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TOWN PLANNING & DEVELOPMENT CONSULTANTS

Town Planning Assessment Report

32 Dixon Street, Auchenflower
Lot 10 on RP43623

Material Change of Use (Development Permit)
Building Work (Development Permit)

Place of Worship

Prepared by Plan A Town Planning Pty Ltd
For Hope Brisbane Christian Church Inc

Version 1.0
November 2026

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1.0 INTRODUCTION

This Town Planning Report has been prepared by Plan A Town Planning Pty Ltd on behalf of Hope Brisbane Christian Church Inc to accompany an application to Brisbane City Council for the purpose of a Material Change of Use and Building Work involving a Place of Worship, over land located at 32 Dixon Street, Auchenflower and described as Lot 10 on RP43623.

The information contained in this report demonstrates compliance with the relevant assessment benchmarks and confirms the proposal's suitability for the site.

1.1 DESCRIPTION OF PROPOSAL

The Applicant is seeking a Development Permit for a Material Change of Use for the purposes of a Place of Worship in the Low-Medium Density Residential ((LMR2) 3 or 4 Storey Mix) Zone.

The key details of the proposal are as follows:

- Establishment of a Place of Worship comprising an existing non-residential building and new building;
- The Place of Worship consists of a total of 2,726m^2 of Gross Floor Area, inclusive of 1,009m^2 of existing GFA and 1,717m^2 of proposed GFA;
- Use of the existing Scouts building will be maintained and continues to operate as a Community Facility;
- Provision of 27 car parking spaces on site; and
- Access to be maintained as existing via Dixon Street.

The proposal maintains the historic non-residential use of the site which is for Community Facilities including a community use (Scout Den). The proposal maintains this by providing a Place of Worship which is a Community Facility. Further, the height, bulk, scale and siting of the development is consistent with the requirements of the planning scheme.

The history of the Hope Church in Brisbane is relevant context as to why they are proposing the Place of Worship on this site.

Hope Church Brisbane currently operates within St Lucia, however, due to the demand for their services, there is an immediate need for additional space.

The St Lucia congregation has met at the University of Queensland for over 32 years, contributing to campus and local life, including nearly a decade of on-going service through a UQ-approved volunteer chaplain.

Through their community arm, Hands of Hope Australia, Hope Church continue to serve local needs:

- The Food Pantry, in partnership with BCC, OzHarvest, Foodbank, and others.
- Christmas Fest, a BCC-supported event that won the Mayor's Community Award in 2001 (formerly Christmas4Kds) and has received the Lord Mayor's Charitable Trust grants from 2023 to 2025.

The Place of Worship is being relocated within the inner western suburbs of Brisbane to continue servicing the existing community which gathers within St Lucia. Upon reviewing the nearby land located within the Community Facilities Zone, it is evident that they lack the ability for the expansion of further Community Facilities. As such we consider that continuing a Community Facilities use on site is beneficial and within the interest of the surrounding community.

The site maintains a long-term community use, being a Scout Den, which is further defined as Community Facilities. As such, the proposed development maintains these use rights by providing a Place of Worship which is classified as a Community Facility, within the proximity to the existing Place of Worship, whilst being able to accommodate a larger congregation.

Prelodgement Meeting
A prelodgement meeting was undertaken with Council on the 02 February 2026 (Council Ref: A006908783).

The key matters discussed within the prelodgement meeting involve the land use, flooding, carparking, landscape and vegetation and engineering considerations.

Advice Summary	Response
Land Use – Council outlined a Place of Worship requires a suitable development which is designed as to compliment the residential area, and that the development application must demonstrate that the loss of housing provision can be justified.	Hope Church Brisbane currently operates within St Lucia, however, due to the demand for their services, there is an immediate need for additional space. The Place of Worship is being relocated within the catchment of the existing church as to maintain servicing the existing community. Within the locality, there is a major deficiency of developable lots capable of providing Community Facility uses. The subject site maintains a long-term non-residential use of the site which is for Community Facilities including a community use (Scout Den). The proposed development maintains this by providing a Place of Worship which is classified as a Community Facility. Furthermore, Council have outlined that due to the flood constraints on site, they would not be supportive of providing residential uses on site. As such, a Community Facility use over the site is considered the most appropriate use of the land.
Flooding – The site is heavily constrained by flooding, with Council outlining that development needs to demonstrate safe and efficient flood risk management. This is to be demonstrated by a Flood Risk Management report, which documents all flood mitigation measures. Furthermore, Council outlined that subject to the Preliminary review comments of the Due Diligence Summary Report by Water Technology (dated 5 November 2025), a suspended built form will be required to be provided.	An Overland Flow Flood Assessment prepared by Water Technology demonstrates Hydraulic Modelling of the development and provides a sensitivity assessment. It was outlined within the prelodgement meeting that a suspended built form may need to be provided. The proposed design utilises a building form which has a minimum floor level of 7.8m AHD which is entirely compliant with the requirements of the Flood Overlay.
Carparking – Council noted within the prelodgement meeting that a Traffic Impact Assessment is required to support the Place of Worship. Furthermore, Council outlined that any future application will need to address the requirements for refuse as stated in the Refuse Planning Scheme Policy (Refuse PSP) and Transport, Access, Parking and Servicing Planning Scheme Policy (TAPS PSP).	In response to the prelodgement meeting, a Transport Impact Assessment was prepared by Ratio Traffic Consultants which demonstrates that the proposed car parking, access and refuse collection arrangements are sufficient for the development. It is noted that the site is located within the City Frame Area under City Plan 2014, which provides a maximum car parking rate of 28 spaces over the site.
Landscaping and Vegetation – Council outlined a vegetation survey will need to demonstrate the location of all significant vegetation as listed in Table 8.2.19.3.C, both within the site and on adjoining sites with Tree Protection Zones inside. Furthermore, the impact on the health and stability of significant landscape trees must be assessed.	The site is located within the Significant Landscape Tree 'Individual or Group Significant Landscape Tree Category' Overlay. As outlined within the prelodgement meeting, a survey was required to be conducted to demonstrate the location of all significant vegetation on site. We note that the applicant has undertaken a vegetation survey and Arboricultural Assessment, prepared by Treescience, which identifies all Significant Landscape Trees on site and on the adjoining lots. This Arboricultural assessment

	undertakes a review of the vegetation and demonstrates the Tree Protection Zones for all significant vegetation on site, and assesses the health and stability of the trees.

On this basis, we request that the proposal be considered favourably by Council and subsequently approved subject to reasonable conditions.

2.0 APPLICATION DETAILS

2.1 SITE DETAILS

Site Address	32 Dixon Street, Auchenflower
RPD	Lot 10 on RP43623
Site Area	5,256m^2
Current Land Use	Community Use
Local Government	Brisbane City Council
Planning Scheme Requirements	
Planning Scheme	City Plan 2014
Zoning	Low-Medium Density Residential ((LMR2) 3 or 4 Storey Mix) Zone
Overlays	Airport Environs Overlay Bicycle Network Overlay Community Purposes Network Overlay Critical Infrastructure and Movement Network Overlay Dwelling House Character Overlay Flood Overlay Potential and Actual Acid Sulfate Soils Overlay Road Hierarchy Overlay Significant Landscape Tree Overlay Streetscape Hierarchy Overlay Traditional Building Character Overlay Transport Noise Corridor Overlay
Neighbourhood / Local Plan	Toowong-Auchenflower Neighbourhood Plan
Neighbourhood / Local Plan Precinct	Memorial Park Precinct (NPP-003)

2.2 USE(S) AND IMPROVEMENTS

Site Improvements	The site is currently used as Community Facility (Community Use) for the purposes of a Scouts Den. The existing building on site is maintained and retains its existing use rights as a Community Use (Community Facility).
Site History	A search of Council's online records has revealed that no development history is available online for the site.
Site Context	The site is located in the suburb of Auchenflower, with the site located approximately 3.1km southwest of Brisbane's CBD. The area has largely been developed for the purposes of residential uses, with recreational areas and community facilities located to the east and south of the site.
Street Frontage	The site has street frontage of approximately 110m to Dixon Street and approximately 55m to Park Lane.

Access	Access to the site will be maintained as existing via Dixon Street, which is identified as a Neighbourhood Road under the Road Hierarchy Overlay and is suitable for the Place of Worship demand. Refer to the Transport Impact Assessment Report prepared by Ratio Traffic Consultants.
Vegetation	The site is identified as containing significant landscape trees which are to be maintained on site. Please refer to the Arboricultural Assessment which outlines that Trees 7, 27, 30, 32 and 34 are Significant Landscape Trees (SLT's) which will be retained on site.
Topography	The subject site is generally flat.
Flooding	The site is impacted by the Brisbane River Flood Planning Area 2a Sub-Category and the Overland Flow Flood Planning Area Sub-Category. Please refer to the Overland Flow Flood Assessment prepared by Water Technology.
Infrastructure	The site has access to all necessary services and infrastructure. Please refer to the Civil Engineering Report prepared by Northrop.
Easements	The subject site is burdened by Easement A on RP43623 and Easement B on RP210274. Easement A/B contains a Council stormwater trunk main comprising three 1,125mm diameter reinforced concrete pipes (RCP), which runs through the site. Please refer to Section 4.2 and the Civil Engineering Report prepared by Northrop.

The aerial photo extract below shows the location of the site.



Figure 1- Aerial photo of subject site (Source: Nearmap)

Subject Site

2.3 DEVELOPMENT APPLICATION DETAILS

Applicant	Hope Brisbane Christian Church Inc c/- Plan A Town Planning Pty Ltd PO Box 13 FORTITUDE VALLEY QLD 4006 Contact Person: Darcy Phelan Phone: (07) 3846 0807 Email: planning@planatp.com.au
File Reference	25-403

PLANNING SCHEME CONSIDERATIONS	
Development Type	Material Change of Use (Development Permit) Building Work (Development Permit)
Planning Scheme Definition	Place of Worship
Description of Proposal	Place of Worship
Level of Assessment	Impact Assessable
OTHER CONSIDERATIONS	
State Interests (SPP)	STRATEGIC AIRPORTS AND AVIATION FACILITIES - Wildlife hazard buffer zone NATURAL HAZARDS RISK AND RESILIENCE - Flood hazard area - local government flood mapping area
SEQ Regional Plan Land Use Category	Urban Footprint
Referral triggers (See Section 3.1.4)	N/A
Specialist reports provided	• Acoustic Report prepared by AcousticWorks • Arboricultural Assessment prepared by Treescience • Architectural Plans prepared by Hope Church Brisbane • Civil Engineering Report prepared by Northrop • Landscape Concept Plan prepared by GB-A Landscape • Overland Flow Flood Assessment prepared by Water Technology • Transport Impact Assessment Report prepared by Ratio Traffic Consultants
Prelodgement advice sought	Yes – A006908783

2.4 RELEVANT ASSESSMENT CRITERIA

Building height	16.7m
Number of storeys	Four (4) Storeys
Details of use/s	Place of Worship Community Use (Maintaining existing use rights)
Site cover	29.5%
Gross floor area	Existing GFA: 1,009m^2 Proposed GFA: 1,717m^2
Hours of operation	7am-10.30pm: Monday to Sunday
Number of car parking spaces	27 car parking spaces
Access arrangements	Access is to be maintained as existing via Dixon Street.
Removal of street trees	The removal of street trees is not required.
Servicing requirements	The subject site is to be serviced on site by a private waste contractor using a low-clearance rear loader refuse collection vehicle (RCV) (J.J. Richards, travel height 3.43m). The building provides approximately 4.0m of overhead clearance, which is less than the 4.5m required for a standard RCV under the TAPS PSP. Refuse collection is therefore proposed as a performance solution. Please refer to the Transport Impact Assessment prepared by Ratio Traffic Consultants which outlines the refuse collection arrangements and RCV swept path diagrams.
Minimum Flood levels	• 1% AEP + 500mm at 7.2m AHD

2.0 TOWN PLANNING STATUTORY CONSIDERATIONS

3.1 STATE GOVERNMENT CONSIDERATIONS

3.1.1 Planning Act 2016

In accordance with the provisions of the Planning Act 2016, the application is for a Material Change of Use (Development Permit) and Building Work (Development Permit). The application is subject to Impact Assessment.

3.1.2 South East Queensland Regional Plan

Under the South East Queensland Regional Plan, the subject site is included within the Urban Footprint. The Urban Footprint identifies land predominantly allocated to provide for the region's urban development needs.

The Regulatory provisions of the South East Queensland Regional Plan do not apply to the site as it is contained within the Urban Footprint.

3.1.3 State Planning Policy

The current state interests detailed within the State Planning Policy are listed below:

Liveable communities and housing:
- Liveable communities
- Housing supply and diversity

Economic growth:
- Agriculture
- Development and construction
- Mining and extractive resources
- Tourism

Environment and heritage:
- Biodiversity
- Coastal environment
- Cultural heritage
- Water quality

Hazards and safety:
- Emissions and hazardous activities
- Natural hazards

Infrastructure:
- Energy and water supply
- State transport infrastructure
- Strategic airports and aviation facilities
- Strategic ports

As identified in City Plan 2014, the Planning Scheme has adopted all elements of the SPP with the exception of the following:
- 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.

The site is not located within bushfire mapping under the SPP and the proposal will not compromise the outcomes related to the Strategic Airports and Aviation Facilities mapping.

3.1.4 State Development Assessment Provisions

The proposal has been assessed against the State Development Assessment Provisions listed below:

- State Code 1: Development in a State-Controlled Road Environment
- State Code 2: Development in a Railway Environment
- State Code 3: Development in a Busway Environment
- State Code 4: Development in a Light Rail Environment
- State Code 5: Development in a State-Controlled Transport Tunnel Environment
- State Code 6: Protection of State Transport Networks
- State Code 7: Maritime Safety
- State Code 8: Coastal Development and Tidal Works
- State Code 9: Great Barrier Reef Wetland Protection Areas
- State Code 10: Taking or Interfering with Water
- State Code 11: Removal, Destruction or Damage of Marine Plants
- State Code 12: Development in a Declared Fish Habitat Area
- State Code 13: Unexploded Ordnance
- State Code 14: Queensland Heritage
- State Code 15: Removal of Quarry Material from a Watercourse or Lake
- State Code 16: Native Vegetation Clearing
- State Code 17: Aquaculture
- State Code 18: Constructing or Raising Waterway Barrier Works in Fish Habitats
- State Code 19: Category 3 Levees
- State Code 20: Referable Dams
- State Code 21: Hazardous Chemical Facilities
- State Code 22: Environmentally Relevant Activities
- State Code 23: Wind Farm Development
- State Code 24: Urban Design Outcomes for Significant Projects
- State Code 25: Development in South East Queensland Koala Habitat Areas

A copy of the SDAP Mapping Search is attached. The mapping search indicates that no state codes are applicable to the subject site and therefore the application does not require referral to any state agencies.

3.2 LOCAL GOVERNMENT CONSIDERATIONS

The City Plan 2014 is the relevant Planning Scheme for the Local Government Area of Brisbane City Council. This section provides details of the relevant requirements which influence how the proposal is assessed against the Planning Scheme.

3.2.1 Zoning

The site is included within the Low-Medium Density Residential ((LMR2) 3 or 4 Storey Mix) Zone of City Plan 2014 which states:

"The purpose of the low-medium density residential zone is to provide for:
(a) a variety of low to medium density dwelling types; and
(b) community uses, and small-scale services, facilities and infrastructure, to support local residents."

3.2.2 Local / Neighbourhood Plan

The site is located within the Memorial Park Precinct (NPP-003) of the Toowong-Auchenflower Neighbourhood Plan.

3.2.3 Defined Development

The proposal is for a Place of Worship which is consistent with the City Plan 2014 definition/s as follows:

"Place of worship means the use of premises for—
(a) organised worship and other religious activities; or
(b) social, education or charitable activities, if the use is ancillary to the use in paragraph (a)."

3.2.4 Level of Assessment

The application is seeking approval for Material Change of Use (Development Permit) and Building Work (Development Permit) for the purpose of a Place of Worship and is subject to Impact Assessment.

3.2.5 Planning Scheme Assessment Benchmarks

The relevant assessment benchmarks have been identified and addressed in section 4.3 of this Report.

3.0 PLANNING SCHEME ASSESSMENT

This section includes an assessment of the proposal against the relevant assessment benchmarks within the planning scheme.

4.1 OVERVIEW OF RELEVANT MATTERS

The proposed development is considered appropriate for the site and beneficial to the site's future use. Reasons that the proposal should be granted approval are as follows:

- The proposal is for a Place of Worship within the Low-Medium Density Residential Zone;
- The existing Scouts building on site maintains its existing use rights as a Community Use which is classified as a Community Facility under the current Activity Groups detailed in the City Plan;
- The site has historically been used for non-residential purposes which is maintained;
- The existing significant trees are to be maintained on site and retain tree protection zones;
- The proposal will not adversely impact on the amenity of residents as supported by the Acoustic Report prepared by AcousticWorks;
- The proposal provides 27 car parking spaces which is compliant with the maximum car parking rate of 28 spaces;
- The proposal provides a floor level compliant with the 1% AEP + 500mm flood planning level;
- The proposed layout of the carpark can accommodate service vehicles. This is demonstrated by the Swept Path Diagrams prepared by Ratio Traffic Consultants;
- Access driveway to be retained in the same location from Dixon Street, which is appropriate for the vehicles and pedestrians which will access the site;
- The site is conveniently located in the suburb of Auchenflower with convenient proximity to transport options; and
- The proposal generally complies with the planning scheme requirements as they relate to the site.

4.2 KEY CONSIDERATIONS

The key considerations for the development are as follows:

Hours of Operation (Community Facilities Code, PO1)

The proposed hours of operation for The Place of Worships are proposed to be 7am-10pm Monday to Sunday. Notwithstanding this the Place of Worships regular operations are as follows:

- Church services:
  - Tuesday: 6:00pm - 9:00pm
  - Sunday: 8:30am - 1:30pm
- Bible Study:
  - Thursday-Friday: 6:00pm - 9:00pm
  - Saturday: 3:00pm - 6:00pm

The Acoustic Report prepared by AcousticWorks outlines that, based on the measured noise levels and assessment of the site and surrounding area, noise impacts at the nearest receiver locations are predicted to satisfy the assessment criteria subject to compliance with the recommendations outlined within Section 8. The application complies with all other relevant acceptable outcomes and as such complies with the relevant assessment benchmarks.

Existing Non-Residential Use of the Site

The site has been used by Scouts Queensland as a scout den since 1953. Under City Plan 2014, this use would be defined as a Community Use. It has operated as a lawful non-residential use on residential land for more than 70 years, well before the site was included in the Low-Medium Density Residential Zone. The existing scout den building will be retained, and its existing use rights as a Community Use will continue.

The proposed Place of Worship continues the site's long-standing community role. It does not introduce a non-residential use into a purely residential setting. The surrounding community will be familiar with community activity on the site, and the proposal fits with the existing pattern of community facilities in the area.

It is also noted that at the prelodgement meeting, Council advised that it would not support residential uses on the site given the extent of flooding. Given this advice and the site's established operation for Community Facilities purposes, a Place of Worship is considered the most appropriate use of the land. It supports the zone's purpose of providing community uses that serve local residents.

Acoustic Screening (Community Facilities Code, PO2 and PO16)
The proposal involves a Community Facility on site in the form of a Place of Worship. The proposal consists of a new building on site and maintains the existing Community Facility building utilised for Scouts. The proposal does not provide vehicular movement and parking areas which adjoin residential uses and will not cause adverse noise impacts upon the adjoining residential uses.

Additionally, the proposed building is setback 1.81m from the adjoining residential lot and provides a visual design which will positively contribute to the streetscape. Please refer to the Acoustic Report prepared by AcousticWorks which outlines how the Place of Worship will contain the noise emissions generated from the Place of Worship.

Refuse Collection *(Community Facilities Code, PO20)*
The collection point is screened by vegetation on either side of the driveway and by a large fire booster structure. Furthermore, the on-site refuse will be stored within a bin enclosure, screened from the street frontage. Refuse collection will be undertaken by a private waste contractor using a low-clearance rear loader refuse collection vehicle (J.J. Richards, travel height 3.43m). The building provides approximately 4.0m of overhead clearance, which is less than the 4.5m required for a standard refuse collection vehicle under the TAPS PSP. The swept path diagrams prepared by Ratio Traffic Consultants show that the low-clearance vehicle can safely enter, service and exit the site. Refuse collection is therefore proposed as a performance solution.

Additionally, servicing will be undertaken during off-peak periods to minimise the conflict between pedestrians and vehicles.

Council Stormwater Infrastructure (Build Over Asset)
A Council stormwater trunk main, comprising three 1,125mm diameter reinforced concrete pipes (RCP), runs through the site within Easement A/B. The proposed building and car park / structures are located over to the easement.

The development has been designed to protect the trunk main and maintain Council's access to it. In particular:
- access to the trunk main for maintenance and replacement is maintained, with no permanent structures over the access points];
- the open undercroft at ground level does not obstruct the overland flow path above the trunk main]; and
- the existing easement is retained and the development does not limit Council's rights under the easement.

Please refer to the Civil Engineering Report prepared by Northrop, which assesses the impact of the development on the trunk main. Approval to build over or near Council stormwater infrastructure will be sought from Council as part of this application.

Community Facilities Outside the Community Facilities Zone *(Community Facilities Code, PO25)*
Dixon Street is listed as a neighbourhood road (minor). Vehicular access to the site is limited to 27 vehicles during peak time, reflective of the site's maximum parking rate.

As such, the Place of Worship will not generate on street parking beyond what is reasonable, with patrons using other methods of transport to get to site. It is noted the Place of Worship is located approximately 300m from Auchenflower Station. Please refer to the Transport Impact Assessment prepared by Ratio Traffic Consultants.

Furthermore, it is noted that in the Prelodgement Meeting held with Council, it was stated that residential uses would not be supported on site due to the flooding.

Transport, Car Parking, Access and Servicing (Toowong-Auchenflower Neighbourhood Plan Code, PO7)
The proposal provides carparking at the ground level. The carparking areas are to be screened from the street by landscaping to minimise the visual impact of the development. Furthermore, carparking has been located on the ground floor for safe and efficient egress should there be a flood event.

Brisbane River Flood Planning Area Sub-Category (Flood Overlay, PO3)
The Place of Worship provides a floor level of 7.8m AHD, which is compliant with the required 1% AEP flood level + 500mm of 7.2m AHD.

Furthermore, the carparking arrangements will ensure that safe and efficient egress can be achieved. The raised building results in a structure which will not require major rebuild after a Defined Flood Event and does not provide walls at the ground level, other than the lift shaft walls.

4.3 PLANNING SCHEME ASSESSMENT BENCHMARKS

The below codes have been identified as assessment benchmarks under the planning scheme and an assessment against these provisions are included in the following section of this report.

Zone Code	• Low-Medium Density Residential ((LMR2) 3 or 4 Storey Mix) Zone
Strategic Framework	• Theme 2: Brisbane's Outstanding Lifestyle ○ Element 2.3 - Brisbane's Healthy and Safe Communities ○ Element 2.4 – Brisbane's Community Facilities, Services, Open Space and Recreation Infrastructure
Development Codes	• Community Facilities Code • Filling and Excavation Code • Infrastructure Design Code • Landscape Work Code • Outdoor Lighting Code • Stormwater Code • Transport, Access, Parking and Servicing Code • Wastewater Code
Local / Neighbourhood Plan Code	• Toowong-Auchenflower Neighbourhood Plan Code
Overlay Codes	• Airport Environs Overlay Code • Bicycle Network Overlay Code • Community Purposes Network Overlay Code • Critical Infrastructure and Movement Network Overlay Code • Dwelling House Character Overlay Code • Flood Overlay Code • Road Hierarchy Overlay Code • Significant Landscape Tree Overlay Code • Streetscape Hierarchy Overlay Code • Traditional Building Character Overlay Code • Transport Noise Corridor Overlay Code

4.3.1 Low-Medium Density Residential Zone

(1) The purpose of the low-medium density residential zone is to provide for:
  (a) a variety of low to medium density dwelling types; and
  (b) community uses, and small-scale services, facilities and infrastructure, to support local residents.

Note—Land in the Low-medium density residential zone is contained in either the Up to 3 storeys zone precinct, the 2 or 3 storey mix zone precinct or the 2 storey mix zone precinct.
Note—As neighbourhood planning is undertaken by the Council, if it is considered that greater housing diversity would assist in meeting resident housing needs, and where it is not intended for the Traditional building character overlay to apply:

- the 2 storey mix zone precinct or the 3 or 4 storey mix zone precinct may be applied to land suited to a house-sensitive scaled multiple dwelling and other residential accommodation options;
- the 3 or 4 storey mix zone precinct may be applied to land suited to a low-medium rise multiple dwelling.

Editor's note—Many sites in the 2 or 3 storey mix zone precinct of the Low-medium density residential zone are currently identified on the Traditional building character overlay map. It is intended that over time the Traditional building character overlay map be reviewed, and that these sites be included in either the Character residential zone or be removed from the Traditional building character overlay map. Until such time, these sites are afforded the same degree of protection and character design consideration as any other site within the Traditional building character overlay.

(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) storey mix zone precinct;
    (ii) or 4 storey mix 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 5.5 – Brisbane's Suburban Living Areas and Element 5.8 – Brisbane's Growth Nodes on Selected Transport Corridors.

(4) Development location and uses overall outcomes are:
  (a) Development comprises a mix of low and low-medium rise, low-medium density residential development.
  (b) Development allows for urban consolidation and better use of physical and social infrastructure.
  (c) Development supports the creation of a walkable neighbourhood with the potential for residents to live within walking distance of regular public transport, nearby centres, recreational opportunities and community facilities, and reduces vehicle-based trips to work, shops or centres.
  (d) Development provides for co-existence of dwelling houses, dual occupancies or multiple dwellings.
  (e) Development retains an existing dwelling house that is located on land within the Traditional building character overlay, Heritage overlay or Pre-1911 building overlay.
  (f) Development for alternative housing types, such as rooming accommodation, a residential care facility or a retirement facility together with ancillary convenience activities and allied services (care co-located uses), which provide housing diversity and enable people to find suitable accommodation throughout their life cycle:
    (i) meets amenity expectations of residents;
    (ii) meets the bulk and building height requirements of the Multiple dwelling code or any applicable neighbourhood plan, and is not adjoining a dwelling house if for rooming accommodation for 6 persons or more;
    (iii) meets the bulk and building height requirements of the Retirement and residential care facility code if a residential care facility or retirement facility.
  (g) Development for complementary residential accommodation options including shortterm accommodation support, and meet the needs of visitors to, nearby destinations such as hospitals and is located in highly accessible locations fronting an arterial or suburban road that carries more than 6,000 vehicles per day in the 3 or 4 storey mix zone precinct.
  (h) Development for a relocatable home park or tourist park may continue to operate and expand on existing sites in the 3 or 4 storey mix zone precinct to provide housing diversity.
  (i) Development for a dwelling unit may occur as part of a non-residential use.
  (j) 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 low-medium density, but predominantly permanent residential environment.
  (k) 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.
  (l) 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.

(m) 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 250m^2;
  (ii) serve local residents' day-to-day needs;
  (iii) not undermine the viability of a nearby centre.
(n) Development which would result in the co-location of new non-residential uses may only occur along an active frontage identified on the Active frontages in residential zones overlay map or where located in two or more adjoining commercial character buildings.
(o) Development for a home-based business may operate in a dwelling house, dual occupancy or multiple dwelling and is of a scale and nature that protects the amenity of adjoining residents.
(p) Development for any other non-residential use serves a local community facility need only such as a childcare centre or a substation.

(5) Development form overall outcomes are:
(a) Development for a residential building occurs on appropriately sized and configured lots and is of a height, bulk, scale and form which is tailored to its specific location and to the characteristics of the site within the Low-medium density residential zone and the relevant zone precinct and reinforces a distinctive subtropical character of low to low-medium rise buildings with a landscaped streetscape and recreation areas.
(b) Development provides for a building to have a building height and bulk that responds to:
  (i) the nature of adjoining dwellings;
  (ii) site characteristics, including the shape, frontage, size, orientation, slope, and nature of adjoining dwellings.
(c) Development provides for setbacks which suitably buffer a residential use from an activity in an adjoining non-residential zone.
(d) Development supports a subtropical character by ensuring that:
  (i) the building form, spacing, orientation and design ensure dwellings are well designed and sensitive to the city's climate;
  (ii) residents on the site, as well as residents of existing or future dwellings on adjoining sites, have sufficient privacy and good access to daylight, sunlight and breezes to enable the intended use of indoor and outdoor spaces.
(e) Development provides quality private and public open spaces and landscaping, including deep planting that softens the scale of the dwellings, provides spaces for outdoor activity areas and encourages outdoor living.
(f) Development provides for a building design that interfaces with the street and other adjoining public spaces, including via habitable uses at ground level (with parking located below or behind buildings unless a dwelling house or dual occupancy) which provides surveillance and encourages activation of parks and streets.
(g) Development provides for a residential dwelling that fronts a heavily trafficked road or other noise source to be:
  (i) suitably located and orientated on the site;
  (ii) designed and finished to minimise noise intrusion while maintaining some opportunities for interface with and surveillance of the street.
(h) Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.

(6) 2 storey mix zone precinct overall outcomes are:
(a) Development comprises a mix of dwelling types including dwelling houses, 2 storey low rise multiple dwellings (such as row houses) and dual occupancy at a house scale in the 2 storey mix zone precinct, to provide housing diversity, offering choice to different household types and individuals to suit residents through different life-cycle stages.
(b) Development of low-rise, low-medium density residential buildings:
  (i) are predominantly 1 or 2 storeys in height;
  (ii) are located on suitable sites, clustered around identified smaller centres, other destinations or

facilities in suburban locations or along identified public transport corridors;
(iii) provide a choice in housing form and size and housing adaptability that meet the needs of a diverse population;
(iv) are in areas that are often surrounded by low density detached housing in the Low density residential zone.

(c) Development for a dwelling house occurs on appropriately sized and configured lots, with a minimum lot size of:
(i) 350m^2 where a rear lot;
(ii) 260m^2 where not a rear lot.

(d) Development for a residential use other than a dwelling house makes a deliberate contribution to diversifying the housing stock available to suit residents at all life-cycle stages.

(e) Development of a new residential use other than a dwelling house, such as a multiple dwelling or dual occupancy, has a built form and design that is:
(i) consistent with the character of a low density detached house style residential environment of 1 or 2 storeys;
(ii) suited to smaller lot sizes.

(f) Development incorporates a height and setback that provide a sensitive transition at the edge of the site to adjoining dwelling houses, ensuring that development is compatible in scale with adjoining dwelling houses, both within or adjoining the 2 storey mix zone precinct, in order to maintain appropriate levels of amenity and privacy to adjoining dwellings.

(7) 3 or 4 storey mix zone precinct overall outcomes are:

(a) Development comprises a mix of dwelling types including dwelling houses, dual occupancy and multiple dwellings (such as apartments and row houses) to provide housing diversity.

(b) Development provides a sensitive transition between lower density residential areas and higher density residential areas or significant centres.

(c) Development for residential buildings occurs on appropriately sized and configured lots and is of a height, bulk, scale and form which is tailored to its specific location and the characteristics of the site.

(d) Development in a key location comprises low-medium density residential buildings of predominantly apartment style multiple dwellings, up to 3 or 4 storeys in height and does not result in significant fragmentation of land.

(e) Development outside of key locations comprises low-medium density residential buildings of predominantly row house style multiple dwellings, dual occupancies and dwelling houses on small lots, up to 3 storeys in height.

(f) Development for a dwelling house on a small lot supports a subtropical character and minimises negative impacts on the amenity and privacy of adjoining premises by ensuring it is of a size and scale which maintains access to natural light, sunlight and breezes for habitable and outdoor spaces.

(g) Development incorporates setbacks and landscaping which contribute to a cohesive and compatible human-scale streetscape.

(h) Development for a residential use other than a dwelling house is of a scale and bulk that can co-exist comfortably with an adjoining dwelling house or adjoining lower density zone.

(i) Development responds to local characteristics, such as protection of view corridors, reinforces a green landscape character and responds to the surrounding character and architecture by having a smaller building envelope than in the Medium density residential zone.

The proposal involves a Place of Worship which is a use outlined within the Community Facilities activity group. The proposal involves a design and operation which will not impact on the surrounding sites and residential uses. Additionally, it is noted the proposal will contribute positively to the character of the area, and will ensure that adverse traffic impacts are not facilitated (Refer to the Transport Impact Assessment prepared by Ratio Traffic Consultants). Furthermore, the proposed development ensures that residents are within walking distance to community facilities. As such, it is considered that the Place of Worship will serve the local community and will not result in adverse impacts upon the streetscape.

We note that the existing Scouts building on site will be retained and will maintain its existing use rights as a Community Facility.

Strategic Framework
Brisbane City Council's Strategic Framework has been reviewed, and it is considered the following elements are the only elements applicable to the development.

4.3.2 Element 2.3 - Brisbane's Healthy and Safe Communities

Specific outcomes	Land Use Strategies	Proposed Solutions
SO1 Brisbane provides for a diverse mix of highly accessible retail and commercial locations to service a growing population.	**L1** Development for retail and commercial uses accords with the CityShape theme and the zoning pattern.	**L1 Not Applicable** The proposal does not involve development for retail or commercial uses.
SO2 Brisbane's City Centre offers the greatest concentration of the highest order retail, personal and community services and facilities, and cultural, recreational and entertainment experiences.	**L2.1** Brisbane's City Centre accommodates future demand for high-order goods, services and facilities that are of a global standard.	**L2.1 Not Applicable** The proposal is not located within Brisbane's City Centre.
	L2.2 Brisbane's retail heart expands beyond the Queen Street Mall into new shopping streets and precincts with high-quality pedestrian environments.	**L2.2 Not Applicable** The proposal is not located within Brisbane's City Centre.
SO3 Brisbane's Major Centres and Growth Nodes on Selected Transport Corridors contain significant concentrations and diversity of population-serving activities.	**L3.1** The largest existing Major Centres at Chermside, Upper Mt Gravatt and Indooroopilly absorb the greatest expansion of population-serving activities.	**L3.1 Not Applicable** The proposal is not located within the Major Centres at Chermside, Upper Mt Gravatt and Indooroopilly.
	L3.2 Other Major Centres provide opportunities for key points providing access to goods and services in their catchments.	**L3.2 Not Applicable** The proposal is not located within a Major Centre.
	L3.3 Centres within the Growth Nodes on Selected Transport Corridors are Brisbane's key mixed-use areas including business and population-serving economic activities.	**L3.3 Not Applicable** The subject site is not located within a Growth Node on Selected Transport Corridors.
	L3.4 Within Growth Nodes on Selected Transport Corridors, business activities, retail, personal and community services and facilities cluster around public transport nodes and are in proximity to high-density residential precincts.	**L3.4 Not Applicable** The subject site is not located within a Growth Node on Selected Transport Corridors.
SO4 Brisbane's district centres and neighbourhood centres continue to service local population needs.	**L4** District centres and neighbourhood centres continue to evolve, offering an increasing range of local services and facilities.	**L4 Not Applicable** The subject site is not zoned as a district centre or neighbourhood centre.
SO5	**L5**	**L5 Not Applicable**

Brisbane's population-serving economy is supported by home-based businesses.	Home-based business is supported in residential areas where environmental and amenity impacts are managed to best-practice standards.	The proposal does not involve a Home Based Business.
SO6 Brisbane provides opportunities in its centres for start-up businesses seeking cost-effective business locations.	**L6** Opportunities for low-impact manufacturing and industries are provided for in Brisbane's centres where environmental and amenity impacts are managed to best-practice standards.	**L6 Not Applicable** The proposal does not involve opportunities for low-impact manufacturing and industries.
SO7 Brisbane preserves opportunities for low impact industry throughout the city in support of a strong population and economic growth.	**L7** Industrial premises in the Low impact industry zone or General industry A zone precinct of the Industry zone are protected from encroachment and incompatible uses.	**L7 Not Applicable** The proposal does not involve an industrial premises in the Low Impact Industry Zone or General Industry A Zone Precinct.
SO8 Brisbane provides appropriately zoned and accessible areas for large-format retailing.	**L8** Large-format retail outlets are developed in highly visible, accessible locations along key transport routes, as identified in a neighbourhood plan or in the Specialised centre zone. Development must integrate with surrounding built form and anticipated development intensity.	**L8 Not Applicable** The proposal does not involve a large-format retail outlet.
SO9 Brisbane's large public and private community facilities are highly accessible by public transport and are well serviced with a range of associated and supporting services and facilities.	**L9** Professional, business and other associated and supporting services and facilities cluster around larger scale public and private health, education, recreational, cultural and other community facilities.	**L9 Complies** The Place of Worship is located within close proximity to the Wesley Hospital, a Residential College and other Community Facilities.

4.3.3 Element 2.4 – Brisbane's Community Facilities, Services, Open Space and Recreation Infrastructure

Specific outcomes	Land Use Strategies	Proposed Solutions
SO1 Brisbane has a range of accessible multi-purpose community facilities, services and open spaces which meet the physical, social and cultural needs of the local and wider community.	**L1.1** Development provides land for community facilities where identified as trunk infrastructure in the Local government infrastructure plan.	**L1.1 Not Applicable** The proposal provides a Community Facility on a site which is not identified as trunk infrastructure.
	L1.2 Development for community services and indoor community facilities: (a) is located in or near centres and public transport stations; or (b) is encouraged to cluster around existing facilities and	**L1.2 Complies** The proposed Place of Worship is located within 300m walking distance of Auchenflower Station and is located nearby other community facilities within the locality.

	link with the active travel and public park network.	
	L1.3 Development of community hubs in the City Centre, corridor hubs and Major Centres is actively encouraged.	**L1.3 Not Applicable** The proposal does not involve the development of community hubs in the City Centre or a Major Centre.
	L1.4 Partnerships that enable the provision of community facilities are planned and encouraged.	**L1.4 Complies** The proposal provides a Community Facility use.
	L1.5 Development protects, maintains and enhances key civic spaces to provide for the informal recreation needs of workers, visitors and residents of the city centre and the wider city and regional population.	**L1.5 Complies** The proposal provides space for civic open spaces which provide for informal recreation for residents within the area and for workers.
SO2 Brisbane's existing and planned community facilities and services are protected and appropriately located.	**L2.1** Potential amenity impacts from the development of community facilities or services in residential neighbourhoods will be considered in relation to the community benefit that the facility or service will provide to the broader community.	**L2.1 Complies** The proposal provides a Community Facility which will be designed as to ensure that adverse amenity impacts are minimised. Please refer to the Acoustic Report prepared by AcousticWorks.
	L2.2 Development protects the land allocated for community facilities such that if uses cease: (a) where the community purpose is still required by the community, it is retained by integration with the new use; (b) the land is re-used for another community purpose needed by the local community; (c) the land is only to be used for another purpose where it can be shown that the use has relocated or is absolutely no longer required by the Brisbane community.	**L2.2 Complies** The proposal retains the existing Community Use (Scouts) on site and provides a further community facility, being a Place of Worship.
	L2.3 The redevelopment of government and institutional sites for a use not fulfilling a community facilities purpose is to ensure that the use integrates with the surrounding area and provides greater and direct compensatory community benefits that meet identified needs.	**L2.3 Not Applicable** The proposal does not involve the redevelopment of government and institutional sites.
	L2.4 Development enables community facilities and services, such as education institutions to provide broad community access to their facilities.	**L2.4 Complies** The proposal provides a Place of Worship which is afforded broad community access to the facilities.
	L2.5	**L2.5 Not Applicable**

	Development of non-community facilities and services on the site are complementary and ancillary to the community facilities and services and do not compromise the ability or capacity of the facilities and services to be delivered or operate.	The proposal involves a Community Facility use.
SO3 Brisbane's parks and open spaces provide a diversity of experiences.	**L3.1** Parks are planned and managed to provide a diversity of experiences including informal recreation, formal sports, community gatherings, active travel, landscape amenity and nature-based recreation.	**L3.1 Not Applicable** The proposal does not involve a park.
	L3.2 Management strategies in natural area parks balance increasing pressures for outdoor recreation pursuits with the biodiversity and landscape values of these parks.	**L3.2 Not Applicable** The proposal does not involve a park.
SO4 Urban commons form civic nodes and act as local gathering spaces with high patronage levels.	**L4.1** Urban commons are generally co-located with other community facilities in Growth Nodes on Selected Transport Corridors and centres and are connected by a choice of pathways to other public spaces, public transport and key destinations.	**L4.1-L4.4 Not Applicable** The proposal does not involve the development of an urban common.
	L4.2 Urban commons are subtropical in character and each has a distinctive identity to create a strong sense of place.	
	L4.3 Urban commons are designed to be inclusive, multifunctional and meet the informal recreation needs of residents, workers and visitors.	
	L4.4 Urban commons which are of an appropriate size are designed to support cultural activities such as events and festivals to strengthen community identity.	
SO5 Brisbane's arts and cultural development is supported.	**L5.1** Development accords with neighbourhood plans that identify locations suitable for cultural precincts and for appropriate arts and cultural infrastructure and facilities.	**L5.1 Not Applicable** The proposal is not located on a site which is identified as a suitable cultural precinct under a neighbourhood plan.
	L5.2 Development for tourist entertainment and cultural facilities are encouraged in readily identifiable and accessible locations in cultural precincts.	**L5.2 Complies** The proposal involves a Place of Worship which is easily identifiable and is provided in close proximity to multiple transport options.
	L5.3	**L5.3 Not Applicable**

	Development or redevelopment of a centre or Future Suburban Living Areas provides appropriate public spaces for cultural activities, events or festivals.	The proposal does not involve the development or redevelopment of a centre or Future Suburban Living Area.
SO6 Brisbane has enhanced sport and recreation facilities.	**L6.1** Development protects the land used for privately owned sport and recreation facilities, such that: (a) the sport and recreation use is retained; (b) if redeveloped, the land is re-used for another form of sport or recreation use; (c) the land is only used for another purpose where it can be demonstrably shown that the use has been relocated within the locality or is absolutely not required by the Brisbane community any longer.	L6.1 Not Applicable The proposal does not involve development on a site which has privately owned sport and recreation facilities.
	L6.2 Publicly owned indoor recreation facilities are designed as multi-purpose facilities capable of responding to changing community needs.	
SO7 Brisbane has an integrated and high-quality open space network which continues to expand to serve a growing population.	**L7.1** Development protects existing parks and open space and land identified in neighbourhood plans for new open spaces.	**L7.1-L7.4 Not Applicable** The proposal does not provide park infrastructure and does not involve a site which is classified as open space or public domain.
	L7.2 Development protects park infrastructure identified in the Local government infrastructure plan, the Long term infrastructure plans and the open space in the Greenspace System.	
	L7.3 Development which relocates uses from parks to community hubs and facilities is encouraged as one means of increasing capacity for new open space activities in public parks.	
	L7.4 Development provides for water sensitive urban design to be incorporated throughout the public domain, promoting water re-use and improving amenity.	
SO8 Brisbane suffers no net loss of open space values.	**L8.1** Development for urban infrastructure is limited to the footprint of existing infrastructure or fully considers alternative locations before considering locations identified in the open space, sport and recreation,	**L8.1-L8.2 Not Applicable** The proposal does not involve development for urban infrastructure.

	conservation or environmental management zones.	
	L8.2 Development for urban infrastructure that results in the loss of open space is offset by the provision of new open space, or improvements to the quality of existing open space to provide a higher level of service.	
SO9 Brisbane has private and accessible communal open spaces serving a diverse range of open space, recreation, sustainability and social needs.	**L9.1** Development for larger sized multiple dwellings provides communal open space which is designed to suit the likely resident profile.	**L9.1 Not Applicable** The proposal does not involve a Multiple Dwelling.
	L9.2 Development provides for innovative landscaping outcomes such as green walls and green roofs as an integral part of a site's open space design where appropriate.	**L9.2 Not Applicable** The proposal provides landscaping surrounding the outside of the site, and maintains significant landscaping trees on site. Please refer to the Landscape Concept Plan prepared by GB-A Landscape.

4.3.4 Community Facilities Code

Performance outcomes	Acceptable outcomes	Proposed Solutions
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development		
PO1 Development ensures that the hours of operation are: (a) consistent with reasonable community expectations for the use and are consistent with the purpose of the zone or zone precinct; (b) controlled so that the community facility does not impact on the amenity of: (i) a residence within the building where the use is located; (ii) nearby sensitive uses.	**AO1.1** Development for a non-residential use has hours of operation, including the use of indoor activity areas and private open space, which are limited to 7am to 6pm.	**PO1 Performance Solution** The proposal provides the following Hours of Operation: • Church services: ○ Tuesday: 6:00pm - 9:00pm ○ Sunday: 8:30am - 1:30pm • Bible Study: ○ Thursday-Friday: 6:00pm - 9:00pm ○ Saturday: 3:00pm - 6:00pm The Acoustic Report prepared by AcousticWorks outlines that, based on the measured noise levels and assessment of the site and surrounding area, noise impacts at the nearest receiver locations are predicted to satisfy the assessment criteria subject to compliance with the recommendations outlined within Section 8.
	AO1.2 Development has hours of operation for delivery vehicles which are limited to 7am to 6pm Monday to Saturday, excluding public holidays.	**AO1.2 Complies** The proposal does not involve delivery vehicles outside of the prescribed hours of operation. Please refer to the Acoustic

		Report prepared by AcousticWorks.
PO2 Development ensures that noise generated does not exceed the noise (planning) criteria in Table 9.3.5.3.B and night-time noise criteria in Table 9.3.5.3.C at a sensitive zone or sensitive use. *Note—A noise impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.* *Note—Where the development involves an activity regulated by the Entertainment Venues and Events Local Law, the operating noise levels and requirements may be specified on a permit or approval issued under that law.*	**AO2.1** 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) provides a 2m high acoustic fence along any boundary with land in a residential zone; (d) 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.*	**PO2 Performance Solution** The proposal involves providing a Community Facility use on site for a Place of Worship. The proposal constructs a new building on site, and maintains the existing Community Facility building utilised for Scouts. Please refer to the Acoustic Report prepared by AcousticWorks which outlines the Place of Worship will not result in significant noise emissions and will not require acoustic screening along the boundary.
	AO2.2 Development does not generate noise that is clearly audible and creates a disturbance within a dwelling or its associated balcony or patio.	**AO2.2 Complies** The proposal will not generate noise that is clearly audible to other dwellings beyond what is acceptable in Table 9.3.5.3.C. Please refer to the Acoustic Report prepared by AcousticWorks.
PO3 Development: (a) avoids or minimises air emissions; (b) complies with the following criteria at a sensitive zone or sensitive use: (i) air quality planning criteria in Table 9.3.5.3.D; (ii) odour criteria in Table 9.3.5.3.E. *Note—An air quality impact report prepared in accordance with the Air quality planning scheme policy can assist in demonstrating achievement of this performance outcome.*	**AO3.1** Development: (a) does not involve activities that generate air emission, 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.	**AO3.1 Complies** The proposal is for a Place of Worship which will avoid adverse air emissions.
	AO3.2 Development ensures that all vents for a below-ground car park are separated from a sensitive use in accordance with AS 1668.2-2012 The use of ventilation and air-conditioning in buildings – Mechanical ventilation in buildings.	**AO3.2 Not Applicable** The proposal does not involve a below ground car park.
PO4 Development for a sensitive use is	**AO4** Development for a sensitive use is	**AO4 Complies** The proposal is not located within

located to achieve the air quality (planning) criteria in Table 9.3.5.3.D and odour criteria in Table 9.3.5.3.E. *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.*	located at least 150m from a spray painting workshop. *Note–This distance is to be measured between the building constraining the spray painting workshop and the property boundary of the sensitive use.*	150m of a spray painting workshop.
PO5 Development for air conditioning, refrigeration and other mechanical plant, vents, exhausts and refuse and recycling storage areas are compatible in appearance and arrangement with nearby premises to ensure adverse amenity impacts associated with the development are ameliorated.	**AO5** Development ensures that air conditioning, refrigeration and other mechanical plant, vents, exhausts and refuse and recycling storage areas are: (a) located so that they are not visually obtrusive when viewed from the street; (b) screened from an adjacent sensitive use.	**AO5 Complies** All services and mechanical plant will be appropriately located and screened. Please refer to the Acoustic Report prepared by AcousticWorks.
PO6 Development for outdoor lighting must not have an adverse impact on any person, activity or fauna because of light emissions, either directly or by reflection.	**AO6.1** Development provides for outdoor lighting with technical parameters, design, installation, operation and maintenance of outdoor lighting that comply with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting. *Note—The effects of outdoor lighting should be mitigated where windows of habitable rooms of nearby dwellings will be illuminated beyond maximum permissible values outlined in AS 4282-1997 Control of the obtrusive effects of outdoor lighting.*	**AO6.1 Complies** Any outdoor lighting will be provided in accordance with the relevant requirements.
	AO6.2 Development ensures that floodlighting is restricted to the type that gives no upward component of light where mounted horizontally, that is a full cut off luminar.	**AO6.2 Not Applicable** The proposal does not involve floodlighting.
PO7 Development within the City core and City frame as identified in Figure a of 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.	**AO7** Development within the City core and City frame as identified in Figure a of the Transport, access, parking and servicing code provides for on-site parking spaces at maximum parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	**AO7 Complies** The proposal provides car parking in compliance with the maximum car parking requirement of 1 space per 100m^2 of GFA within the City Frame area. Please refer to the Transport Impact Assessment prepared by Ratio Traffic Consultants.
PO8 Development outside the City core and City frame area as identified in Figure a of the Transport, access, parking and servicing code provides for a number of on-site car parking spaces that accommodate design peak car parking demands without overflow parking onto adjacent properties or	**AO8** Development: (a) outside the City core and City frame as identified in Figure a of the Transport, access, parking and servicing code provides for on-site car parking in compliance with the standards in the Transport, access,	**AO8 Not Applicable** The subject site is located within the City Frame Area.

adjacent streets.	parking and servicing planning scheme policy; or (b) for which no parking standard is identified in the Transport, access, parking and servicing planning scheme policy, does not result in on-street parking.	
PO9 Development provides adequate facilities for bicycles.	**AO9** Development provides for cyclist facilities in accordance with the standards in the Transport, access, parking and servicing planning scheme policy.	**AO9 Complies** Bicycle parking will be provided in accordance with the Transport, Access, Parking and Servicing Planning Scheme Policy.
PO10 Development must be serviced adequately with regard to water supply and waste disposal, and water supply must meet the stated standard of service for the intended use and fire fighting purposes.	**AO10** Development ensures that all lots are: (a) provided with reticulated water supply and sewerage; or (b) provided with appropriate on-site sewerage, where the development does not provide access to reticulated sewer for all lots.	**AO10 Complies** The subject site is provided with appropriate water and sewer infrastructure. Please refer to the Civil Engineering Report prepared by Northrop.
If for a childcare centre		
PO11 Development does not expose children to levels of soil contamination in excess of the health-based investigation levels outlined in the National environmental protection measure for assessment of site contamination (incorporating Schedule B (7a)). *Note—This can be demonstrated by the preparation of a Stage 1 Preliminary investigation report that complies with the Draft guidelines for the assessment and management of contaminated land in Queensland, any succeeding guidelines, or other relevant state or federal guidelines, statutory measures or standards.*	**AO11** Development is on a site that has not previously been used for industrial purposes or a notifiable activity (as defined in Schedule 3 of the *Environmental Protection Act 1994*) as demonstrated by a site history investigation report conducted by a suitably qualified person (as defined under Section 381 of the *Environmental Protection Act 1994*).	**AO11 Not Applicable** The proposal does not involve a Childcare Centre.
Section B—If for assessable development		
PO12 Development on a site within a Community facility zone precinct must be protected for public use, and where a community facility use ceases, its replacement must be another community facility or a community facility integrated with another development. Editor's note—For example, premises formerly used as a school may be adapted to accommodate an arts or cultural services hub.	**AO12** Development of an existing community facility within a Community facility zone precinct may be transitioned to another type of use within the community facility activity group, where a demonstrable need of the community will be fulfilled.	**AO12 Not Applicable** The subject site is not located within a Community Facility Zone. However, the proposal maintains the existing use rights of the Community Use on site.
PO13 Development for a community facility which is purpose-built on public land delivers buildings or structures that are designed as	**AO13** No acceptable outcome is prescribed.	**PO13 Not Applicable** The proposal does not involve development on public land.

multipurpose community hubs where possible, rather than stand-alone or single-use facilities to: (a) create a sense of place, belonging and community, and to provide a focal point for community activity; (b) increase efficiencies in built form; (c) provide a better return on infrastructure costs where enabling service providers to share facilities over an increased span of operating hours; (d) facilitate adaptation of the building or infrastructure to respond to changing community needs.		
PO14 Development design must be consistent with the reasonable expectations for built form, site layout and landscape design of development on surrounding land.	**AO14** Development is of a scale, height and bulk that is not greater than that of surrounding development.	**AO14 Complies** The proposal is of a scale and height which is reflective of the surrounding Multiple Dwellings adjoining and adjacent to the property.
PO15 Development has a building form that is varied and building bulk that is reduced by design elements such as awnings, recesses and projections, and a range of materials, colours and textures.	**AO15** No acceptable outcome is prescribed.	**PO15 Complies** The proposal features 2 buildings (1 new and 1 existing) which are staggered in building height to reduce the presentation of building bulk and provide a sensitive transition to the street and surrounding development. The presentation of building bulk is reduced through building separation, building articulation and landscaping.
PO16 Development does not impose adverse visual amenity impacts on surrounding sensitive uses.	**AO16.1** Development has a 2m wide landscaped buffer provided between boundaries with residential uses and vehicle movement and parking areas.	**AO16.1 Not Applicable** The proposal does not provide vehicular movement and parking areas which adjoin residential uses.
	AO16.2 Development has a building setback from a site boundary with a residential premises of a minimum of 3m, or half the height of the building at that point, whichever is greater.	**AO16.2 Complies** The proposal provides setbacks in excess of 3m to residential sites.
	AO16.3 Development has a 2m high acoustic fence and screen landscaping provided along a site boundary adjoining a sensitive use.	**PO16 Performance Solution** The proposal does not provide vehicular movement and parking areas which adjoin residential uses and will not provide operations which have adverse noise impacts upon the adjoining residential uses. Additionally, it is noted that the

		proposal provides a building which is adequately setback 1.81m from the adjoining residential lot, and provides a visual design which will not provide amenity impacts. Please refer to the Acoustic Report prepared by AcousticWorks which outlines the Place of Worship will not result in significant noise emissions and will not require acoustic screening.
PO17 Development ensures that building siting and design achieves a pleasant and manageable environment by allowing passage of cooling breezes and employing sun control devices to reduce glare, shade buildings and maintain comfortable indoor temperatures.	**AO17.1** Development is orientated to allow good access to sunlight and breezes.	**AO17.1 Complies** The proposal ensures good access to sunlight and breezes can be achieved. It is noted that, to meet the acoustic requirements, the windows of the Level 1 Hall and the Level 2 auditorium (which has minimal windows) will be closed during use and air-conditioning will be used. Please refer to the Acoustic Report prepared by AcousticWorks.
	AO17.2 Development has window placement and an internal layout which allows for cross ventilation. *Note—North- or north-east facing windows, balconies or decks may provide lesser levels of privacy than would otherwise be allowed by this code, where passive solar design is improved.*	**PO17 Performance Solution** The new building is primarily air-conditioned and does not rely upon cross-ventilation. This also supports the acoustic requirements for the Level 1 Hall and Level 2 auditorium. As such, the building will maintain comfortable indoor temperatures.
PO18 Development provides for vehicular accessways that are designed and located to: (a) minimise on-site and off-site safety conflicts between pedestrians and vehicles; (b) ensure efficient pedestrian or vehicular ingress to or egress from the premises; (c) reduce the visual impact on the streetscape.	**AO18.1** Development has buildings and activity areas located to prevent potentially hazardous vehicular or pedestrian movements.	**AO18.1 Complies** The proposal ensures building and activity areas are located to prevent hazardous vehicle or pedestrian movements. Refer to the Transport Impact Assessment prepared by Ratio Traffic Consultants.
	AO18.2 Development ensures that the location of access ways maintain the integrity, quality and primacy of footpaths.	**AO18.2 Complies** Access ways are to be located to maintain the integrity, quality and primacy of footpaths.
	AO18.3 Development provides convenient, safe and clearly visible pedestrian access to the site.	**AO18.3 Complies** The proposal provides convenient, safe and clearly visible pedestrian access to the site.
PO19 Development ensures that on-site car parking is located so as to ensure that employee, patron and visitor car parking associated with the use: (a) does not dominate the frontage of the premises; (b) maintains the amenity of the street and adjacent properties.	**AO19** Development ensures that car parking: (a) is provided below or at the rear of a primary building for the use and is not within the front setback of the site; (b) where forward of the building line, car parking is integrated with high quality landscaping.	**AO19 Complies** The proposal provides ground floor carparking below the Place of Worship. It is noted that a number of car parking spaces are proposed forward of the building line. This carparking area is proposed to be screened with high quality landscaping.

Note—On-site parking areas are provided for staff, patrons and visitors in accordance with the Transport, access, parking and servicing planning scheme policy.		
PO20 Development ensures servicing, storage and refuse and recycling collection areas are: (a) unobtrusive; (b) located and managed so that adverse impacts on nearby sensitive uses, neighbouring properties and public domain are minimised.	**AO20** Development reduces the visual impacts of loading bays, site storage and access points for refuse and recycling collection by: (a) buffering with appropriate landscaping; (b) locating service areas away from public spaces, primary street frontages and sensitive uses. *Note—Refer to the Refuse planning scheme policy for further guidance.*	**PO20 Performance Solution** The proposal involves refuse collection from the front entrance from Dixon Street. The collection point is screened by vegetation on either side of the driveway and by a large fire booster structure. Furthermore, the on-site refuse will be stored within a bin enclosure, screened from the street frontage. Additionally, servicing will be undertaken during off-peak periods to minimise the conflict between pedestrians and vehicles.
PO21 Development ensures that outdoor lighting contributes to pedestrian safety and amenity while minimising light nuisance and light spill.	**AO21** Development provides a lighting system in accordance with AS 4282-1997 Control of the obtrusive effects of outdoor lighting, while still being a minimum of 20lux at footpath level.	**AO21 Complies** Lighting is to be provided in accordance with the relevant requirements.
PO22 Development ensures that direct overlooking to adjoining residential dwellings is minimised by building layout, location and design of windows, balconies and screening devices.	**AO22** Development ensures that windows, balconies, verandahs, terraces or decks that have a direct view into windows of habitable rooms in an adjoining residential dwelling, are screened by: (a) fixed opaque glazing; or (b) fixed external screens; or (c) fencing, but only if the overlooking is from the ground storey.	**AO22 Complies** The proposal will provide screening where applicable.
PO23 Development must create a safe environment by incorporating the key elements of crime prevention through environmental design.	**AO23.1** Development incorporates the key elements of crime prevention through environmental design in its layout, building or structure design and landscaping by: (a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; (b) defining different uses and private and public ownership through design and restricting access from non-residential uses into private residential dwellings; (c) promoting safety and minimising opportunities for	**AO23.1 Complies** The proposal will ensure that casual surveillance opportunities can be facilitated. The proposal will ensure public areas are well lit and safe, and ensure that opportunities for vandalism are minimised.

	graffiti and vandalism through exterior building design, orientation of buildings and the 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.*	
	AO23.2 Development ensures that fencing adjoining waterway corridors, parkland and cycling and walking routes is low and visually permeable, with: (a) a maximum height of 1.2m, and at least 50% transparent; or (b) a maximum height of 0.9m if less than 50% transparent.	**AO23.2 Not Applicable** The proposal does not involve fencing adjoining waterway corridors, parkland or cycling and walking routes.
PO24 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	**AO24** Development incorporates graffiti and vandalism prevention techniques in its layout, building or 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.*	**AO24 Complies** The proposal incorporates graffiti prevention methods such as high visibility and minimising smooth surfaces and poor lighting. Vegetation and planter boxes will be utilised in front of potential canvases to prevent access.
If for community facilities in zones other than the Community facilities zone *Note—The performance outcomes and acceptable outcomes described below provide further assessment benchmarks for community facilities in specific zones to which this code is applicable. To the extent of any contrary direction or inconsistency with the general code provisions listed above, these more specific performance outcomes and acceptable outcomes prevail.*		
PO25 Development must be located to minimise the introduction of non-local traffic into residential streets which are minor roads.	**AO25** Development is not located on a minor road.	**PO25 Performance Solution** The proposal is located adjoining a neighbourhood road, which is classified as a minor road. It is noted that vehicular access to the site is limited to 27 vehicles at peak time due to the maximum carparking rate applied over the

		site. As such, it is not anticipated that significant traffic will be provided within the streetscape, with patrons using other methods of transport to get to site. Please refer to the Transport Impact Assessment prepared by Ratio Traffic Consultants.
If for community facilities in the Emerging community zone or where impact assessable in any other zone		
PO26 Development ensures that the community facility is co-located with or in close proximity to other community facilities, centre uses or focal points such as public transport interchanges or public open space.	**AO26.1** Development located in newly developing areas or outer suburban areas ensures that the community facility is located: (a) on a site identified for that purpose on an approved structure plan, master plan or park management plan; or (b) adjacent to community focal points such as shopping centres, major public transport interchanges, parkland, schools or sporting grounds.	**AO26.1 Not Applicable** The proposal is not located within a newly developed area or outer suburban area.
	AO26.2 Development located in a built-up inner or middle-suburban area ensures that the community facility is: (a) co-located with another community facility; or (b) located within 500m of a centre or other community facility.	**AO26.2 Complies** The proposal is located within 500m of multiple existing Community Facilities.
PO27 Development must be on a site with high accessibility.	**AO27.1** Development: (a) provides convenient and safe walking and cycling access from nearby public transport infrastructure and other public areas; or (b) is located in a high-use area such as a commercial building, shopping centre and other centre localities.	**AO27.1 Complies** The proposal is located in close proximity to a range of high frequency public transport routes including multiple train services at Auchenflower Station approximately 300m from the site.
	AO27.2 Development ensures that the community facility is easily identifiable to facilitate ease of access by patrons.	**AO27.2 Complies** The proposal is for a Place of Worship which will be easily identifiable from the street.
If for community facilities in the Emerging community zone		
PO28 Development that is a club, community care centre, community use, educational	**AO28** Development including a club, community care centre, community use, educational	**AO28 Not Applicable** The proposal is not located within the Emerging Community Zone.

establishment, emergency services or place of worship is encouraged to establish and contribute to a vital and contained community.	establishment, emergency services or place of worship is located in accordance with a subdivision plan developed through a coordinated and integrated structure planning process.	
If for a community use in the Open space zone or Sport and recreation zone		
PO29 Development with community use activities requiring permanent facilities or infrastructure is located only in district or metropolitan parks or recreation facilities where it is compatible with and complements the sporting, leisure and recreation experiences of community users.	**AO29** Development with facilities or infrastructure for community use activities: (a) is located within district or metropolitan parks or recreation facilities; (b) demonstrates a nexus with any existing sporting, leisure and recreation activities on a site.	**AO29-AO30 Not Applicable** The proposal is not located within the Open Space Zone or Sport and Recreation Zone.
PO30 Development with permanent structures and buildings for the community use and associated outdoor recreation infrastructure is of a scale, bulk and location compatible with the surrounding area.	**AO30** Development with buildings or structures associated with the community use is designed and located in accordance with a park master plan or park management plan adopted in the Park management plan planning scheme policy, or where no plan exists: (a) is a minimum distance of 15m from any boundary to a residential premises; (b) does not exceed a height of 9.5m.	
If for emergency services in the Environmental management zone or Rural zone		
PO31 Development with an emergency services use is located to facilitate efficient access and emergency responses.	**AO31** Development ensures that an emergency services use is located: (a) on a suburban or arterial road; (b) to support existing concentrations of centre activity uses or residential uses.	**AO31 Not Applicable** The proposal is not located within the Environmental Management Zone or Rural Zone.

4.3.5 Filling and Excavation Code

The provisions of the Filling and Excavation Code are not relevant as the proposal does not involve any filling and/or excavation.

4.3.6 Infrastructure Design Code

Performance outcomes	Acceptable outcomes	Proposed Solutions
PO1 Development provides roads, pavement, edging and landscaping which:	**AO1** Development provides roads and associated pavement, edging and landscaping which are designed and constructed in compliance	**AO1 Not Applicable** The proposal involves a Place of Worship and will maintain the existing roads, pavement, edging and landscaping as existing.

(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.	with the road corridor design standards in the Infrastructure design planning scheme policy.	
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; (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.	**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** The proposal seeks to retain the road pavement surfaces as existing.
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 Not Applicable** The proposal seeks to retain the existing pavement edges.
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;	**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 Not Applicable** The proposal seeks to retain the existing verge.

(b) provide a sufficient area for public utility services; (c) be maintainable by the Council.		
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.	**AO5 Not Applicable** The subject site is identified under the Neighbourhood Street Minor sub-category and as such, does not require a lane or laneway.
PO6 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.	**AO6** 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.	**AO6 Not Applicable** The proposal will maintain any of the following existing infrastructure elements and will implement new infrastructure in accordance with the Infrastructure Design Planning Scheme Policy where applicable.
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;	**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 Not Applicable** The proposal seeks to retain walking and cycle routes as existing on site.

(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; (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.	**AO8.1 Complies** The proposal provides refuse and recycling collection on site 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.	**AO8.2 Complies** The proposal will ensure that refuse and recycling on site will not generate any adverse impacts to the amenity of adjoining and surrounding land uses on site.
PO9 Development ensures that: (a) land used for an urban purpose is serviced adequately with regard to water supply and waste disposal; (b) 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.	**AO9.1 Complies** The proposal will ensure that water supply and sewerage are established prior to use. We note the site has all necessary connections to the existing water and sewer network and the proposed development will be connected to these networks.
	AO9.2 Development provides the lot with reticulated water supply and sewerage to a standard acceptable to the distributor–retailer.	**AO9.2 Complies** The proposal will achieve an acceptable standard of reticulated water supply and sewerage in line with the Civil Engineering Report prepared by Northrop.
PO10 Development provides public utilities and street lighting which are the best current or alternative technology and facilitate accessibility, easy maintenance, minimal whole-of-life costs, and	**AO10.1** Development provides public utilities and street lighting which are located and aligned to: (a) avoid significant native vegetation and areas identified within the	**AO10.1-AO10.3 Not Applicable** The proposal seeks to retain all public utilities and street lighting on site as existing.

minimal adverse environmental impacts.	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 Not Applicable** The subject site is already provided with the outlined services to the standards of the approved supplier.
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 (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.	**AO12 Not Applicable** The proposal does not require the construction of conduits.
PO13 Development provides public art	**AO13** Development provides public art	**AO13 Not Applicable** The proposal has not been

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.	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.	identified within a neighbourhood plan or park concept plan as requiring public art.
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).	**AO14 Not Applicable** The proposal does not require the provision of public signage.
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.	**AO15 Complies** The Community Facility use will be designed in compliance with the community facilities standards in the Infrastructure Design Planning Scheme Policy.
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.	**AO16 Not Applicable** The proposal is not required to provide public toilets.
PO17 Development provides bridges, tunnels, elevated structures and	**AO17** Development that provides bridges, tunnels, elevated	**AO17 Not Applicable** Bridges, tunnels, elevated structures and water access

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.	structures and water access structures is designed and constructed in compliance with the standards in the Infrastructure design planning scheme policy.	structures are not a part of the proposal.
PO18 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.	**AO18** Development that provides culverts is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.	**AO18 Not Applicable** Culverts are not a part of the proposal.
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	**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 Not Applicable** The proposal involves a Place of Worship and does not require batters, retaining walls, seawalls and river walls.

Queensland in accordance with the applicable design standards.		
If for development with a gross floor area greater than 1,000m^2		
PO20 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.	**AO20** Development ensures that during construction: (a) the ongoing use of adjoining and surrounding parks and public spaces, such as malls and outdoor dining, is not compromised; (b) adjoining and surrounding landscaping is protected from damage; (c) safe, legible, efficient and sufficient pedestrian, cyclist and vehicular accessibility and connectivity to the wider network are maintained.	**AO20 Complies** The proposal will ensure that all adjoining and surrounding landscaping is protected and safe, legible and efficient pedestrian, cyclist and vehicular accessibility and connectivity is maintained.
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: (a) only occur between 6:30am and 6:30pm Monday to Saturday, excluding public holidays; (b) 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.	**AO21.1-21.3 Complies** The proposed construction will be limited to between 6:30am and 6:30pm Monday-Saturday, and will not occur over periods greater than 6 months. Furthermore, the proposal will ensure that the construction does not result in the emissions of dust beyond the site boundaries.
PO22 Development ensures that: (a) construction and demolition do not result in damage to surrounding property as a result of vibration; (b) 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 Complies** The proposal will ensure that construction on site will not result in noticeable levels of vibration.
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		

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.	**AO23.1-AO23.2 Not Applicable** The proposed Place of Worship does not and will not involve access by common private title.
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.	**AO24 Not Applicable** The proposed Place of Worship does not and will not involve access by common private title.
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		
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.	**PO25 Not Applicable** The proposal does not involve the Major Electricity Infrastructure and Bulk Water Supply Infrastructure identified on the SPP Mapping system.
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		
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.	**PO26 Not Applicable** The proposal will not impact the Major Electricity Infrastructure and Bulk Water Supply Infrastructure identified on the SPP Mapping system.

4.3.7

4.3.8 Landscape Work Code

Performance outcomes	Acceptable outcomes	Proposed Solutions
PO1 Development ensures that trees are protected from development impacts.	**AO1.1** Development ensures that trees identified in a landscape concept plan or development approval are retained and protected in accordance with AS 4970-2009 Protection of trees on development sites.	**AO1.1-AO1.2 Complies** The proposal will ensure that trees identified in the landscape concept plan are retained on site.
	AO1.2 Development ensures that tree surgery and pruning is carried out in accordance with AS 4373-2007 Pruning of amenity treuces for: vegetation damaged as a result of the development; vegetation requiring pruning of branches and/or roots.	
PO2 Development provides acoustic barriers and long fences along street frontages which: (a) are enhanced by appropriate planting; (b) are of high visual quality; (c) are designed for longevity; (d) provide maintenance access and promote pedestrian permeability in appropriate circumstances.	**AO2.1** Development ensures that an acoustic barrier or fence which is required by a use code to be provided along a fence or within the site: (a) is designed in compliance with the standards in the Infrastructure design planning scheme policy; (b) incorporates elements of visual interest appropriate to the scale of the development for a fence or acoustic barrier over 40m long; (c) incorporates a gate for maintenance access to the street frontage side of the barrier or fence if a gate can open on to a publicly accessible area within the site; (d) incorporates a gate or appropriately designed opening for public pedestrian access where linking two publicly accessible areas.	**AO2.1-AO2.2 Not Applicable** Acoustic barriers are not required to be provided for the subject site. Please refer to the Acoustic Report prepared by AcousticWorks.
	AO2.2 Development ensures that a planting buffer required by a use code for an acoustic barrier or fence incorporates: (a) species in accordance with the Planting species planning scheme policy; (b) a minimum of 2 tier planting.	
PO3 Development provides species as a screen or buffer which maintain the amenity of adjoining premises.	**AO3** Development ensures that a landscape buffer required by a use code incorporates: species in accordance with the Planting species planning scheme policy; a minimum of 2 tier planting.	**AO3 Complies** The proposed landscaping will incorporate appropriate plant species endemic to the area and in accordance with the Planting Species Planning Scheme Policy. Please refer to the Landscape Concept Plan

		prepared by GB-A Landscape.
PO4 Development provides growing media and volumes appropriate for landscape work to ensure the long-term performance, ease of maintenance and sustainability of plantings.	**AO4.1** Development provides growing media and volumes for landscape work in accordance with the Landscape design planning scheme policy. Note—Notations of proposed growing media and soil volume calculations for the documented mature vegetation size and scale may assist in demonstrating compliance with the acceptable outcome.	**AO4.1 Complies** The proposed landscape areas will employ appropriate growing media in accordance with the Landscape Design Planning Scheme Policy.
	AO4.2 Development provides species which are chosen to ensure the long-term performance and access requirements of the landscape.	**AO4.2 Complies** Please refer to the Landscape Concept Plan prepared by GB-A Landscape.
	AO4.3 Development provides podium planting in compliance with the Infrastructure design planning scheme policy.	**AO4.3 Not Applicable** The proposal does not involve podium planting.
PO5 Development provides landscaping in a common area which provides for clear sightlines and good visibility to entrance and exit points.	**AO5.1** Development incorporates a plant selection along a pathway which ensures: (a) a clear trunk height of minimum 1.8m at maturity; (b) a shrub height of maximum 1m at maturity. (c) Refer to the Crime prevention through environmental design planning scheme policy.	**AO5.1-AO5.2 Complies** The proposed landscaping will utilise elements of CPTED whilst maintaining safe sight lines.
	AO5.2 Landscaping and mounding do not interfere with visibility along a pathway. Refer to the Crime prevention through environmental design planning scheme policy.	
PO6 Development provides landscaping which supports a legible environment that can be safely navigated by pedestrians and cyclists.	**AO6** Development ensures that the landscape design provides cues to distinguish between a public area, a semi-public area and a private area. Note—Cues could include changes in levels, surface or landscape treatment or fencing.	**AO6 Complies** The proposed landscaping is situated along both street frontages which clearly separates private land from public land.
PO7 Development provides a plant selection which achieves the functional and aesthetic outcomes to balance the form and scale of the development including: (a) screening and buffering; (b) street presentation; (c) shading;	**AO7** Development provides species in accordance with the Planting species planning scheme policy.	**AO7 Complies** The proposed landscaping will incorporate a variety of plant species endemic to the area and in accordance with the Planting Species Planning Scheme Policy.

(d) amenity.		
PO8 Development provides planting densities and stock sizes which are optimised to: (a) reduce maintenance and erosion; (b) achieve amenity and ecological outcomes; (c) provide the level of coverage for any green facades, green walls or green roofs to achieve the functional and aesthetic outcomes of the landscape work for the life of the development. Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.	**AO8.1** Development provides planting densities and stock sizes when planting in natural ground which achieves: (a) full coverage of the mulched planting areas within 2 years; (b) 95% coverage of the extent of the elevation within 2 years where for green facades. **AO8.2** Development achieves the minimum planting coverage for any artificial growing environment as specified in the Landscape design planning scheme policy.	**PO8 Complies** Planting densities will be provided in accordance with the relevant provisions. Please refer to the Landscape Concept Plan prepared by GB-A Landscape.
PO9 Development provides planting areas in open-air car parking areas which are designed and constructed to ensure that landscaping and shade trees thrive and achieve a minimum 50% shade cover within 5 years of planting.	**AO9.1** Development provides species in a car park that are selected in accordance with the Planting species planning scheme policy. **AO9.2** Development provides planting areas within car parking areas that are protected by wheel stops or bollards.	**AO9 Complies** Shade trees have been provided within the parking area where car parking is external to the building. All landscaping adjoining the carparking spaces are to be protected by wheel stops.
PO10 Development for a shade structure does not compromise landscape outcomes.	**AO10** Development for a shade structure in a car park allows unimpeded access to natural sunlight and rainwater for landscaping and shade trees.	**PO10 Not Applicable** Shade structures are not proposed.
PO11 Development involving the construction of retaining walls provides for: (a) safety; (b) an attractive appearance appropriate to the surrounding area; (c) easy maintenance; (d) longevity; (e) minimal water seepage impacts.	**AO11.1** Development of a retaining wall: is constructed in compliance with the structures standards in the Infrastructure design planning scheme policy and is certified by a Registered Professional Engineer Queensland; incorporates planting areas.	**AO11.1 Not Applicable** Retaining walls are not proposed in landscaped areas.
PO12 Development provides for: (a) water sensitive urban design measures which are employed within the landscape design to maximise stormwater use; (b) drainage and stormwater management measures to reduce any adverse impacts on the landscape; (c) stormwater harvesting to be maximised and any adverse	**AO12.1** Development provides drainage for artificial growing environments which is connected to the stormwater drain. **AO12.2** Development ensures that the maximum site stormwater harvest capacity is utilised to meet the irrigation demand of the development before alternate irrigation sources are utilised, and is in accordance with the standards in the Landscape design planning scheme policy.	**AO12.1-AO12.4 Complies** The subject site will be connected to the existing water network for irrigation. Stormwater drainage will be maintained.

impacts of stormwater minimised; (d) reticulated irrigation to all artificial growing environments.	**AO12.3** Development provides areas of pavement, turf, landscaping and mulched garden beds which are adequately drained.	
	AO12.4 Development provides a reticulated irrigation system to all landscaping areas in accordance with the Landscape design planning scheme policy.	
PO13 Development provides landscaping and supporting growing environments which: are safe; (a) ensure efficient and effective maintenance; (b) ensures success and long-term performance. Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.	**AO13.1** Development ensures that all turf areas on the site are accessible externally by standard lawn maintenance equipment and receive adequate sunlight.	**AO13.1 Complies** All landscape areas will be accessible for maintenance.
	AO13.2 Development ensures that where landscape work on structures are serviced from tank water, the control devices are located in a common area.	**AO13.2 Not Applicable** The subject site is not serviced by tank water.
	AO13.3 Development provides one hose cock within each private landscape and recreation area.	**AO13.3 Complies** Hose cocks will be provided where necessary.
	AO13.4 Development provides landscaping that uses appropriate materials to maintain the function of an overland flow path.	**AO13.4 Complies** The proposed development will utilise appropriate materials to maintain the function of the overland flow.
	AO13.5 Development ensures that all artificial growing environments are accessible for safe and practical maintenance from within the site.	**AO13.5-AO13.7 Not Applicable** The proposal does not include artificial growth environments.
	AO13.6 Development ensures that all artificial growing environments are designed to be durable and to prevent material movement from structures.	
	AO13.7 Development ensures that artificial growing environments are designed to allow for flush out.	
	AO13.8 Irrigation systems are designed to prevent overspray outside of planting areas.	**AO13.8 Complies** Any irrigation systems will not overspray outside of planting areas.
PO14 Development ensures that the location and type of planting do not compromise the function and accessibility of services and facilities.	**AO14.1** Development provides plant species which are selected and sited, taking into consideration the location and access requirements of overhead and underground services.	**AO14.1 Complies** The proposed landscaping will not impact the safe and efficient vehicle manoeuvrability throughout the site.

PO15 Development ensures that landscaping in artificial growing environments is appropriately designed, located and supported to ensure long-term performance, safety and function. Note—Guidance is provided in the Landscape design planning scheme policy.	**AO15.1** Artificial growing environments are designed in accordance with the Landscape design planning scheme policy and are considered in the structural design of the development. **AO15.2** Artificial growing environments include appropriate drainage and waterproofing in accordance with the Landscape design planning scheme policy.	**AO15.1-AO15.2 Not Applicable** The proposal does not include artificial growth environments.
PO16 Development incorporating a rooftop garden provides landscaping that: (a) is integrated into the rooftop garden design; (b) ensures that landscaped open spaces dominate the built form elements; (c) contributes to shade of communal open space; (d) enhances the visual amenity and function of different rooftop garden spaces; (e) contributes to greening the building appearance 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.	**AO16.1** Development incorporating a rooftop garden provides landscaping that includes: (a) planting at the perimeter of the rooftop for a minimum extent of 50% of the rooftop perimeter facing at least two different elevations of the building; (b) a diverse mix of suitable planting species including ground covers, shrubs and trees at different heights in accordance with the Planting species planning scheme policy; (c) suitable medium shrubs and small trees in accordance with the Planting species planning scheme policy providing a minimum 25% shade cover of rooftop communal open space within 5 years. **AO16.2** Development for a rooftop garden where Section 1.7.7(3) applies, or where exceeding maximum building height, provides soft landscaping features that are: (a) a minimum 75% open to the sky; (b) provided in addition to any artificial soft landscape features.	**AO16.1-AO16.2 Not Applicable** The proposal does not include a rooftop garden.

4.3.9 Outdoor Lighting Code

Performance outcomes	Acceptable outcomes	Proposed Solutions
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.	**AO1.1 Complies** The proposal will ensure that any outdoor lighting is designed in accordance with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting.

	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 luminar.	**AO1.2 Not Applicable** The proposal does not involve floodlighting.

4.3.10 Stormwater Code

The provisions of the Stormwater Code have been reviewed and assessed within the Civil Engineering Report prepared by Northrop. It is noted that a Council stormwater trunk main (three 1,125mm diameter RCP) runs through the site within Easement A/B. The development has been designed to protect the trunk main and maintain Council's access to it. Please refer to Section 4.2 of this report.

4.3.11 Transport, Access, Parking and Servicing Code

Performance outcomes	Acceptable outcomes	Proposed Solutions
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.	**AO1 Complies** The proposal complies with the relevant standards outlined within the Transport, access, parking and servicing planning scheme policy. Please refer to the Transport Impact Assessment prepared by Ratio Traffic Consultants.
PO2 Development of a major size incorporates on-site provision for	**AO2** No acceptable outcome is prescribed.	**PO2 Not Applicable** The proposal is not for development of a major size.

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 with the planning by the Queensland 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.	**AO3.1 Complies** The proposal provides site access which is designed in accordance with the Transport, Access, Parking and Servicing Planning Scheme Policy. Please refer to the Transport Impact Assessment prepared by Ratio Traffic Consultants.
	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.	**AO3.2 Not Applicable** The proposal does not involve an easement for vehicular access.
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.	**AO4.1 Not Applicable** The proposal will retain walking and cycle routes on site as existing.
	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.	**AO4.2-AO4.3 Not Applicable** The proposal will retain walking and cycle routes on site as existing.
	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.	
PO5 Development provides secure and convenient bicycle parking which:	**AO5.1** Development provides on-site bicycle parking spaces in compliance with the standards in	**AO5.1-AO5.5 Not Applicable** The proposed Place of Worship does not require bicycle parking spaces under the Transport,

(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 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.	the Transport, access, parking and servicing planning scheme policy. **AO5.2** Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (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. **AO5.4** Development provides visitor bicycle parking which does not impede pedestrian movement. **AO5.5** Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Access, Parking and Servicing Planning Scheme Policy.
PO6 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.	**AO6 Not Applicable** The proposed Place of Worship does not require shower cubicles and lockers for pedestrians and cyclists under the Transport, Access, Parking and Servicing Planning Scheme Policy.
PO7 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.	**AO7 Not Applicable** The proposal will maintain existing pedestrian and cycle access arrangements onsite.
PO8 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.	**PO8 Not Applicable** The proposal will maintain existing pedestrian and cycle access arrangements onsite.
PO9 Development provides access driveways in the road area that are	**AO9.1** No acceptable outcome for access is prescribed, for a major development (as described in the	**AO9.1 Not Applicable** The proposal is not for a major development.

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.	Transport, access, parking and servicing planning scheme policy).	
	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.	**AO9.2 Complies** The proposal retains the existing single access driveway to Dixon Street. No upgrades to the driveway are proposed. Please refer to the Transport Impact Assessment prepared by Ratio Traffic Consultants.
	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.	**AO9.3 Complies** The proposal will provide sight distances which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. Please refer to the Transport Impact Assessment prepared by Ratio Traffic Consultants.
	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.	**AO9.4 Complies** The proposal provides an access driveway which is located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. Please refer to the Transport Impact Assessment prepared by Ratio Traffic Consultants.
	AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	**AO9.5 Complies** The proposal retains the existing single access driveway from Dixon Street. No changes or upgrades to the driveway are proposed.
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.	**PO10 Not Applicable** The proposal does not involve redevelopment.
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.	**AO11.1 Complies** The proposal will maintain sight distances which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. Please refer to the Transport Impact Assessment prepared by Ratio Traffic Consultants.
	AO11.2	**AO11.2 Complies**

	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.	Any convex mirrors will be provided in accordance with the outlined requirements.
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 accepted development subject to compliance with identified requirements 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.	**AO12 Complies** The subject site is located within the City Frame area. As such, the proposal is to provide a maximum carparking rate of 1 space per 100m^2 GFA. Please refer to the Transport Impact Assessment prepared by Ratio Traffic Consultants which outlines that the proposal has a maximum car parking rate of 28 spaces. The development at hand provides 27 car parking spaces, compliant with this 28 space maximum.
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 accepted development subject to compliance with identified requirements, 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 accepted development subject to compliance with identified requirements 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.	**AO13 Not Applicable** The subject site is located within the City Frame Area.
PO14 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	**AO14.1** 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.	**AO14.1 Complies** The proposal provides 27 car parking spaces on site which complies with the maximum car parking arrangement under the City Frame Area. We note that members who use the Place of Worship will access the site via public transport within

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.		the area such as via the Auchenflower train station. Please refer to Section 2.3 of the Transport Impact Assessment prepared by Ratio Traffic Consultants.
	AO14.2 Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.	**AO14.2 Not Applicable** The proposal is not for a mixed use development.
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.	**AO15 Not Applicable** Please refer to the Transport Impact Assessment prepared by Ratio Traffic Consultants which outlines the on-site servicing and waste collection arrangements.
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; (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,	**AO16 Complies** The proposal will be designed utilising CPTED elements to maximise surveillance to the street frontages.

	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 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.	**AO17 Complies** The proposal provides various canvas reduction techniques and provides casual surveillance of all public spaces on site.
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.	**PO18 Performance Solution** Refuse collection will be undertaken on site by a private waste contractor using a low-clearance rear loader refuse collection vehicle (J.J. Richards, travel height 3.43m). The building provides approximately 4.0m of overhead clearance, which is less than the 4.5m required for a standard refuse collection vehicle under the Transport, access, parking and servicing planning scheme policy. As such, a performance solution is proposed. The swept path diagrams prepared by Ratio Traffic Consultants show the low-clearance vehicle can safely access and service the site. Please refer to the Transport Impact Assessment prepared by Ratio Traffic Consultants.
PO19 Development layout provides for services which: (a) are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a minor	**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 Transport,	**AO19.1-AO19.3 Not Applicable** The proposal does not involve the development of an on-site service bay.

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.	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. **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.	Please refer to the Transport Impact Assessment prepared by Ratio Traffic Consultants.
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.	**AO20 Not Applicable** The proposal will ensure that service vehicles use the shortest and most direct route to the major road network.
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 other 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 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.	**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 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	**AO21.1-AO21.2 Not Applicable** The proposal does not involve freight-dependent development.

	used as an access route in compliance with the Infrastructure design planning scheme policy.	

4.3.12 Wastewater Code

The proposal involves a Material Change of Use and Building Work for the purpose of a new Place of Worship use on site. The proposal does not involve any wastewater. As such, the provisions of the Wastewater Code are not applicable.

4.3.13 Toowong-Auchenflower Neighbourhood Plan Code

Performance outcomes	Acceptable outcomes	Proposed Solutions
General		
Built form – Overall		
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: (a) is consistent with the anticipated density and assumed infrastructure demand; (b) is aligned to community expectations about the number of storeys to be built; (c) is proportionate to and commensurate with the utility of the site area and frontage width; (d) is designed to avoid a significant and undue adverse amenity impact on adjoining development; (e) is sited to enable existing and future buildings to be well separated from each other and to avoid affecting the development of an adjoining site; (f) retains the significant views of Mt Coot-tha or the Brisbane River. 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.	**AO1.1** Development complies with the number of storeys, building height and minimum site frontage in Table 7.2.20.3.3.B. 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.	**AO1.1 Not Applicable** The proposal is not located within the precincts outlined within Table 7.2.20.3.3.B and has a site area exceeding 1,000m^2.
	AO1.2 Development has building setbacks which are in accordance with Table 7.2.20.3.3.C.	**AO1.2 Complies** The proposal provides compliant setbacks in accordance with Table 7.2.20.3.3.C.
	AO1.3 Development has a maximum horizontal dimension of 40m for any tower.	**AO1.3-AO1.4 Not Applicable** The proposal does not involve a tower.
	AO1.4 Development has a maximum tower site cover of 50%.	
	AO1.5 Development has a maximum podium height of: (a) 4 storeys in centres; (b) 3 storeys in residential areas.	**AO1.5 Not Applicable** The proposal does not involve a podium.
	AO1.6 Development has building siting, configuration and design which retains the significant views of Mt Coot-tha or the Brisbane River as identified in Figure b.	**AO1.6 Complies** The proposal is not located within an identified significant view path.
If in a zone in the centre zones category or the Mixed use zone		
PO2 Development: (a) actively contributes to a vibrant and safe streetscape;	**AO2.1** Development includes: (a) balconies, living areas, entries and windows that overlook streets, arcades or	**AO2.1-AO2.3 Not Applicable** The subject site is not located within the Centre Zones category or the Mixed Use Zone.

(b) provides a highly active frontage with a high proportion of openings and windows that support their functioning as streets with: (i) high levels of on-street activity; (ii) pedestrian movement and strong integration between the footpath and adjoining ground level spaces; (iii) seamless integration between indoor and outdoor spaces; a building design that results in sensitive massing and articulation that creates a human scale; (c) creates a safe and enjoyable pedestrian environment to minimise the interruption of vehicular crossovers and entries.	spaces as illustrated in Figure c; (b) building facade articulation including: (i) frequent openings and small foyers at ground level; (ii) windows and doors that open into activities; (iii) display windows or showcases; (iv) rich architectural detailing; (v) sun-protection devices. (c) ground storey pedestrian entries that are clearly visible from the public realm; (d) a vertical mix of land uses; (e) lighting of publicly accessible areas.	
	AO2.2 Development fronting Sherwood Road is occupied for a minimum of 75% of the ground storey frontage by tenancies that are suitable for shops or other highly active uses.	
	AO2.3 Development that fronts a street with secondary activation or an indicative location for an arcade as indicated in Figure b is occupied for a minimum of 40% of the ground storey frontage by tenancies that are suitable for shops or other highly active uses or units that are directly accessible from the street.	
PO3 Development in centre precincts provides a balanced mix of residential and non-residential uses and includes a significant component of non-residential centre activities to maximise transit-oriented development outcomes.	**AO3** Development has a maximum of 80% of the floor space of individual buildings occupied by residential uses.	**AO3 Not Applicable** The subject site is not located within the Centre Zones category or the Mixed Use Zone.
PO4 Development of buildings' ground and podium levels exhibit a fine-grain building rhythm and architectural interest with variations in horizontal and vertical profile.	**AO4** Development at ground and podium levels of buildings incorporate: (a) balconies orientated to the street; (b) distinctive elements within the facade; (c) elements of a finer scale than the main structural framing.	**AO4 Not Applicable** The subject site is not located within the Centre Zones category or the Mixed Use Zone.
If in a residential area		
PO5 Development: (a) makes a positive contribution to the local area and	**AO5.1** Development has a building form and facade that addresses the street and provides balconies	**AO5.1 Complies** The proposal involves a building form and façade which addresses the street frontages and provides

addresses the issues of noise, privacy, height, orientation, views, shade and security through high-quality design; (b) actively contributes to the streetscape and provides a high level of amenity for both residents and pedestrians.	overlooking the street, in accordance with Figure d.	balconies overlooking the street.
	AO5.2 Development for residential buildings delivers direct entry from the street to ground-level units.	**AO5.2 Not Applicable** The proposal does not involve a residential use.
	AO5.3 Development has ground storey pedestrian entries that are clearly visible from the street.	**AO5.3 Complies** The proposal involves ground storey pedestrian entry which is clearly visible from Dixon Street.
Landmark sites		
PO6 Development on a landmark site provides a prominent visual reference and contribution to the city's public realm by: (a) exhibiting subtropical architectural excellence through design, treatment and articulation; (b) defining the site and its setting through building form, expression, silhouette, scale, materials and landscaping; (c) reinforcing a sense of arrival to the neighbourhood plan area, precinct or sub-precinct by marking a node, an intersection or major connection point in the city; (d) respecting the prominence of any adjoining or nearby heritage places or local landmarks; (e) incorporating public art that is integrated with the development's design response to the public realm.	**AO6** No acceptable outcome prescribed. Note—This is a locally specific outcome complementing the requirements of the neighbourhood plan section of either the Multiple dwelling code or Centre or mixed use code.	**AO6 Not Applicable** The subject site is not identified as being a Landmark Site.
Transport, car parking, access and servicing		
PO7 Development provides vehicle entrances, servicing and car parking which are designed and located to provide: (a) a seamless integration into the development; (b) passive surveillance so as not to dominate the street environment; (c) pedestrian movement, comfort and safety in areas of high-pedestrian usage by reducing pedestrian and vehicular conflict.	**AO7.1** Development provides underground car parking.	**PO7 Performance Solution** The proposal does not involve underground carparking, and provides carparking at the ground floor. The carparking areas are to be screened from the streetscape by landscaping as to minimise the visual impact of the development, and ensures that the street environment is not dominated. Furthermore, the carparking is to be located at ground floor due to the flooding which affects the site, for safe and efficient egress within a defined flood event.
	AO7.2 Development has vehicular access which is not provided from a principal frontage where	**AO7.2 Complies** The proposal maintains the existing access driveway from Dixon Street.

	alternative access can be provided.	
	AO7.3 Development has 1 vehicle access point to each site.	**AO7.3 Complies** The proposal only involves 1 vehicular access point.
	AO7.4 Development in a centre provides vehicle access points which are not located within 30m of another and shared vehicle access points are used where possible, particularly for buildings fronting Sherwood Road.	**AO7.4 Not Applicable** The proposal is not located within a centre.
	AO7.5 Development in a residential area has vehicle entrances which are no wider than 5.5m and no higher than 3.5m.	**PO7 Performance Solution** The proposal retains the existing access driveway from Dixon Street, with no changes proposed. AO7.5 relates to the height of the vehicle entrance opening, not the level of the entrance above the road. The building is raised to provide a flood compliant floor level, which results in an undercroft car park with a clear height of approximately 4.0m. This is higher than 3.5m and also allows access for the low-clearance refuse collection vehicle. The parking area is screened from the frontage utilising landscaping to ensure that the carparking space does not dominate the frontage.
	AO7.6 Development provides driveway crossovers which maintain the integrity, quality and primacy of footpaths.	**AO7.6 Complies** The proposal ensures that the driveway crossover maintains the integrity, quality and primacy of the existing footpath.
If in the Toowong centre precinct (Toowong—Auchenflower neighbourhood plan/NPP-001)		
AO8.1-AO11 Not Applicable The proposal is not located within the Toowong Centre Precinct.		
If in the Auchenflower heart precinct (Toowong—Auchenflower neighbourhood plan/NPP-005)		
AO12 Not Applicable The proposal is not located within the Auchenflower Heart Precinct.		
If in the Dunmore residential precinct (Toowong—Auchenflower neighbourhood plan/NPP-006)		
AO13 Not Applicable The proposal is not located within the Dunmore Residential Precinct.		

4.3.14 Airport Environs Overlay Code

The proposal does not intrude or create any physical obstruction into PANS-OPS and will not involve any air emissions on site. Additionally, the proposal ensures that waste will be covered and collected accordingly. As such, the proposal is compliant with the relevant provisions of the Airport Environs Overlay Code.

4.3.15 Bicycle Network Overlay Code

The provisions of the Bicycle Network Overlay Code have been reviewed and considered. The proposal involves retaining the existing bicycle network and cycle routes as existing, and complies with the provisions of the Bicycle Network Overlay Code as they apply.

4.3.16 Community Purposes Network Overlay Code

The provisions of the Community Purposes Network Overlay have been reviewed and it is considered that they are not relevant to the proposal as the site is not contained within any sub-category of this overlay.

4.3.17 Critical Infrastructure and Movement Network Overlay Code

The provisions of the Critical Infrastructure and Movement Network Overlay Code are not assessable for the purpose of a Place of Worship.

4.3.18 Flood Overlay Code

Performance outcomes	Acceptable outcomes	Proposed Solution
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a dwelling house including any secondary dwelling **Note—Development for a dwelling house does not require assessment against any other sections of this code.**		
PO1 Development involving any habitable or non-habitable part of a dwelling house, including any secondary dwelling, is located and designed to: (a) minimise the risk to people from flood hazard; (b) achieve acceptable flood immunity; (c) minimise property impacts from a flood event up to and including the defined flood event; (d) minimise disruption to residents, recovery time and rebuilding or restoration costs after a flood event up to and including the defined flood event.	**AO1.1** Development for a dwelling house including any secondary dwelling: (a) is not located in the Brisbane River flood planning area 1, 2a or 2b sub-categories or the Creek/waterway flood planning area 1 or 2 sub-categories; or (b) is only located in these sub-categories, if a Registered Professional Engineer Queensland certifies that the dwelling house and any secondary dwelling are structurally designed to be able to resist hydrostatic and hydrodynamic loads associated with flooding up to and including the defined flood event.	**AO1.1-AO1.3 Not Applicable** The proposal is for a Place of Worship.
	AO1.2 Development for a dwelling house and any secondary dwelling complies with the minimum flood planning levels in Table 8.2.11.3.B. Note—If located in an area that has no flood level information available from the Council such as an overland flow path, a Registered Professional Engineer of Queensland with expertise in undertaking flood studies is to certify that the flood level and development levels for the dwelling house and any secondary dwelling achieve the required flood planning levels in Table 8.2.11.3.B.	
	AO1.3 Development involving a building undercroft complies with the minimum clearance requirements in Table 8.2.11.3.E. Editor's note—For creek/waterway, storm-tide and river flooding, applicable flood planning information is available from Council's FloodWise Property Report. Note—The Flood planning scheme policy provides guidance on undercroft design.	
PO2 Development within the Creek/waterway flood planning	**AO2** Development:	**AO2 Not Applicable** The proposal is for a Place of Worship.

area sub-categories or Overland flow flood planning area sub-category: (a) maintains the conveyance of flood waters to allow flow and debris to pass predominantly unimpeded through the site; (b) does not concentrate, intensify or divert floodwater onto upstream, downstream or adjacent properties; (c) will not result in a material increase in flood levels or flood hazard on upstream, downstream or adjacent properties.	(a) is not located within the Creek/waterway flood planning area 1, 2 or 3 sub-categories or the Overland flow flood planning area sub-category; or (b) provides an open undercroft area from natural ground level to habitable floor level for any area inundated by the defined flood event; or Note—This undercroft area is not suitable for providing non-habitable rooms, secure storage of valuables, or future enclosing for storage or car parking. The clear area may include structural elements such as columns and floor substructure. The Flood planning scheme policy provides guidance on undercroft design. Editor's note—An open undercroft design may be achieved through a 'valance' treatment around the perimeter of an otherwise internally clear undercroft. Editor's note—For Creek/waterway, storm-tide and river flooding, applicable flood planning information is available from Council's FloodWise Property Report. (c) a report from a Registered Professional Engineer Queensland certifies that the development in the Creek/waterway flood planning area or Overland flow flood planning area sub-categories will not result in a material increase in flood level or flood hazard on upstream, downstream or adjacent properties. Note—Flood studies demonstrate that the development and engineering design methods conform to the principles within the Flood planning scheme policy and the Infrastructure design planning scheme policy.	
Section B—If accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development other than for a dwelling house or reconfiguring a lot **Note—If development that is accepted development subject to compliance with identified requirements complies with the acceptable outcomes of this part, no further assessment against this code is required.**		
PO3 Development: (a) is compatible with flood hazard in a defined flood event; (b) minimises the risk to people from flood hazard; (c) does not reduce the ability of evacuation resources including emergency services to access and evacuate the site in a flood emergency, with consideration to the scale of the development; (d) minimises impacts on property from flooding; (e) minimises disruption to residents, business or site	**AO3** Development for a material change of use is identified in Table 8.2.11.3.C as compatible with the flood hazard in the relevant flood planning area.	**PO3 Performance Solution** The proposed Place of Worship is not compatible with the Brisbane River Flood Planning Area 2a sub-category. The Place of Worship provides a first floor level of 7.8m AHD, which exceeds the required 1% AEP flood level + 500mm of 7.2m. Furthermore, the carparking arrangements will ensure that safe and efficient egress can be achieved.

operations and recovery time due to flooding; (f) minimises the need to rebuild structures after a flood event greater than the defined flood event. Note—Where Table 8.2.11.3.C identifies that a flood risk assessment is required, compliance with this performance outcome can be achieved by submitting a flood risk assessment, which may be included within a flood study, addressing the criteria within this performance solution. Preparing flood risk assessments and flood studies is required to be in accordance with the Flood planning scheme policy. Note—An emergency management plan prepared in accordance with the Flood planning scheme policy, which sets out procedures for evacuation due to flooding may be used to demonstrate compliance with this performance outcome.		The raised building results in a structure which will not require major rebuild after a Defined Flood Event and does not provide walls at the ground level, other than the lift shaft walls.
PO4 Development for a park ensures that the design of a park and location of structures and facilities responds to the flood hazard and balances the safety of intended users with: (a) maintaining continuity of operations; (b) impacts of flooding on asset life and ongoing maintenance costs; (c) efficient recovery after flood events; (d) recreational benefits to the city; (e) availability of suitable land within the park.	**AO4.1** Development involving a building or structure in a park complies with the flood planning levels specified in Table 8.2.11.3.D.	**AO4.1–AO4.2 Not Applicable** The proposal does not involve building in a park.
	AO4.2 Development involving a building or structure in a park where Table 8.2.11.3.D does not apply: (a) is not located within the 20% AEP flood extent of any creek/waterway or overland flow path; or (b) is located above the 20% AEP flood level of any creek/waterway or overland flow path.	
Section C—If for assessable development other than for a dwelling house		
PO5 Development is located and designed to: (a) minimise the risk to people from flood hazard on the site; (b) minimise flood damage to the development and contents of buildings up to the defined flood event; (c) provide suitable amenity; (d) minimise disruption to residents, recovery time and the need to rebuild structures after a flood event up to and including the defined flood event.	**AO5.1** Development complies with the flood planning levels specified in Table 8.2.11.3.D. Note—If located in an area with no Council-derived flood levels such as an overland flow path, a Registered Professional Engineer Queensland with expertise in undertaking flood studies is to derive the applicable flood level and certify that the development meets the required flood planning levels in Table 8.2.11.3.D. The study is to demonstrate that the development and engineering design methods conform to the principles within the Flood planning scheme policy and the Infrastructure design planning scheme policy.	**AO5.1 Complies** The Place of Worship provides a compliant first floor level of 7.8m AHD, which achieves the 1% AEP flood level + 500mm of 7.8m required for Class 9b buildings.
	AO5.2 Development is: (a) not located in the: (c) Brisbane River flood planning area 1, 2a, or 2b sub-categories; (d) Creek/waterway flood planning area 1 or 2 sub-categories;	**AO5.2 Complies** The proposal involves a Place of Worship located within the Brisbane River Flood Planning Area 2a and Overland Flow Flood Planning Sub-category.

	(b) Overland flow flood planning area sub-category; or (c) only located in these sub-categories if a Registered Professional Engineer Queensland with expertise in undertaking flood studies certifies that: (i) the development design, siting and any mitigation measures will ensure the development is structurally adequate to resist hydrostatic, hydrodynamic and debris impact loads associated with flooding up to the defined flood event; and (e) the risk to people is managed to an acceptable level.	The proposal provides a minimum floor level of 7.8m AHD, exceeding the requirements of the Brisbane River Flood Planning Area 2a and overland flow on site. The proposal utilises an open ground floor for the purpose of parking, which allows for overland flow to pass through the site. Furthermore, the development utilises materials which are capable of withstanding hydrostatic and hydrodynamic forces to ensure that the development is not required to be rebuilt.
PO6 Development involving essential electrical services or a basement storage area is suitably located and designed to ensure public safety and minimise flood recovery and economic consequences of damage during a flood.	**AO6.1** Development ensures that: (a) all areas containing essential electrical services comply with the flood planning levels in Table 8.2.11.3.D; or (b) if a basement contains essential electrical services or a private basement storage area, the basement is a waterproof structure with walls and floors impermeable to the passage of water with all entry points and services located at or above the relevant flood planning level in Table 8.2.11.3.D. Note—A basement storage area does not include a bike storage room, change room, building maintenance storage and non-critical electrical services.	**AO6.1 Complies** The proposal will ensure that all electrical services will be located above the minimum 1% AEP Flood Level + 500mm of 7.8m AHD, noting that the majority of services, plant and equipment will be accommodated on the roof.
	AO6.2 Development involving a basement that relies on a pumping solution to manage floodwater ingress or for dewatering after a flood provides a secondary pump system with a backup power source for the pump.	**AO6.2 Not Applicable** The proposal does not involve a basement.
PO7 Development does not directly or indirectly create a material adverse impact on flood behaviour or drainage on properties that are upstream, downstream or adjacent to the development.	**AO7.1** Development: (a) does not block, or divert floodwaters for any area affected by creek/waterway or overland flow flooding, excluding storm-tide flooding and Brisbane River flooding sources; or (b) does not result in a material increase in flood level or hydraulic hazard on upstream,	**AO7.1-AO7.3 Complies** The proposal provides an open ground floor level for the purpose of car parking. As such, the Place of Worship ensures that Brisbane River flooding is not obstructed on site and can pass through the property. Therefore, it is considered that the development will not result in the increase in flood level or hydraulic

	downstream or adjacent properties. Note—Compliance with this acceptable solution can be demonstrated by the submission of a flood study by a Registered Professional Engineer of Queensland with expertise in undertaking flood studies demonstrating that the development and engineering design methods conform to the principles within the Flood planning scheme policy and the Infrastructure design planning scheme policy.	hazard upon the surrounding properties. Please refer to the Overland Flow Flood Assessment prepared by Water Technology.
	AO7.2 Development retains existing overland flow paths and does not rely wholly on piped solutions to manage major flows.	
	AO7.3 Development which creates a new overland flow path or significantly modifies an existing overland flow path via earthworks does not materially worsen hydraulic hazard on the site from existing conditions. Note—Compliance with this acceptable solution can be demonstrated by the submission of a flood study by a Registered Professional Engineer of Queensland with expertise in undertaking flood studies demonstrating that the development and engineering design methods conform to the principles within the Flood planning scheme policy and the Infrastructure design planning scheme policy.	
PO8 Development for filling or excavation in an area affected by creek/waterway flooding does not directly, indirectly or cumulatively cause any material increase in flooding or hydraulic hazard or involve significant redistribution of flood storage from high to lower areas in the floodplain. Note—This can be demonstrated by undertaking earthworks in compliance with the Compensatory earthworks planning scheme policy. Note—This part of the code applies to all development other than a dwelling house and any secondary dwelling which involves filling or excavation, whether or not the development application comprises a separate development application for operational work involving filling or excavation.	**AO8** Development ensures that no filling or excavation greater than 100mm is located in the Creek/waterway flood planning area 1, 2 or 3 sub-categories if contained in the 5% AEP flood extent of any Creek/waterway flood planning area sub-category for which no waterway corridor has been mapped in the Waterway corridors overlay.	**AO8 Not Applicable** The proposal does not involve filling or excavation within the Creek/waterway flood planning area.
PO9 Development ensures that the building and site design: (a) maintains the conveyance capacity of existing overland flow paths and creek/waterways; (b) ensures floodwaters and flood debris can pass predominantly unimpeded under a structure	**AO9.1** Development involving a building undercroft in the Creek/waterway flood planning area sub-categories or the Overland flow flood planning area sub-category: (a) complies with the minimum building undercroft clearance requirements in Table 8.2.11.3.E;	**AO9.1 Complies** The proposal provides an undercroft garage with a height clearance of approximately 4.0m.

or building to minimise property or building damage, including for a flood larger than the defined flood event; (c) mitigates flood impacts by ensuring that filling, excavation and location of services are designed to allow for the conveyance of floodwater across the site. Note—The Flood planning scheme policy provides guidance on relevant considerations in determining minimum undercroft clearances and treatment of ground level in undercroft areas where floodwater conveyance is required underneath development.	(b) not located directly above any part of a waterway corridor as mapped in the Waterway corridors overlay.	
	AO9.2 Development involving a building undercroft in the Creek/waterway flood planning area sub-categories or the Overland flow flood planning area sub category: (a) has a ground level within the undercroft area that is free draining; (b) does not involve excavation below ground level of more than 300mm within the undercroft area.	**AO9.2 Complies** The proposed ground level will be utilised for carparking and functions as an undercroft area, which will be appropriately serviced with stormwater pits to mitigate flood impacts.
PO10 Development for vulnerable uses, difficult to evacuate uses or assembly uses optimises vehicular access and efficient evacuation from the development to parts of the road network unaffected by flood hazard, in order to: (a) protect safety of users and emergency services personnel; (b) support efficient emergency services access and site evacuation with consideration to the scale of development. Note—A flood risk assessment may be required to address the performance outcomes or acceptable solutions which deal with evacuation and isolation arrangements, and the ability to take refuge. The Flood planning scheme policy provides information for undertaking flood risk assessments.	**AO10** Development for vulnerable uses, difficult to evacuate uses or assembly uses: (a) is not isolated in any event up to the relevant flood planning level specified in Table 8.2.11.3.L; or (b) has direct vehicle access to a critical route or interim critical route in the Critical infrastructure and movement network overlay for evacuation in a flood; or (c) can achieve vehicular evacuation to a suitable flood-free location. Note—A suitable flood-free location is of a size and nature sufficient to provide for the size and characteristics of the population likely to need evacuation to that area.	**AO10 Complies** Please refer to the Overland Flow Flood Assessment prepared by Water Technology which states that “For an overland flow event (2% AEP), modelling indicates that safe egress via Dixon Street is available.” Furthermore, a Flood Emergency Management Plan will be prepared to ensure that flood evacuation is appropriately managed.
PO11 Development has access which, having regard to hydraulic hazard, provides for safe vehicular and pedestrian movement and emergency services access to adjoining roads.	**AO11.1** Development provides an access or driveway into the site which is: (a) trafficable during the defined flood event; (b) not located in the Creek/waterway flood planning area 1 sub-category; (c) not located in the Overland flow flood planning area sub-category if the hydraulic hazard is unsafe in the defined flood event; (d) the access or driveway is not inundated by a 10% AEP flood.	**AO11.1-AO11.2 Complies** Please refer to the Overland Flow Flood Assessment prepared by Water Technology which states that “For an overland flow event (2% AEP), modelling indicates that safe egress via Dixon Street is available.” As such, access to the site is trafficable during the defined event.
	AO11.2 Development located in the Creek/waterway flood planning area 1, 2, 3 or 4 sub-categories	**AO11.2 Not Applicable** The subject site is not located in the Creek/waterway flood planning area 1, 2, 3 or 4 sub-categories.

	locates any disabled access in the highest part of the site. Note—explanation of hydraulic hazard provided in the Flood planning scheme policy.	
PO12 Development involving a new road, a bridge or culvert is designed to minimise impacts to flood behaviour, minimise disruption to traffic during a flood and allow for emergency access.	**AO12** Development involving a new road complies with the flood planning levels in Table 8.2.11.3.F.	**AO12 Not Applicable** The proposal does not involve a new road, bridge or culvert.
PO13 Development for pedestrian and cyclist paths: (a) provides a suitable level of trafficability; (b) manages the impacts of flooding on asset life and ongoing maintenance costs; (c) balances route availability with recreational and transport connectivity benefits to the city.	**AO13.1** Development for cyclist and pedestrian facilities other than on public roads, including those traversing through a park and adjacent to a watercourse and overland flow path, are located above the 39% AEP (2 year ARI) flood immunity from all flooding sources. Note—If the site is subject to more than one type of flooding, the requirement that affords the greatest level of protection will apply.	**AO13.1-AO13.2 Not Applicable** The proposal does not involve development for pedestrian and cyclist paths.
	AO13.2 All new on-road cyclist and pedestrian facilities comply with the flood planning levels and trafficability standards for the applicable category of road in Table 8.2.11.3.F or Table 8.2.11.3.K.	
PO14 Development which increases the residential population within the Brisbane River flood planning area sub-categories minimises the risk to people in all flood events with consideration to flood hazard, including warning time.	**AO14** Development in the Brisbane River flood planning area sub-categories in areas where the residential flood level is greater than 12.8m AHD involving: (a) an increase in the number of residential dwellings; or (b) additional residential lots is not subject to an unsafe hydraulic hazard in the 0.2% AEP flood event. Note—Explanation of a hydraulic hazard is provided in the Flood planning scheme policy.	**AO14 Not Applicable** The site is not subject to a residential flood level greater than 12.8m AHD.
Additional performance outcomes and acceptable outcomes for essential community infrastructure		
PO15 Development involving essential community infrastructure: (a) remains functional to serve community need during and immediately after a flood event, or is part of a network that is able to maintain the function of the essential community infrastructure when parts of the development are unable to function during or after a flood;	**AO15** Development involving essential community infrastructure: (a) is ancillary to and not relied upon for the provision of the essential service during a flood; or (b) is located above the flood planning levels in Table 8.2.11.3.G; (c) has access to or provides the necessary back-up emergency	**AO15 Not Applicable** The proposal does not involve essential community infrastructure.

(b) is designed, sited and operated to avoid adverse impacts on the community or the environment due to the impacts of flooding on infrastructure, facilities or access and egress routes; (c) is able to remain functional or is part of a network which is able to remain functional even when other infrastructure or services (such as electricity supply) may be compromised in a flood event; (d) contains mitigation measures which are not entirely dependent on human activation to respond to a flood event. Note—Protection of function is required up to and including the flood event in Table 8.2.11.3.G.	electricity and communications supply in times of flood; (d) is designed and constructed to resist hydrostatic and hydrodynamic forces as a result of inundation by the flood event listed for the development type in Table 8.2.11.3.G; (e) that services a local area: (i) is able to be accessed in times of flood to service local community needs up to the event listed for that development type in Table 8.2.11.3.G; or (ii) has a service continuity plan that demonstrates the continued provision of service during the relevant flood event.	
Additional performance outcomes and acceptable outcomes if development involves the processes in Table 8.2.11.3.H		
PO16 Development involving the storage and handling of hazardous materials avoids or minimises risks to public health and safety and the environment, by: (a) protecting underground tanks for hazardous materials against the forces of buoyancy, velocity flow and debris impacts; (b) securing above-ground tanks for hazardous materials against flotation and lateral movement; (c) preventing damage to hazardous materials pipework or entry of floodwater into hazardous materials pipework; (d) preventing damage to or off-site release of packages, drums or containers storing hazardous materials. Note—A chemical hazards flood risk report prepared in accordance with the Management of hazardous chemicals in flood prone areas planning scheme policy can assist in demonstrating achievement of this performance outcome. Note—A pump drainage system is not an acceptable measure to meet the performance outcome.	**AO16** (a) Development does not include the storage or handling of hazardous chemicals that exceed the hazardous chemicals flood hazard threshold quantities in Table 8.2.11.3.M. (b) Development involving the processes listed in Table 8.2.11.3.H: (i) where located in the Flood overlay area, occurs only in the Creek/waterway flood planning area 5 sub-category or the Brisbane River flood planning area 5 sub-category; or (ii) is consistent with the standards contained in the Management of hazardous chemicals in flood prone areas planning scheme policy and can operate without risk of environmental harm during a flood event. Note—The Management of hazardous chemicals in flood prone areas planning scheme policy sets out further information and processes including risk assessment for the management of hazardous chemicals in flood planning areas.	**AO16 Not Applicable** The proposal does not involve any of the processes in Table 8.2.11.3.H
Additional performance outcomes and acceptable outcomes for reconfiguring a lot		
PO17 Development locates and designs all lots resulting from reconfiguring a lot to:	**AO17.1** Development creating new lots is identified in Table 8.2.11.3.I as suitable within the relevant flood planning area.	**AO17.1-AO17.3 Not Applicable** The proposal does not involve reconfiguring the lot.

(a) minimise the risk to people from flood hazard; (b) minimise damage to property from flood hazard; (c) facilitate safe and efficient evacuation. Note— Consideration of all floods up to the probable maximum flood is relevant to minimising the risk to people. Flood warning time is not considered sufficient in the Creek/waterway planning area sub-categories or the Overland flow flood planning area sub-category. Filling above the flood planning level for a flood event greater than the defined flood event cannot be assumed to mitigate the flood hazard.	**AO17.2** Development provides for reconfiguring a lot design that achieves a road and lot layout which: (a) provides trafficable vehicular egress for evacuation during a defined flood event; (b) optimises hazard-free movement away from sources of flood hazard within the development. Note—Further advice on road and lot layout is contained in the Flood planning scheme policy. **AO17.3** Development which creates a new residential lot in an area subject to Brisbane River flooding, if the residential flood level is greater than 12.8m AHD is not subject to a hydraulic hazard greater than $0.6m^2/s$ DV or 0.6m deep in a 0.2% AEP flood. Note—Refer to the Flood planning scheme policy for further explanation on the 0.2% AEP flood.	
PO18 Development involving reconfiguring a lot: (a) minimises the risk to people from flood hazard; (b) creates safe evacuation routes or avoids isolation of the development during a flood greater than the defined flood event; (c) minimises damage to property and services; (d) provides lots and roads that are not frequently flooded or subject to nuisance ponding or seepage; (e) ensures lots created for park or private open space minimise the risk to people from flood hazard and are fit for purpose; (f) provides a lot that is not substantially burdened by flood mitigation infrastructure.	**AO18.1** Development involving reconfiguring a lot ensures: (a) all lots comply with the flood planning levels in Table 8.2.11.3.J; (b) a new road complies with the flood planning levels in Table 8.2.11.3.F. **AO18.2** Development involving reconfiguring a lot creating more than 6 residential lots or a lot for industry ensures the flood planning levels of a dedicated road fronting the development or providing primary access within 200m of the development: (a) complies with Table 8.2.11.3.K; or (b) has acceptable trafficability in accordance with the requirements in the Flood planning scheme policy and the Queensland Urban Drainage Manual. Note—The Flood planning scheme policy contains supporting information about trafficability on existing roads and serviceability during floods.	**AO18.1-AO18.3 Not Applicable** The proposal does not involve reconfiguring the lot.

	AO18.3 Development protects the conveyance of flood hazard area by providing an easement over the: (a) 2% AEP flood extent for overland flow flooding; (b) 1% AEP flood extent for creek/waterway flooding.	

4.3.19 Road Hierarchy Overlay Code

Performance outcomes	Acceptable outcomes	Proposed Solutions
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, efficiency, function, convenience of use or capacity of: (b) the road hierarchy shown on the Road hierarchy overlay map; (c) public transport operations; (d) pedestrian and cyclist movement; (e) 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.	**AO1.1** Development ensures that an access driveway is provided from: (a) a minor road; (b) a district road or suburban road if the development has high traffic-generating potential.	**AO1.1 Complies** The proposal retains access from a Neighbourhood Road, which is a minor road.
	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.	**AO1.2 Complies** Access to the site will not be given via a freight route.
	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.	**AO1.3 Complies** The site involves 2 frontages, both of which are a neighbourhood road. As such, the proposal retains the existing access via the lowest order road.
	AO1.4 Development ensures that a turn to and from a major road is restricted to a left turn only.	**AO1.4 Not Applicable** The site is not accessed via a major road.
	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.	**AO1.5 Not Applicable** The proposal will not be required to provide vehicle access to abutting sites.
Section B—If for assessable development for a material change of use		
PO2 Development does not compromise the safety, efficiency, function, convenience of use or capacity of the operation of the existing and future road hierarchy, and addresses all the impacts on the road hierarchy.	**AO2.1** Development ensures that the traffic generated by the development is consistent with the adjoining road's hierarchical classification, function and expected traffic flows.	**AO2.1 Complies** The proposal retains the existing access on site which previously serviced a Community Facilities use on site.
	AO2.2 Development mitigates an impact on the road hierarchy if the development: (a) is for a major development; or	**AO2.2 Not Applicable** The proposal does not involve a major development, is not along a major road and is not within

	(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.	100m of a signalised intersection.
Section C—If for assessable development for a material change of use or reconfiguring of a lot		
PO3 Development makes provision for future extension, expansion and widening of the existing and future road hierarchy where required.	**AO3** No acceptable outcome is prescribed.	**AO3 Not Applicable** The subject site is not subject to any future extensions or widening of the existing road reserve.
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 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.	**AO3A** No acceptable outcome is prescribed.	**PO3A Not Applicable** The proposal does not involve trunk infrastructure or infrastructure for the road network.

Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the *Planning Act 2016*.		
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		
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.	**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.	**AO4 Not Applicable** The proposal is not on a site in or adjacent a district road, suburban road or arterial road.
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy		
PO5-PO8 Not Applicable The proposal does not involve reconfiguring a lot, nor does it involve an extension or change to the road hierarchy.		

4.3.20 Significant Landscape Tree Overlay Code

Performance outcomes	Acceptable outcomes	Proposed Solutions
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a dwelling house		
AO1 Not Applicable The proposal does not involve a Dwelling House.		
Section B—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development other than for a dwelling house or for reconfiguration of a lot		
PO2 Development: (a) incorporates vegetation that has the landscape character values, including visual amenity, shade and cooling, wildlife habitat, subtropical nature, sense of place, social and cultural wellbeing, economic	**AO2** Development: (a) is located outside the tree protection zone of a significant landscape tree and protects the significant landscape tree by: (i) providing any water supply, sewerage,	**AO2 Complies** As identified in the Arboricultural Assessment prepared by Treescience, the proposal ensures that significant landscape trees are retained on site, and are protected in accordance with the relevant provisions.

valuation and pollution reduction provided by a significant landscape tree; or (b) if in the exceptional circumstance where a significant landscape tree cannot be retained, replaces a significant landscape tree with replacement trees which result in no net loss of the tree canopy area within 3 years. Note—Refer to the Vegetation planning scheme policy for additional guidance on measures to protect significant landscape trees and to the exceptional circumstances under which a significant landscape tree may be removed and replaced.	electricity, telecommunications and gas infrastructure alignment that avoids encroachment into the tree protection zone. Refer to Figure a; (ii) locating car parking spaces, driveways and other hardstand, soil compacting uses outside the tree protection zone. Refer to Figure a; or (b) is only located within a tree protection zone of a significant landscape tree where a qualified arborist provides written certification that the nature of the development activities will not adversely impact on the tree's health, longevity and stability. Note—Refer to AS 4970-2009 Protection of trees on development sites. This standard provides guidance on the care and protection of trees throughout the development process from site analysis, through design stages to final construction.	The Landscape Concept Plans prepared by Guymer Bailey Architects outlines the non-significant landscape trees which are to be removed, with all significant trees to be retained and protected.
Section C—If for assessable development for reconfiguring a lot		
AO3 Not Applicable The proposal does not involve Reconfiguring a Lot.		

4.3.21 Streetscape Hierarchy Overlay Code

Performance outcomes	Acceptable outcomes	Proposed Solutions
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 appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.	**AO1** Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as 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.	**AO1 Not Applicable** The proposal involves an existing verge and no land dedication is required in this case.
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.	**AO2.1 Not Applicable** The proposal will have no impact on any existing street trees.
	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	**AO2.2 Not Applicable** The proposal maintains existing street tree planting, verge and kerb treatment.

	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: (a) facilitates a high level of pedestrian movement and activity; (b) enforces the sense of arrival to individual precincts and major connections; (c) 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: (a) where identified in the Streetscape hierarchy overlay map; (b) in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	**AO3 Not Applicable** The site is not identified as being a corner land dedication on the Streetscape Hierarchy Overlay Map.
	AO3.2 Development ensures that landscaping including a large feature tree and seating is provided in a corner land 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		
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,	**AO4 Not Applicable** The subject site is not on or adjoining the Wildlife movement solution sub-category.

	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.	

4.3.22 Traditional Building Character (Demolition) Overlay Code

The proposal involves a Material Change of Use and Building Work for the purpose of a new Place of Worship use on site. The proposal does not involve the demolition of a building constructed in 1946 or earlier. As such, the provisions of the Traditional Building Character (Demolition) Overlay Code are not relevant to the proposal.

4.3.23 Traditional Building Character (Design) Overlay Code

The proposal involves a Material Change of Use and Building Work for the purpose of a new Place of Worship use on site. The proposal does not involve a residential use or works to a building constructed in 1946 or earlier. As such, the provisions of the Traditional Building Character (Design) Overlay Code are not applicable.

4.3.24 Transport Noise Corridor Overlay Code

The proposal involves a Material Change of Use and Building Work for the purpose of a new Place of Worship use on site. The proposal does not involve a residential use. As such, the provisions of the Transport Noise Corridor Overlay Code are not applicable.

4.0 CONCLUSION

The proposal relates to a Material Change of Use and Building Work for the purposes of Place of Worship use at 32 Dixon Street, Auchenflower.

Council's mapping indicates that the site is located in the Low-Medium Density Residential ((LMR2) 3 or 4 Storey Mix) Zone of City Plan 2014. The proposal is supported by multiple specialist reports prepared by the relevant professionals.

The proposal is to be located within an established residential area with multiple community facilities surrounding the site. Furthermore, the proposal seeks to maintain the existing use rights of the Community Facility on site, which is utilised for Scouts. As such, it is considered that the Place of Worship is appropriate for the site.

The information contained in this report demonstrates that the proposal complies with the relevant assessment benchmarks and that the proposal is suitable for the site.

We therefore request that the proposed development be considered favourably by Council and subsequently approved subject to reasonable conditions.

5.0 APPENDICES

DA Form 1

DA Form 2

Owner's Consent

Proposal Plans

Acoustic Report prepared by AcousticWorks

Arboricultural Assessment prepared by Treescience

Civil Engineering Report prepared by Northrop

Landscape Concept Plan prepared by GB-A Landscape

Overland Flow Flood Assessment prepared by Water Technology

Transport Impact Assessment Report prepared by Ratio Traffic Consultants

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