corner.

The proposal is considered permitted as code assessable development (subject to council approval)



(Aerial photos of subject site)

Planning Considerations

The proposal requires assessment against the following codes, for which assessments are attached in the appendix:

- Low-Medium Density Residential Zone Code
- Racecourse precinct neighbourhood plan code
- Character commercial building (activities) overlay code
- Character commercial building (demolition) overlay code
- Industrial amenity overlay code
- Transport Access Parking and Services code

The following codes also apply to the site, but are considered superfluous and not applicable as the proposal does not trigger any provisions within those codes. For this reason, a specific assessment against those codes was considered irrelevant and therefore no formal assessment against these codes is provided:

- Airport environs overlay
- Community purposes network overlay
- Critical infrastructure and movement network overlay
- Dwelling house character overlay
- Potential and actual acid sulfate soils overlay
- Road hierarchy overlay
- Streetscape hierarchy overlay

Summary

The proposal has been assessed against the council's codes and policies and is considered to comply with the requirements of Cityplan. The proposal is therefore recommended to council for approval subject to standard conditions.

kindest regards

Marc Joyce

Marc Joyce
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(DipURP, BA, DipMiss, CLD3)

Table 8.2.7.3—Performance outcomes and acceptable outcomes		
Performance outcomes	Acceptable outcomes	Response
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development involving a commercial character building premises		
PO1 Development for the commercial character building activity is low impact in scale, nature and employment, reinforces and contributes to the local character and lifestyle of the city, and is of a modest scale, suited to serving the needs of the local community.	AO1 Development for a commercial character building activity has a maximum non-residential gross floor area of 250m ² .	N/A The proposal makes no alteration to the commercial floor area part of the buildings on the site
PO2 Development for a commercial character building activity is compatible with an adjoining community and residential use or other sensitive land use if located in the Low density residential zone, Low–medium density residential zone, Medium density residential zone, High density residential zone, Character residential zone or Community facilities zone.	AO2 Development does not involve the sale of items that are restricted to customers over 18 years of age, other than cigarettes, alcohol and lottery/scratch-it type tickets, if located in the Low density residential zone, Low–medium density residential zone, Medium density residential zone, High density residential zone, Character residential zone or Community facilities zone.	N/A The proposal makes no alteration to the commercial floor area part of the buildings on the site
PO3 Development has hours of operation (including for deliveries) which are controlled so that the use does not impact on the amenity of a nearby sensitive use.	AO3 Development limits hours of operation (including for deliveries) to between 6am and 8pm.	N/A The proposal makes no alteration to the commercial floor area part of the buildings on the site
PO4 Development is of a nature and scale which does not result in noise emissions that exceed the following criteria: L _{Aeq,adj,T} emitted from the commercial character building activity is not greater than the rating background level plus 3 at a sensitive use. Where T is: day (7am to 6pm): 11hr evening (6pm to 10pm): 4hr night (10pm to 7am): 9hr. Where L _{Aeq,adj,T} is the A-weighted equivalent continuous sound pressure level during	AO4 Development: (a) does not involve amplified music entertainment; (b) is conducted wholly within an enclosed building and does not involve external activity, dining or entertainment areas; (c) ensures mechanical plant or equipment is acoustically screened from adjoining sensitive uses. Note—Mechanical plant includes generators, motors, compressors and pumps, such as air-conditioning, refrigeration or coldroom motors.	N/A The proposal makes no alteration to the commercial floor area part of the buildings on the site

Table 8.2.7.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Response
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. Note—Rating background level is to be 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.		
P05 Development is of a nature and scale which does not result in odour, dust or other air pollutants that cause an unreasonable impact to the occupier of a nearby sensitive use. Note—The matters considered in assessing unreasonable impacts include the characteristics, nature, amount, intensity, frequency and duration of the emissions and whether the emissions could be reasonably expected in the area.	A05 Development: (a) does not release air pollutants, including odour, dust, fumes or smoke external to the development; or (b) ensures that if food or cooking odour is released, exhaust vents are discharged vertically and directed away from the sensitive use and are separated by the following distances: (i) a minimum of 6m horizontally from a sensitive use; (ii) a minimum of 2m above a thoroughfare or roof with regular foot traffic.	N/A The proposal makes no alteration to the commercial floor area part of the buildings on the site
P06 Development for veterinary service is limited to day-clinic functions only, or a stand-alone, detached building, to prevent adverse noise impacts on adjoining residential premises and other sensitive uses.	A06 Development for veterinary service in the Low density residential zone, Low–medium density residential zone, Medium density residential zone, High density residential zone, or Character residential zone: (a) is limited to day-clinic functions only and does not involve overnight accommodation of animals; (b) is contained within a stand-alone, detached building.	N/A
Section B—If for assessable development where work is not limited to internal alterations or fitouts		
P07	A07 No acceptable outcome is prescribed.	Complies

Table 8.2.7.3—Performance outcomes and acceptable outcomes		
Performance outcomes	Acceptable outcomes	Response
Development involving the extension, alteration, renovation or refurbishment of a commercial character building is sensitive to the built form, scale and character of the original building and architectural design in accordance with the guidelines contained in the Commercial character building planning scheme policy: (a) ensures the original use of the building remains clearly identifiable by maintaining the traditional architectural style, characteristics and detailing of the commercial character building; (b) is sited and of a scale and bulk that does not dominate or detract from the appearance of the existing commercial character building on the site or of an adjoining residential dwelling.		The proposal does not alter the floor area of the commercial building on the site. The proposed rooming accommodation building is separate. a) The proposal ensures the original building and the use of that building are unchanged b) The scale of the proposed rooming accommodation building is sited behind the commercial building from both frontages. The building is consistent with the expected scale of development of the locality which will be 4 storeys after the advertised “More Homes, Sooner” changes to the planning scheme due to be adopted in October 2026. The proportions of the building are relatively small, being taller than it is wide. The building does not detract or dominate the frontage, being set well back behind the building line, and has elements of traditional character (balconies) that emulate the traditional character style.
PO8 Development for the relocation of the commercial character building within the site: (a) maintains the relationship of the commercial character building to each street frontage; (b) does not increase the setback to each street frontage; (c) does not detract from the traditional characteristic elements of the building or amenity of the local area.	AO8 No acceptable outcome is prescribed.	N/A The proposal makes no alteration to the commercial part of the buildings on the site
PO9 Development maintains a sense of street address and reinforces the relationship of the commercial character building with the street through the following: (a) the commercial character building is not raised or enclosed underneath unless essential to address building issues such as flooding, sub-floor air circulation or prevention of pest infestation;	AO9 Development for a commercial character building does not result in the commercial character building being raised or enclosed underneath.	N/A The proposal makes no alteration to the commercial part of the buildings on the site

Table 8.2.7.3—Performance outcomes and acceptable outcomes		
Performance outcomes	Acceptable outcomes	Response
(b) the original street-front entrance to the commercial character building is not significantly elevated, is retained or reinstated and maintains a sense of street address and safe and equitable pedestrian ingress and egress from the building. Note—Preparing a report demonstrating the requirements necessitating the raising or enclosure of the building can assist in demonstrating achievement of this performance outcome.		
PO10 Development for an extension to a commercial character building on a corner site of a neighbourhood access road or local access road addresses each street frontage to enhance the activation and engagement of the commercial character building activity with the street.	AO10 No acceptable outcome is prescribed.	N/A The proposal makes no extension to the commercial part of the buildings on the site. The proposed rooming accommodation building addresses both frontages, and does not interfere with the commercial character buildings engagement with the street.
PO11 Development if extending a commercial character building has a primary frontage which is similar in appearance to the original commercial character building.	AO11 Development if extending the building frontage of a commercial character building at the ground storey provides glass or openings to the same extent as the original building frontage.	N/A The proposal makes no extension to the commercial part of the buildings on the site. The proposed rooming accommodation building addresses both frontages, and does not interfere with the commercial character buildings engagement with the street.
PO12 Development ensures customer and visitor parking does not: (a) dominate the frontage of the premises or detract from the streetscape; (b) cause on-street traffic congestion and parking delays; (c) create traffic circulation hazards on the adjoining street or within the site. Note—On-site parking and servicing areas are provided for staff, customers and visitors in compliance with the Transport, access, parking and servicing planning scheme policy.	AO12 Development provides on-site car parking which is at the rear of the building and not within the front setback. On-site parking and servicing areas are provided in compliance with the Transport, access, parking and servicing planning scheme policy.	Complies The commercial character building had 4 car spaces. The proposal retains those four spaces and adds 2 more for the 1.75 spaces required for the rooming accommodation building per the TAPS PSP. The parking is located in the same places it originally was. No new driveways are proposed beyond what exists.
PO13 Development provides sufficient areas for refuse and recycling bin storage and collection, which are located and managed so that adverse impacts on	AO13 Development provides: (a) refuse and recycling bin storage areas that are located so that they are not visually obtrusive when viewed from the street;	Complies The bins for the house are stored in a covered area behind the CCbuilding

Table 8.2.7.3—Performance outcomes and acceptable outcomes		
Performance outcomes	Acceptable outcomes	Response
building occupants, neighbouring properties and the public realm are minimised.	(b) adequate frontage for all bins to be presented on the footpath for collection. Note—Refer to the Refuse planning scheme policy for further guidance.	
Additional performance outcomes and acceptable outcomes if not in a zone in the centre zone category or the Mixed use zone		
PO14 Development for a commercial character building which adjoins a residential dwelling or other sensitive land use: (a) does not significantly reduce daylight to open space or a habitable room in an adjoining premises; (b) limits the dimensions of built-to-boundary walls to minimise overshadowing impacts.	AO14.1 Development for a commercial character building provides a minimum side boundary setback, other than for a wall built to the boundary, which is a minimum of: (a) 1.5m, for a wall up to 4.5m high; (b) 2m, for a wall up to 7.5m high; (c) 2m plus 0.5m for every 3m (or part of 3m) over 7.5m, for a wall over 7.5m high.	PO Complies The Commercial Character building is not moved and its setbacks remain unchanged. The proposed rooming accommodation building has setbacks of at least 0.9 m to both sides which is compliant with the requirements of the National Construction code for light, air and fire separation for Class 1B buildings. No built to boundary walls are proposed. The north side setback cannot overshadow the north neighbour. The west side setback does not impinge on the neighbour after about 11 am and thus does not significantly reduce daylight to their open space. The western neighbour is also a highset building built over and enclosed understorey (see image to left side), so the proposed 3 storey building is only 1 level above their habitable rooms.
 (Western neighbour)	AO14.2 Development has a minimum rear boundary setback of 6m.	N/A There is no rear boundary on this site.
	AO14.3 Development for a commercial character building with a wall built to a side boundary: (a) has a maximum height of 3m, unless it abuts a higher existing or simultaneously constructed wall; (b) has a maximum length of 15m if it does not abut an existing boundary wall. Note—Where a wall built to the boundary has a height less than 2m measured on the adjacent premises, it can extend the full length of the boundary, less any front or rear boundary setback.	N/A There are no built to boundary walls proposed

Table 8.2.7.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Response
PO15 Development provides landscaping which: (a) retains existing vegetation, including street trees; (b) is consistent with the established landscape character; (c) provides an attractive and legible interface between the use, the streetscape and an adjoining residential premises; (d) provides appropriate screening to maintain privacy between the use and adjoining residences, enhances the appearance of the development and disguises undesirable features such as outdoor storage areas.	AO15.1 Development ensures the retention of an established tree if removal is not required to locate a new building, car park or driveway.	N/A The proposal does not involve removal of trees
	AO15.2 Development ensures that the landscape design: (a) emphasises a clear pedestrian entry point for staff, customers and visitors; (b) allows overlooking of the street and pedestrian entry areas.	Complies The proposal has no change upon existing landscaping, as it affect only areas currently occupied by driveways sheds and awnings. Pedestrian point for customers is not altered, as the proposal is a separate building. The pedestrian entry for the rooming accommodation is clearly visible at the end of the entry path to the front door. The design allows overlooking of both streets.
	AO15.3 Development provides a landscaped buffer of a minimum of 2m wide along site boundaries where a non-residential use adjoins a residential dwelling or other sensitive land use.	N/A The proposal is for a residential building
PO16 Development provides vehicular accessways which are designed and located to: (a) minimise on-site and off-site safety conflicts between pedestrians and vehicles; (b) ensure efficient vehicular or pedestrian ingress to or egress from the premises; (c) reduce the visual impact on the streetscape.	AO16.1 Development provides only one vehicle accessway to the site.	N/A The proposal makes no alteration to the existing 2 driveways and parking access to the site
	AO16.2 Development ensures that the location of the accessway maintains the integrity, quality and primacy of footpaths.	Complies No significant changes to site access are proposed
PO17 Development provides adequate lighting of a pedestrian footpath covered by an awning to ensure pedestrian safety and amenity and not cause light spill nuisance to surrounding residents.	AO17 Development provides a lighting system for an awning over a footpath: (a) which is in compliance with the technical parameters, design, installation, operation and maintenance requirements of AS4282-1997 Control of the obtrusive effects of outdoor lighting; (b) has a minimum of 20lux at footpath level.	N/A The proposal makes no alteration to the character commercial buildings and its awning. Entry to the rooming accommodation building will use automatic entry lighting

Table 8.2.7.3—Performance outcomes and acceptable outcomes		
Performance outcomes	Acceptable outcomes	Response
PO18 Development minimises direct overlooking to an adjoining residential dwelling by building layout, location and design of windows, balcony or screening device.	AO18 Development ensures that a direct view from a window, balcony, verandah, terrace or deck into a window of a habitable room in an adjoining residential dwelling is screened by: (a) fixed opaque glazing; or (b) a fixed external screen; or (c) fencing if the overlooking is from a window at the ground storey.	Complies
PO19 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	AO19 Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by: (a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets, communal areas; (b) defining different uses and ownerships private and public through design and restricting access from a non-residential use into a private residential dwelling; (c) promoting safety and minimising the opportunity for graffiti and vandalism through exterior building design and orientation of a building and use of an active frontage; (d) ensuring publicly accessible areas such as car parks, pathways, public toilets, communal areas are well lit; (e) including way-finding cues; (f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs, communal areas. Note—For guidance in achieving the key elements of crime prevention through environmental design refer to the Crime prevention through environmental design planning scheme policy.	Complies The proposed entry to the new building is well lit, and observable, and hidden entry points are screen behind secure fencing.

Table 8.2.7.3—Performance outcomes and acceptable outcomes		
Performance outcomes	Acceptable outcomes	Response
Additional performance outcomes and acceptable outcomes if in the Latrobe and Given Terraces neighbourhood plan area		
PO20 Development ensures: (a) that where a building is raised, the height increase does not alter the overall effect of floor area to street level; (b) that a low-set house remains of a low-set appearance.	AO20 Development maintains the height relationship of existing floor areas to street level.	N/A Not in this area
PO21 Development is designed with appropriate detailing for the period of the building.	AO21.1 Development ensures that a verandah incorporates historically appropriate detailing for the period of the building.	N/A Not in this area
	AO21.2 Development ensures that suspended awnings typical from the 1920s onwards are not replaced with post-supported awnings.	N/A Not in this area
PO22 Development involving a shopfront is designed and constructed in materials sensitive to the period of the building.	AO22.1 Development involving a shopfront on an early timber commercial frontage comprises weatherboard stallboards and simple timber-framed windows incorporating a splayed recessed interest.	N/A Not in this area
	AO22.2 Development involving a shopfront constructed between 1910 and 1940 incorporates the use of metal shop fittings and tiles.	N/A Not in this area
Additional performance outcomes and acceptable outcomes if in the Bulimba district neighbourhood plan area where in the NPP-002-Oxford Street precinct		
PO23 Development is designed to sensitively integrate with the streetscape of Oxford Street.	AO23 Development retains and adaptively re-uses such that: (a) original shopfronts are retained or refurbished using materials which complement the period of the building; (b) the height relationship of existing floor areas to street levels are maintained;	N/A Not in this area

Table 8.2.7.3—Performance outcomes and acceptable outcomes		
Performance outcomes	Acceptable outcomes	Response
	(c) an extension is located at the rear of the premises.	

Industrial amenity overlay code		
Performance outcomes	Acceptable outcomes	Response
Section A—If in the Industrial amenity investigation area sub-category		
PO1 Development of sensitive uses outside of sensitive zones is prevented from encroaching upon land in the Industry zones category.	AO1 Development for a sensitive use is located no closer than: (a) 250m to an Industry zone, General industry B zone precinct boundary; (b) 500m to an Industry zone, General industry C zone precinct boundary; (d) 1500m to a Special industry zone boundary.	N/A The site is 220 m from an Industry A zone, and 333 m from an Industry Investigation zone. However, the site is not within any of the specified distances from the Industry B, Industry C or Special Industry zones.
PO2 Development is located, designed and constructed to achieve the air quality (planning) criteria in Table 8.2.13.3.B, odour criteria in Table 8.2.13.3.C and health risk criteria in Table 8.2.13.3.D. 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.	AO2 Development for a sensitive use is located no closer than the distance stated in Table 8.2.13.3.G.	Complies The site is 220 m from the industry A zone.
PO3 Development is located, designed and constructed to achieve the noise (planning) criteria in Table 8.2.13.3.E to protect the development from adverse noise impacts. 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.	AO3 Development for a sensitive use is located no closer than: (a) 150m to a medium impact industry A or sewage treatment plant; (b) 250m to a medium impact industry B, waste transfer station or landfill; (c) 500m to a high impact industry or special industry.	Complies The site is 220 m from the industry A zone.
Section B—If in the Industrial hazard investigation area sub-category		
PO4 Development is located, designed and constructed to achieve the hazard and risk	AO4 No acceptable outcome is prescribed.	N/A

Industrial amenity overlay code		
Performance outcomes	Acceptable outcomes	Response
criteria in Table 8.2.13.3.F to protect the development from: (d) technological hazards (fire, explosion and toxic release); (e) major hazard facilities; (f) facilities storing 10% or more than the major hazard facilities quantity threshold. Editor's note—Applicants should contact Council for advice.		

7.2.18.1 Racecourse precinct neighbourhood plan code		
Performance outcomes	Acceptable outcomes	Response
General		
PO1 Development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is: a. consistent with the anticipated density and assumed infrastructure demand; b. aligned to community expectations about the number of storeys to be built; c. proportionate to and commensurate with the utility of the site area and frontage width; d. designed to avoid a significant and undue adverse amenity impact to adjoining development; e. sited to enable existing and future buildings to be well separated from each other and to avoid affecting the potential development of adjoining sites. Note—Development that exceeds the intended number of storeys or building height can place disproportionate pressure on the transport network, public space or community facilities in particular. Note—Development that is over-scaled for its site can result in an undesirable dominance of vehicle access, parking and manoeuvring areas that significantly reduce streetscape character and amenity.	AO1 Development complies with the number of storeys and building height in Table 7.2.18.1.3.C and is in accordance with Figure a, Figure b and Figure c. Note—Neighbourhood plans will mostly specify maximum number of storeys where zone outcomes have been varied in relation to building height. Some neighbourhood plans may also specify height in metres. Development must comply with both parameters where maximum number of storeys and height in metres are specified.	N/A The table applies to precincts, and the site is not in a precinct
PO2 Development of a building incorporates a design, bulk and setbacks which: a. enable existing and future buildings to be well separated from each other to allow light penetration, air circulation, privacy and ensure windows are not built out by adjoining buildings; b. do not prejudice the development of adjoining sites; c. do not dominate the street or other pedestrian spaces; d. result in sensitive massing and articulation that ensures the building does not dominate the street or other pedestrian spaces.	AO2.1 Development has a maximum gross floor area in accordance with Table 7.2.18.1.3.D.	N/A The table applies to precincts, and the site is not in a precinct
	AO2.2 Development has building setbacks in accordance with Table 7.2.18.1.3.E.	N/A The table applies to precincts, and the site is not in a precinct

7.2.18.1 Racecourse precinct neighbourhood plan code		
Performance outcomes	Acceptable outcomes	Response
PO3 Development ensures vehicle access, servicing and car parking structures are designed and located to: a. minimise disruption to the established building line; b. ensure they do not visually dominant the site and streetscape; c. protect the safety of pedestrians; d. ensure vehicle access is not provided from an arterial road where an alternative access is available.	AO3.1 Development does not provide vehicular access from Racecourse Road or Kingsford Smith Drive.	N/A
	AO3.2 Development ensures there is no net increase in driveway crossovers on Racecourse Road and Kingsford Smith Drive.	N/A
	AO3.3 Development ensures common access driveways, car parking and servicing areas are created where possible and secured in perpetuity through the granting of reciprocal access easements.	N/A The proposal has 2 extant driveways which are not being altered
	AO3.4 Development ensures car parking and servicing areas are located at the rear or underneath buildings.	Complies The location of the carparks and driveways remain unaltered. The bin area is located behind the commercial character building
	AO3.5 Development provides driveway crossovers that maintain the integrity, quality and primacy of footpaths.	Complies The existing driveway crossovers are retained unaltered
If adjoining an operational rail corridor		
PO4 Development involving a sensitive use affected by environmental emissions generated by an operational rail corridor, mitigates noise impacts on the development generated by the rail corridor. Note—sensitive use includes childcare centre, community uses, educational establishment, health care service, and short-term accommodation.	AO4 No acceptable outcome is prescribed.	N/A
If in the Racecourse Road precinct (Racecourse precinct neighbourhood plan/NPP-001)		
PO5 Development ensures that the siting and design of a building: a. respect the layout, scale (including height and setback) and character of existing buildings in Racecourse Road; b. incorporate elements of traditional shopping street design; c. provide a continuous active street frontage;	AO5.1 Development incorporates elements of traditional shopping street design including exposed gables, timber joinery and well-defined shopfronts and entry doors.	N/A
	AO5.2 Development ensures the ground storey of buildings is built to the street frontage.	N/A
	AO5.3	N/A

7.2.18.1 Racecourse precinct neighbourhood plan code		
Performance outcomes	Acceptable outcomes	Response
d. provide opportunities for natural surveillance of the street to improve safety; e. provide continuous pedestrian shelter to maximise pedestrian comfort and accessibility and maintains the tree-lined streetscape; f. maintain privacy for adjoining residential properties including by vegetated buffers.	Development incorporates balconies and openings that overlook the street.	
	AO5.4 Development provides awnings to the Racecourse Road and Kingsford Smith Drive street frontages that are located to avoid interference with street trees.	N/A
If in the Racecourses precinct (Racecourse precinct neighbourhood plan/NPP-002)		
PO7 Development demonstrates an integrated long-term vision for the Eagle Farm and Doomben racecourses and ensures the following: a. Eagle Farm and Doomben racecourses remain the principal foci for metropolitan horse racing in South East Queensland through the upgrade of on- and off-track facilities and amenities including new horse-training facilities, day stables, restored and realigned track surfaces, new grandstands and off-street parking areas; b. high-quality urban design creates a world-class urban racing precinct that is sympathetic to the local character and environment; c. land uses comply with the intent for the sub-precincts and do not prejudice the use of the racecourses as a horse-racing venue; d. maximum building heights comply with Table 7.2.18.1.3.C and Figure b and exhibit a range of building heights across the sub-precincts to create an interesting townscape and preserve the amenity, privacy, outlook and levels of sunlight enjoyed by neighbouring residential properties and character of the precinct; e. compliance with the maximum gross floor area in Table 7.2.18.1.3.D and must not materially impact on the function of nearby suburban centres; f. the cultural heritage significance of the racecourses area, buildings (including heritage grandstands, federation-style ticket office, heritage entrance gates), significant vegetation and	AO7 No acceptable outcome is prescribed.	N/A

7.2.18.1 Racecourse precinct neighbourhood plan code		
Performance outcomes	Acceptable outcomes	Response
gardens are retained and heritage aspects celebrated through high-quality design and appropriate adaptive re-use of heritage structures; g. new buildings and grandstands respect and reinforce the heritage character of the site and complement adjacent heritage buildings; h. any enclosure of the grandstands is constructed with transparent materials for weather protection; i. building layout, heights and form protect the important views and vistas within and to/from the precinct; j. publicly accessible open space (including active and passive areas) and community facilities are provided to meet the needs of the precinct and surrounding area, including 11,122 m² (L1 RP 44233 and L2 SL 2082) between Kitchener Road, McGill Avenue and Lancaster Road and a minimum 5,000m² public park in the south-eastern corner of the Eagle Farm Racecourse and fronting Nudgee Road. This park configuration contains a square measuring 35m x 35m (minimum) and between 25% and 30% of the park's perimeter fronts a public road. Note—This can be demonstrated through a structure plan. Note—Guidance for the preparing of a structure plan is provided in the Structure planning scheme policy.		
PO8 Development provides landscaping, including water features that minimise wildlife hazards for aircraft, through the following: a. designing and constructing water features to minimise areas of open water or refuge islands for waterbirds; b. providing water bodies with edges and substrates that inhibit access by waterbirds; c. by planting vegetation is planted throughout water bodies.	AO8 Development includes landscaped open spaces and water features and addresses the following: a. grassed areas are designed and constructed to be free draining; b. the design and construction of water bodies limits the surface area of open water bodies and does not involve the construction of islands within water bodies; c. open water bodies are densely planted with tall rushes (e.g. <i>Schoenoplectus validis</i>) to achieve an overall macrophyte vegetation cover over water of at least 90%; d. open water bodies are designed and constructed with steep sides of at least 70°; e. placement of emergent pipes, logs or rocks adjacent to or within water bodies is minimised;	N/A

7.2.18.1 Racecourse precinct neighbourhood plan code		
Performance outcomes	Acceptable outcomes	Response
	f. dry margins of water bodies are planted with dense low-growing vegetation that does not support roosting perches (e.g. <i>Lomandra hystrix</i> , <i>Gahnia sieberiana</i>) or nesting/breeding habitat for birds and flying foxes.	
If in the Kingsford Smith Drive precinct (Racecourse precinct neighbourhood plan/NPP-003)		
PO9 Development for the purpose of a stable avoids or minimises adverse impacts on the amenity of land uses of the subject site or adjoining sites, particularly in terms of noise and odour.	AO9 No acceptable outcome is prescribed.	N/A
PO10 Development setbacks protect the character, privacy and amenity of adjoining residential areas through: a. transitions between higher and lower rise residential areas by stepping down in height and scale at site boundaries; b. sympathetic built form along the interface that does not create an overbearing appearance or significantly impact on the privacy and amenity of adjoining residences.	AO10.1 Development with a side or rear boundary to land in a zone in the Residential zones category not within the sub-precinct has a maximum building height of 3 storeys within 10m of the common property boundary.	N/A
	AO10.2 Development located across a street from land in a zone in the Residential zones category not within the sub-precinct has a maximum building height of 3 storeys within 10m of the boundary with a frontage to that street.	N/A
PO11 Development design and layout must not compromise future road upgrades.	AO11 Development, including buildings, structures, fixtures and landscaping are located outside any future road dedication area required for the upgrading of the Kingsford Smith Drive and Nudgee Road intersection.	N/A
If in the Kingsford Smith Drive west sub-precinct (Racecourse precinct neighbourhood Plan/NPP-003a)		
PO12 Development ensures building siting and design: a. respects the layout, scale (including height and setback) and character of existing buildings; b. provides a continuous active street frontage; c. provides opportunities for natural surveillance of the street to improve safety; d. provides continuous pedestrian shelter to maximise pedestrian comfort and accessibility and maintains the tree-lined streetscape; e. maintains privacy for adjoining residential properties including by vegetated buffers.	AO12.1 Development ensures the ground storey of buildings is built to the street frontage.	N/A
	AO12.2 Development incorporates balconies and openings that overlook the street.	N/A
	AO12.3 Development provides awnings to the Kingsford Smith Drive street frontage that are located to avoid interference with street trees.	N/A
	AO12.4 Development with a frontage to Allen Street is a maximum of 3 storeys.	N/A
If in the Hendra stables sub-precinct (Racecourse precinct neighbourhood plan/NPP-004)		

7.2.18.1 Racecourse precinct neighbourhood plan code		
Performance outcomes	Acceptable outcomes	Response
PO13 Development for the purposes of a stable avoids or minimises adverse impacts on the amenity of land uses of the subject site or adjoining sites, particularly in terms of noise and odour.	AO13.1 Development for a stable locates: a. stable buildings, waste storage bin areas and vehicle loading areas for horse transport, a minimum of 10m from any residential building on an adjoining site without a stable; b. horse-training facilities, a minimum of 5m from any residential buildings on an adjoining site without a stable; c. stable buildings and horse-training facilities, a minimum of 1.5m from any residential building on an adjoining site that also includes a stable.	N/A
	AO13.2 Development for a stable includes: a. rubber mats (or the like) on concrete floors, pavements, loading ramps, transport vehicles and trailers, where horses are walked and loaded into vehicles; b. stable doors and gates (including their component parts) that are made of non-metal materials, or prevents metal-on-metal contact; c. stable feed or waste storage containers that are made of non-metal materials, or prevents metal-on-metal contact; d. a 2m high acoustic fence along the boundary with a residential premises adjoining the site.	N/A

Rooming Accommodation Code		
Performance outcomes	Acceptable outcomes	Response
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development accommodating 5 persons or less		
PO1 Development does not: (a) detrimentally impact on the amenity of any adjacent dwelling or sensitive use; (b) exceed anticipated residential density; (c) exceed infrastructure demand assumptions.	AO1 Development accommodates not more than 5 persons in a dwelling at any one time. Note—The total of 5 persons includes persons residing in a dwelling house and any secondary dwelling on the same lot.	N/A The proposal is for more than 5 people
PO2 Development: (a) is consistent with the anticipated form, bulk and scale of residential development in the immediate vicinity; (b) maintains the appearance of a residential use of premises occupied by 1 household.	AO2 Development involving a Class 1a building or a building that would be so defined if not for the rooming accommodation use, provides no more than: (a) 1 meter box; (b) 1 letter box; (c) 3 bins. Note—Building classifications are defined in the National Construction Code. A Class 1a building is a dwelling house, townhouse, row house or similar. Rooming accommodation of less than 300m ² gross floor area is defined as a Class 1b building.	N/A The proposal is for more than 5 people
PO3 Development: (a) accommodates residents' vehicles on site; (b) does not result in overflow resident parking on the street.	AO3 Development provides a minimum of 2 on-site parking spaces. Note—Vehicle parking may be provided in tandem. Note—This car parking rate is for development that accommodates 5 persons or less where in a zone in the residential zones category. Car parking rates for rooming accommodation in other circumstances are included in the Transport, access, parking and servicing planning scheme policy.	N/A The proposal is for more than 5 people
PO4 Development provides a readily accessible refuse and recycling storage space that is not visible from the public realm or any adjacent dwelling or sensitive use.	AO4 Development provides storage for 3 bins: (a) located under or behind a structure or a building; or (b) if located forward of the building line, within a storage space with a minimum dimension of 1.8m width and 0.7m depth; (c) screened from view of adjacent streets or public spaces by a 1.5m high permanent screen. Note—Screening must be permanently fixed and durable and incorporate solid or translucent sheeting, perforated or slatted	N/A The proposal is for more than 5 people

Rooming Accommodation Code		
Performance outcomes	Acceptable outcomes	Response
	panels or fixed louvres that have a maximum of 25% openings, with a maximum opening dimension of 50mm.	
PO5 Development provides: (a) acceptable standards of health, safety and amenity for residents; (b) for the safe evacuation of occupants.	AO5.1 Development provides: (a) hygienic and adequately sized and configured kitchen, dining, sanitary and laundry facilities; (b) adequately sized common areas and bedrooms; (c) storage facilities; (d) vermin control; (e) adequate ventilation to habitable rooms; (f) emergency telephone access. Note—Compliance with this acceptable outcome can be achieved by satisfying the requirements of MP 5.7 - Residential Services Building Standard of the Queensland Development Code. These requirements are applicable to all rooming accommodation including otherwise exempted services.	N/A The proposal is for more than 5 people
	AO5.2 Development provides: (a) an early warning system; (b) emergency lighting; (c) safe and secure paths of travel to exits; (d) emergency escape exits; (e) protected exit paths; (f) exit signage; (g) portable fire extinguishers; (h) fire hose reels; (i) fire-fighting water supply; (j) smoke hazard management; (k) sprinkler systems. Note—Compliance with this acceptable outcome can be achieved by satisfying the requirements of MP 2.1 - Fire Safety in Budget Accommodation Buildings of the Queensland Development Code. These requirements will vary depending on the proposed gross floor area.	N/A The proposal is for more than 5 people
PO6 Development including associated site works such as retaining walls, filling and excavation ensures that if a surface or roof-water drainage system connection is required to be made through an adjoining property, the surface or roof-water drainage	AO6 Development including associated site works such as retaining walls, filling and excavation ensures that if a surface or roof-water drainage system connection is required to be made through an adjoining property, the owner of the adjoining property has provided a written permission for the connection.	N/A The proposal is for more than 5 people

Rooming Accommodation Code		
Performance outcomes	Acceptable outcomes	Response
system is managed to prevent water seepage, concentration of run-off or ponding on an adjoining property. Note—The Queensland Development Code outlines requirements for surface and roof-water drainage systems for Class 1 buildings and Class 10 buildings and structures where a surface or roof-water drainage connection is not required to be made through an adjoining property.		
Section B—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development accommodating: (a) 6 persons or more in a zone in the Residential zones category; (b) Any number of persons in any other zone		
PO7 Development is located on a site within a walking catchment of: (a) high-frequency public transport (services every 15 minutes or less); or (b) an educational establishment where a higher education campus (e.g. university or technical institute); or (c) a teaching hospital.	AO7.1 Development is located in: (d) a zone in the centre zones category; or (e) the High density residential zone; or (f) the Medium density residential zone; or (g) the Low-medium density residential zone; or (h) the Major health care zone precinct of the Community facilities zone; or (i) the Mixed use zone; or (j) the Major education and research facility zone precinct of the Specialised centre zone.	Complies The proposal is located in a low to medium density zone
	AO7.2 Development is located within 800m walking distance of a dedicated public pedestrian access point of an educational establishment where a higher education campus (e.g. university or technical institute).	Complies The proposal is located 260 m from the Pedestrian entry to Doomben Railway Station and 611 m from the entry to the Eagle Farm TAFE College.
PO8 Development ensures that noise from the use does not exceed the following criteria: (a) LAeq,adj,T emitted from rooming accommodation is not greater than the rating background level plus 3 at a sensitive use; Where T is: Day (7am to 6pm): 11hr	AO8.1 Development: (a) is on a site located in one of the following zones: (i) Principal centre zone; (ii) Major centre zone; (iii) District centre zone; (iv) High density residential zone; (v) Medium density residential zone; (vi) Low-medium density residential zone;	Complies The proposal is located in a Low-Medium Density zone. The proposal is a boarding house without onsite staff. Residents share a dining room and kitchen (ground level) and the building is residential in scale. The proposal is not expected to emit any noise apart from what is normally expected for a residential dwelling.

Rooming Accommodation Code		
Performance outcomes	Acceptable outcomes	Response
Evening (6pm to 10pm): 4hr Night (10pm to 6am): 9hr Note—Where LAeq,adj,T is the adjusted A-weighted equivalent continuous sound pressure level during measurement time T, determined in accordance with the methodology described in the Noise impact assessment planning scheme policy. Note—Rating background level is to be determined in accordance with the methodology described in the Noise impact assessment planning scheme policy.	(b) does not emit noise from communal recreation, dining or cooking areas that is clearly audible and disturbing within a nearby sensitive use.	
	AO8.2 Development provides a 2m high acoustic fence along a boundary between on-site car parking areas and adjoining sensitive uses.	Complies A 2 m acoustic fence is provided on the north side adjacent the open parking area
	AO8.3 Development ensures mechanical plant or equipment is acoustically screened from adjoining sensitive uses. Note—Mechanical plant includes generators, motors, compressors and pumps such as air-conditioning, refrigeration or coldroom motors.	Complies AC plant and equipment is located centrally to the site and not on the side walls at the rear of the building. AC plant and equipment will be screened.
PO9 Development protects the visual amenity of the immediate vicinity, public realm and any adjacent dwelling or sensitive use.	AO9 Development including mechanical plant, refuse and recycling areas, vents and exhausts is not visible from: (a) a street or public space; (b) an adjacent dwelling or sensitive use. Note—Mechanical plant includes generators, motors, compressors and pumps such as air-conditioning, refrigeration or coldroom motors.	Complies The proposed bin area and air conditioning plant and equipment are screen from view
PO10 Development is of a nature and scale which does not result in an odour or air emission that causes an unreasonable impact on the occupier of a nearby sensitive use. Note—The matters considered in assessing unreasonable impacts include the characteristics, nature, amount, intensity, frequency and duration of the emissions and whether the emissions could be reasonably expected in the area.	AO10.1 Development where not in a zone in the centre zones category or the Mixed use zone: (a) does not involve activities that generate air emissions, including odour, dust, fumes or smoke beyond the site; (b) where cooking or food odour is released, exhaust is discharged vertically and directed away from a sensitive use, and vents are separated by the following distances: (i) a minimum of 6m horizontally from a sensitive use; (ii) a minimum of 2m above a thoroughfare or roof with regular foot traffic.	Complies The proposal is designed to operate as a boarding house with shared kitchen and laundry facilities. The communal kitchen is residential in scale and use and will not generate air pollutants apart from the can be expected from a residential scale kitchen.

Rooming Accommodation Code		
Performance outcomes	Acceptable outcomes	Response
	AO10.2 Development ensures that vents and exhausts for a below ground car park are separated by a minimum 15m from a sensitive use.	N/A
PO11 Development for outdoor lighting: (a) does not have an adverse impact on any person, activity or fauna because of light emissions, either directly or by reflection; (b) ensures that the external appearance of the premises is similar to adjoining premises with lighting that does not impact adversely on the amenity of the immediate vicinity and the public realm.	AO11 Development provides for outdoor lighting: (a) with technical parameters, design, installation, operation and maintenance which comply with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting; (b) which maintains a minimum of 20lux at the footpath level where in a zone in the centre zones category or the Mixed use zone. Note—The effect of outdoor lighting is to be mitigated where a window of a habitable room of a nearby dwelling will be illuminated beyond maximum permissible values outlined in AS 4282-1997 Control of the obtrusive effects of outdoor lighting.	Complies The proposal only has yard lights consistent with the requirements for a dwelling. The parking area is also lit with motion activated down lights. All exterior lights are screened to prevent any direct light shining off the site.
PO12 Development within the City core or City frame identified in Figure a in the Transport, access, parking and servicing code, provides for car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.	AO12 Development within the City core or City frame as identified in Figure a in the Transport, access, parking and servicing code, provides for on-site parking spaces at parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	N/A

Rooming Accommodation Code		
Performance outcomes	Acceptable outcomes	Response
PO13 Development outside the City core and City frame as identified in Figure a in the Transport, access, parking and servicing code, provides for the number of on-site parking spaces that accommodate design peak car parking demands without overflow parking onto adjoining properties or adjacent streets.	AO13 Development outside the City core and City frame identified in Figure a in the Transport, access, parking and servicing code, provides for on-site car parking in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Complies The building is within 400 m of Doomben Station (290m). Parking demand for the proposed building is 0.25 x 7 rooms = 1.75 (2) spaces. The existing commercial character building is unchanged and has 4 spaces. These are retained. 6 spaces are shown on the site plans. The parking is in the same location as existing parking and driveways. No changes to driveways and existing access are proposed.  290 m to pedestrian entry to Doomben Station

Transport, Access, Parking and Services Code		
Performance outcomes	Acceptable outcomes	Response
PO1 Development is designed: (a) to include a technically competent and accurate response to the transport and traffic elements of the development; (b) in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; (c) to ensure the efficient operation and safety of the development and its surrounds. Note—The acceptable outcome and performance outcome can be demonstrated through a development application that: • is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.	AO1 Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	PO1 Complies Existing parking for the building comprises 2 carport parks on the north side and 2 tandem spaces on the west site. The proposal does not alter the GFA of the existing commercial character building and therefore the extant car spaces are deemed satisfactory and are retained. The proposed rooming accommodation building has 7 rooms and is located within 400 m of Doomben Railway station. So the demand is 0.25 x 7 rooms = 1.75 car spaces (2 spaces) The proposed provides those space sin the double width driveway on the north side. That driveway will comprise 2 tandem spaces and 2 residential spaces. The total parking spaces provided on the site is 6
PO2 Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the transport network consistent	AO2 No acceptable outcome is prescribed.	Complies The proposal is residential in nature and does not trigger a provision of any special cycling facilities.

Transport, Access, Parking and Services Code		
Performance outcomes	Acceptable outcomes	Response
with the planning by the State Government and Council.		
PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.	AO3.1 Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Complies The proposal retains the existing driveway crossovers unchanged
	AO3.2 Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.	N/A
PO4 Development provides walking and cycle routes through the site which: (a) link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; (b) encourage walking and cycling; (c) ensure pedestrian and cyclist safety; (d) provide a direct and legible network. Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.	AO4.1 Development provides walking and cycle routes which are constructed on the carriageway or through the site to: (a) create a walking or cycle route along the full frontage of the site; (b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.	N/A
	AO4.2 Development provides walking and cycle routes that are constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	N/A
	AO4.3 Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines.	N/A
PO5 Development provides secure and convenient bicycle parking which: (a) for visitors is obvious and located close to the building's main entrance; (b) for employees is conveniently located to provide secure and convenient access between the bicycle storage	AO5.1 Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	N/A Bicycle facilities are not required for rooming accommodation by the PSP. Sufficient space is available in the verges of the site for a bicycle lock up points
	AO5.2 Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities	N/A

Transport, Access, Parking and Services Code		
Performance outcomes	Acceptable outcomes	Response
area, end-of-trip facilities and the main area of the building; (c) is easily and safely accessible from outside the site; (d) does not impact adversely on visual amenity; (e) does not impede the movement of pedestrians or other vehicles; (f) is designed to comply with a recognised standard for the construction of bicycle facilities. Note—For a performance outcome relating to the number of bicycle parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	(shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities.	
	AO5.3 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.	N/A
	AO5.4 Development provides visitor bicycle parking which does not impede pedestrian movement.	N/A
	AO5.5 Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	N/A
P06 Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users. Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	AO6 Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	N/A
P07 Development provides pedestrian and cyclist access to the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles.	AO7 Development provides pedestrian and cycle access that is designed and constructed in compliance with the site access design guidelines, pedestrian facilities standards and cyclist facilities standards in the Transport, access, parking and servicing planning scheme policy.	N/A
P08 Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities.	AO8 No acceptable outcome is prescribed.	N/A

Transport, Access, Parking and Services Code		
Performance outcomes	Acceptable outcomes	Response
PO9 Development provides access driveways in the road area that are located, designed and controlled to: (a) minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists; (b) ensure the amenity of adjacent premises, from impacts such as noise and light.	AO9.1 No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).	N/A
	AO9.2 Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage.	N/A The site has 2 driveways, one on each frontage, which are existing and which will be retained unaltered
	AO9.3 Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	N/A The driveways are existing and retained unaltered
	AO9.4 Development provides access driveways in the road area which: (a) are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; (b) are not provided through a bus stop, taxi rank or pedestrian crossing or refuge.	N/A The driveways are existing and retained unaltered
	AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	N/A The surrounding sites are already developed. There is no opportunity to provide shared access. No major road frontage either.
PO10 Redevelopment provides for: (a) the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy; (b) the reinstatement of adjacent footpaths.	AO10 No acceptable outcome is prescribed.	N/A The driveways are existing and will be retained unaltered.

Transport, Access, Parking and Services Code		
Performance outcomes	Acceptable outcomes	Response
PO11 Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.	AO11.1 Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	N/A The driveways are existing and retained unaltered
	AO11.2 Development ensures that convex mirrors are only used in a site: (a) as a secondary support at access driveways; (b) in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy.	N/A
PO12 Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.	AO12 Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. Note—For self-assessable development including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	N/A
PO13 Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.	AO13 Development outside of the City core and City frame as identified in Figure a: (a) provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or (b) for self-assessable development does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy. Note—For self-assessable development including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	Complies (refer answer to PO1 above)
PO14	AO14.1	Complies (refer answer to PO1 above)

Transport, Access, Parking and Services Code		
Performance outcomes	Acceptable outcomes	Response
Development ensures that the number of car parking spaces and design of the car parking area: (a) meet the combined design peak parking demand for residential, visitor and business parking; (b) allow for the temporal sharing of car-parking spaces for uses with different peak parking demands. Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the Transport, access, parking and servicing planning scheme policy is to identify the appropriate number of car parking spaces to be provided.	Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time. AO14.2 Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.	Complies
PO15 Development provides a car park layout which allows for on-site vehicle parking that: (a) is clearly defined, safe and easily accessible; (b) is designed to contain potential adverse impacts within the site; (c) does not detract from the aesthetics or amenity of an area; (d) discourages on-street parking if parking has an adverse traffic management safety or amenity impact; (e) is consistent with safe and convenient pedestrian and cyclist movement.	AO15 Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy.	N/A
PO16 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	AO16 Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by: (a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas;	Complies. The new entry is well lit and visible from the street Rear accesses and hidden access points are located behind secure fencing. The design does not offer any “canvas” for graffiti.

Transport, Access, Parking and Services Code		
Performance outcomes	Acceptable outcomes	Response
	(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 and 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.	
PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	AO17 Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by: (a) denying access to potential canvas 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.	Complies Refer answer to AO16 above
PO18 Development is serviced by an adequate number and size of service vehicles.	AO18 Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	N/A The new building is to all intents and purposes a single dwelling. Rubbish is collected from the kerbside, of which 2 street frontages are available. No service vehicles are expected to ever enter the site
PO19 Development layout provides for services which:	AO19.1 Development ensures that a service bay provided on site: (a) is provided and designed to comply with the design vehicle table and service area design standards in the	N/A (refer AO18 above)

Transport, Access, Parking and Services Code		
Performance outcomes	Acceptable outcomes	Response
(a) are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a minor road where use of the footpath is not adversely affected; (b) are clearly defined, safe and easily accessible; (c) are designed to contain potential adverse impacts of servicing within the site; (d) do not detract from the aesthetics or amenity of the surrounding area.	Transport, access, parking and servicing planning scheme policy; (b) is located away from street frontages and screened from adjoining premises.	
	AO19.2 Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy.	N/A (refer AO18 above)
	AO19.3 Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	N/A (refer AO18 above)
PO20 Development provides service vehicle access routes to and from the site which minimise the impact on: (a) amenity and safety in residential areas; (b) streets not constructed to a standard that accommodate increased heavy vehicle movements.	AO20 Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	N/A (refer AO18 above)
If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensioned vehicle or any on vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)		
PO21 Development which is freight-dependent development ensures that the traffic generated by the development does not impact on: (a) the operation of the transport network; (b) the safety and amenity of a residential area; (c) a road not constructed to accommodate a non-standard vehicle	AO21.1 Development which is freight-dependent development is located on a site which: (a) has frontage to or direct access to the freight network in the Road hierarchy overlay via roads in a zone in the Industry zones category; or (b) can be serviced by a route that can act as a primary freight access route and connect to an existing primary freight route without impacting on the safe operation of the road network in compliance with the	N/A

Transport, Access, Parking and Services Code		
Performance outcomes	Acceptable outcomes	Response
such as a road only constructed to accommodate a vehicle that has a legal right of access to all roads including Austroads vehicles classes 1–9.	heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	
	AO21.2 Development which is freight-dependent development provides any necessary upgrade to a road used as an access route in compliance with the Infrastructure design planning scheme policy.	N/A