

## **APPENDIX D**

## **CODE ASSESSMENT**



## PART 2: UDA-WIDE CRITERIA

Amended 3 December 2021

Criteria	Response
<b>3.5 Affordable and Universal Housing</b>	
<p>All residential development (including residential components of a mixed use development) should deliver housing choice to suit a variety of households including: families, singles, couples, work-at-home occupiers, students, retirees, group accommodation households and people with special needs by offering variety in size, configuration, cost, adaptability, location and tenure.</p>	<p><b>Complies</b></p> <p>The proposed development consists of a mix of 1 bedroom, 2 bedroom, and 3 bedroom social and affordable self-contained units.</p> <p>Refer to the Town Planning Report and <b>Appendix E - Architectural Plans.</b></p>
<p>Residential development should be accessible and designed in accordance with universal and sustainable design principles to meet the diverse needs of people and households over time.</p> <p><i>Note – Refer to the UDLA Affordable Housing Strategy.</i></p>	<p><b>Complies</b></p> <p>The proposed development follows standards set by both the Liveable Housing Guide and Social Housing Guide.</p> <p>Refer to the Town Planning Report and <b>Appendix E - Architectural Plans.</b></p>
<p>The affordable and universal housing components of a development should be distributed throughout the development and be finished to a suitable standard with all reasonable fixtures, services and appliances.</p>	<p><b>Complies</b></p> <p>The proposed development consists of 152 social and affordable housing units.</p> <p>Refer to the Town Planning Report and <b>Appendix E - Architectural Plans.</b></p>
<b>3.6 Placemaking, Urban Design and Sustainability</b>	
<p>The form, type, and arrangement of buildings, streets and public spaces within the Fitzgibbon UDA should be designed in accordance with the following placemaking, urban design and sustainability goals.</p>	
<p><b>Sustainability</b></p> <p>Development should be designed to be as sustainable as possible through balancing, integrating and leveraging the ecological, social and economic opportunities in the UDA.</p>	<p><b>Complies</b></p> <p>The proposed development is located adjacent to bushland to the west, townhouse developments to the east, and the future village heart to the north. Institutions and services to support daily lives of residents are in close proximity.</p>

Criteria	Response
	Refer to the Town Planning Report and <b>Appendix E - Architectural Plans.</b>
<p><b>Sub-tropical</b></p> <p>Development should be designed to be sensitive to local climatic conditions by embracing and celebrating nature, water, openness, outdoors, spaces, informality, and a sense of a distinctive Queensland vernacular in building and landscape design.</p>	<p><b>Complies</b></p> <p>Refer to the Town Planning Report and <b>Appendix E - Architectural Plans.</b></p>
<p><b>Smart</b></p> <p>Development should be designed to stimulate entrepreneurial activity and innovation in place, through diversity and mix of land uses and development intensity and enabling businesses to be conducted from home.</p>	<p><b>Not Applicable</b></p> <p>The proposed development involves only a residential use.</p>
<p><b>Style</b></p> <p>Development should be designed to suit its time and place, and balance Queensland contrasts of:</p> <p>Outside and inside spaces;</p> <p>Natural and cultural influences;</p> <p>Private and public realms;</p> <p>Wet and dry seasons; and</p> <p>Urban and suburban places.</p>	<p><b>Complies</b></p> <p>The proposed development consists of residential units and communal open space, with urban design principles applied throughout.</p> <p>Refer to the Town Planning Report and <b>Appendix E - Architectural Plans.</b></p>
<p><b>Scale</b></p> <p>Development should be designed to a <b>size</b> that respects and reflects its suburban or urban situation at a village, neighbourhood, street, lot, building or landscape scale.</p>	<p><b>Complies</b></p> <p>The proposed development consists of 7 storeys, suitable to the locality with 2 storey townhouses to the east and 8 storey multiple dwellings to the north.</p> <p>Refer to the Town Planning Report and <b>Appendix E - Architectural Plans.</b></p>
<p><b>3.7 Bushland/Open Space Planning and Design</b></p>	
<p><b>Bushland</b></p>	

Criteria	Response
<p>The bushland areas in the Fitzgibbon UDA fulfil a multi-functional role including the retention of significant environmental values, community recreation, and stormwater management. The bushland areas should provide:</p>	
<p>For retention of locally significant wetlands, remnant vegetation and habitat for fauna such as squirrel gliders.</p>	<p><b>Not Applicable</b></p> <p>The proposed development is not located in the bushland area identified in the Fitzgibbon UDA.</p>
<p>Continued ecological corridors and linkages to areas outside of the UDA.</p>	<p><b>Not Applicable</b></p> <p>The proposed development is not located in the bushland area identified in the Fitzgibbon UDA.</p>
<p>Opportunities for habitat improvement arising from development in other parts of the UDA through the provision of vegetation and habitat offsets to improve the existing bushland and open space zone.</p>	<p><b>Not Applicable</b></p> <p>The proposed development is not located in the bushland area identified in the Fitzgibbon UDA.</p>
<p>Opportunities for appropriate sustainable nature based recreation.</p>	<p><b>Not Applicable</b></p> <p>The proposed development is not located in the bushland area identified in the Fitzgibbon UDA.</p>
<p>Temporary management areas for stormwater prior to its release.</p>	<p><b>Not Applicable</b></p> <p>The proposed development is not located in the bushland area identified in the Fitzgibbon UDA.</p>
<p>Enhancement of wetland communities as part of stormwater management.</p>	<p><b>Not Applicable</b></p> <p>The proposed development is not located in the bushland area identified in the Fitzgibbon UDA.</p>
<p><b>Multi-functional role of open space</b></p>	
<p>The public open space in the Fitzgibbon UDA should fulfil a multi-functional role for community recreation, retention of significant environmental values, and stormwater management. The open space should provide:</p>	
<p>A range of recreation settings, corridors for community paths, and attractive urban environment settings and focal points.</p>	<p><b>Not Applicable</b></p> <p>The proposed development is not located in the civic and open space zone identified in the Fitzgibbon UDA.</p>

Criteria	Response
Adequate sporting and recreational facilities to meet the needs of the local and nearby communities.	<p><b>Not Applicable</b></p> <p>The proposed development is not located in the civic and open space zone identified in the Fitzgibbon UDA.</p>
Accessibility to users in conjunction with existing sporting and recreation facilities	<p><b>Not Applicable</b></p> <p>The proposed development is not located in the civic and open space zone identified in the Fitzgibbon UDA.</p>
Acknowledgement of the opportunities and constraints presented by the physical characteristics of the land when considering the proposed use, landscaping and facilities.	<p><b>Not Applicable</b></p> <p>The proposed development is not located in the civic and open space zone identified in the Fitzgibbon UDA.</p>
Opportunities for the incorporation of natural elements (existing trees, rocks, streams, creeks), sites of natural or cultural value, and linkage of habitats and wildlife corridors.	<p><b>Not Applicable</b></p> <p>The proposed development is not located in the civic and open space zone identified in the Fitzgibbon UDA.</p>
Public safety and amenity of adjoining land users in the design of facilities and associated engineering works.	<p><b>Not Applicable</b></p> <p>The proposed development is not located in the civic and open space zone identified in the Fitzgibbon UDA.</p>
Opportunities for regional or district open space to meet neighbourhood open space requirements.	<p><b>Not Applicable</b></p> <p>The proposed development is not located in the civic and open space zone identified in the Fitzgibbon UDA.</p>
A clear relationship between public open space and adjoining land uses established by appropriate treatment including alignment, fencing, landscaping, and addressing issues of security and surveillance.	<p><b>Not Applicable</b></p> <p>The proposed development is not located in the civic and open space zone identified in the Fitzgibbon UDA.</p>
Avoidance of solid fencing along open space areas for security, surveillance, aesthetic and maintenance reasons.	<p><b>Not Applicable</b></p> <p>The proposed development is not located in the civic and open space zone identified in the Fitzgibbon UDA.</p>

Criteria	Response
<p>Landscaping that contributes to the bushland character and to flora and fauna habitat and fauna movement. In particular street trees should be selected from species native and/or endemic to the Fitzgibbon UDA.</p>	<p><b>Not Applicable</b></p> <p>The proposed development is not located in the civic and open space zone identified in the Fitzgibbon UDA.</p>
<p>Opportunities for compatible land uses to establish, such as food premises, medical centre and market where appropriate.</p>	<p><b>Not Applicable</b></p> <p>The proposed development is not located in the civic and open space zone identified in the Fitzgibbon UDA.</p>
<p><b>Development adjoining bushland/open space</b></p>	
<p>A publicly accessible edge is to be provided at the interface between bushland/open spaces and other urban uses.</p>	<p><b>Complies</b></p> <p>A catch drain and maintenance access track bounds the western edge of the site.</p> <p>Refer to <b>Appendix E - Architectural Plans</b>.</p>
<p>Where required for bushfire or other emergency vehicle access, 100% of the bushland/open space interface should be roads or streets. In all other instances, at least 50% of the length of the open space interface shall be roads or streets, with the remaining public edge comprising pedestrian/cyclist ways.</p>	<p><b>Complies</b></p> <p>The entirety of the bushland interface consists of an access track.</p>
<p><b>Neighbourhood parks and open space</b></p>	
<p>Where required in a precinct or sub-precinct, development should comprise well distributed public open spaces that:</p> <ul style="list-style-type: none"> <li>Contribute to the legibility and character of the development;</li> <li>Provide for a range of uses and activities;</li> <li>Are cost effective to maintain; and</li> <li>Contribute to stormwater management and environmental care.</li> </ul>	<p><b>Not Applicable</b></p> <p>The applicable precinct and sub-precinct outcomes do not require include provision of public open space on the site.</p>
<p><b>3.8 Neighbourhood Planning and Design</b></p>	
<p><b>Responsive planning and design</b></p>	<p><b>Complies</b></p>

Criteria	Response
<p>The neighbourhood (of around 300 dwellings) is the fundamental building block used to define residential neighbourhoods and mixed use development areas in the Fitzgibbon UDA. The design of each neighbourhood should be responsive to its own unique characteristics and opportunity, be it transit, integration with significant bushland and open space areas and recreational uses, proximity to the Carseldine Railway Station, or proximity to existing established communities.</p>	<p>The proposed development contributes to the neighbourhood through provision of residential uses.</p> <p>Refer to <b>Appendix E - Architectural Plans</b>.</p>
<p><b>Variety, choice and identity</b></p> <p>Each neighbourhood should:</p>	
<p>Offer a wide choice in good quality housing.</p>	<p><b>Complies</b></p> <p>The proposed development provides social and affordable housing units to the neighbourhood.</p>
<p>Provide for appropriate scale local employment opportunities.</p>	<p><b>Not Applicable</b></p> <p>The proposed development consists of solely residential use.</p>
<p>Encourage walking and cycling.</p>	<p><b>Complies</b></p> <p>The proposed development provides secure on-site bicycle storage and multiple pedestrian entries.</p>
<p>Minimise energy consumption.</p>	<p><b>Complies</b></p> <p>The design of the proposed development considers sustainability and incorporates solar panels to reduce energy consumption.</p> <p>Refer to <b>Appendix I – Sustainability Report</b>.</p>
<p>Promote a sense of place through distinctive neighbourhood focal points.</p>	<p><b>Not Applicable</b></p> <p>The proposed development consists of solely residential use.</p>

Criteria	Response
Integrate local history and cultural design elements.	<p><b>Complies</b></p> <p>The design reflects the local history of Carseldine.</p>
Recognise and, where possible, preserve the existing bushland.	<p><b>Not Applicable</b></p> <p>The site is vacant and does not consist of existing bushland.</p>
<p><b>Neighbourhood design</b></p> <p>Each neighbourhood should comprise:</p>	
A subdivision layout that gives the neighbourhood a strong and positive identity, by responding to site characteristics, setting, landmarks and views creating easily understood street and open-space networks.	<p><b>Not Applicable</b></p> <p>Development does not include a subdivision component.</p>
<p>A layout in accordance with principles of crime prevention through environmental design.</p> <p><i>Note – Refer to Queensland CPTED Guidelines</i></p>	<p><b>Complies</b></p> <p>The design of the proposed development promotes passive surveillance and adheres to principles of crime prevention through environmental design.</p> <p>Refer to <b>Appendix E - Architectural Plans</b>.</p>
<p>Street movement networks which:</p> <p>optimise walkable access to centres, schools, public transport stops and other local destinations;</p> <p>provides safe, convenient and legible movement for people with disabilities, including those using wheelchairs, mobility scooters and similar aids;</p> <p>deliver high levels of personal safety, traffic safety, property safety and security, and which positively contribute to streetscape amenity and open space quality;</p> <p>respect landmarks and sites of historical importance;</p> <p>minimise lots fronting culs-de-sac; and</p>	<p><b>Not Applicable</b></p> <p>The proposed development consists of residential use only and does not involve changes to the existing streetscape.</p>



Criteria	Response
<p>deliver a safe, attractive and efficient pedestrian and cyclist network running largely along public spaces (including streets and open spaces), fronted and/or overlooked by dwellings, avoiding major breaks in surveillance on routes to and from public transport, and including end of-trip facilities, where appropriate, to meet the needs of cyclists.</p>	
<p>Distribution and design of land uses to minimise infrastructure costs.</p>	<p><b>Not Applicable</b></p> <p>The proposed development consists of residential use only.</p>
<p>The siting and design of buildings to conserve non-renewable energy sources to assist in design appropriate for subtropical climatic conditions and buffer adjoining high-impact uses such as the railway and proposed busway.</p>	<p><b>Complies</b></p> <p>The design of the proposed development considers solar exposure and cross-ventilation appropriate to the sub-tropical climate conditions of the site.</p> <p>Refer to <b>Appendix E - Architectural Plans</b>.</p>
<p>A mix of lot sizes to enable a variety of housing types and other compatible land uses such as child care, local shops and home-based business development opportunities, arranged to minimise land use conflicts. Lot sizes address site constraints including slope and soil erosion.</p>	<p><b>Not Applicable</b></p> <p>The proposed development occurs across two lots and consists of residential use only.</p>
<p>Lots which are sited and designed to incorporate bushfire protection measures in areas abutting bushland areas.</p>	<p><b>Complies</b></p> <p>The bushland interface of the site consists entirely of an access track.</p>
<p>Streets which are designed, located and connected to allow safe and efficient movement of fire emergency vehicles.</p>	<p><b>Complies</b></p> <p>The proposed development does not involve changes to the existing streetscape.</p>
<p><b>Buildings and public realm relationships</b></p> <p>The public realm of civic spaces, parks, plazas, footpaths, urban streets and other shared community spaces should be clearly delineated from, but integrated with, the private realm and should comprise:</p>	

Criteria	Response
A sense of place reflecting the character of the location.	<p><b>Complies</b></p> <p>The proposed development incorporates design suited to the locality.</p> <p>Refer to <b>Appendix E - Architectural Plans.</b></p>
Material and plant selection appropriate to the location and relevant to the sense of place.	
Shade trees along streets and within public and private spaces.	
An appropriate climate-based orientation and design, ensuring shade is provided, breezes can be shared and sunlight reaches internal and external spaces.	
Setbacks for the movement of pedestrians and standing areas for public transport stops.	<p><b>Complies</b></p> <p>The proposed development is setback appropriately from its primary frontage to permit movement of pedestrians and cyclists.</p> <p>Refer to <b>Appendix E - Architectural Plans.</b></p>
At ground level, buildings designed to integrate shopping, dining, and other outdoor activities and continuous awnings to provide protection from the rain and sun and integrated with street plantings.	<p><b>Not Applicable</b></p> <p>The proposed development consists of residential use only.</p>
Where appropriate, opportunities for informal and formal play.	
Where appropriate, opportunities to reflect local history, landmarks and culture through public artworks.	
Where possible, balconies to enable surveillance and overlooking of public spaces and places.	<p><b>Complies</b></p> <p>The building design includes passive surveillance considerations.</p> <p>Refer to <b>Appendix E- Architectural Plans.</b></p>
<p><b>Mixed use development</b></p> <p>Adequate lots for non-residential or mixed use development should be provided in appropriate locations to facilitate business and employment generation, taking into account:</p>	

Criteria	Response
The need for businesses and home-based businesses to be located in and around the urban village and neighbourhood centre.	<p><b>Not Applicable</b></p> <p>The proposed development involves only a multiple residential use.</p>
Opportunities for home workspace development, with vehicular access via rear lanes and fronting the major north/ south connector road, and/or backing on to or fronting across from commercial and retail development.	<p><b>Not Applicable</b></p> <p>The proposed development involves only a multiple residential use.</p>
The capacity of potential mixed use lots, initially developed for housing, to efficiently convert to, or add a business use.	<p><b>Not Applicable</b></p> <p>The proposed development involves only a multiple residential use.</p>
<b>Flood immunity</b>	
<p>Development will achieve appropriate flood immunity levels.</p> <p><i>Note – Refer to Brisbane City Council’s Subdivision and Development Guidelines.</i></p>	<p><b>Complies</b></p> <p>The development will achieve appropriate flood immunity levels.</p>
<b>3.9 Building Siting and Design</b>	
<p><b>Queensland Style</b></p> <p>Buildings should be a key contributor to the creation of a distinct sub-tropical Queensland-style of living throughout the Fitzgibbon UDA. Buildings should be designed to achieve the following outcomes:</p>	
<p>Encouragement of an informal and relaxed lifestyle through the extensive use of seamless indoor/outdoor living including large verandahs, shaded decks, screened outdoor rooms, and open plan arrangements to promote cross ventilation in hot and humid times.</p>	<p><b>Complies</b></p> <p>The proposed development incorporates balconies and courtyards to promote cross ventilation in hot and human times.</p> <p>Refer to <b>Appendix E - Architectural Plans.</b></p>
<p>Responsiveness to the local weather characteristics.</p>	<p><b>Complies</b></p> <p>Material choice and building design is responsive to local weather characteristics.</p> <p>Refer to Town Planning Report and <b>Appendix E - Architectural Plans.</b></p>

Criteria	Response
<p>Garages and parking structures are sited and designed so as not to dominate the street, except in a rear lane situation.</p>	<p><b>Complies</b></p> <p>The proposed development incorporates car parking within a sleeved podium at the rear of the site.</p>
<p>Connection with landscape and outdoor activities.</p>	<p><b>Complies</b></p> <p>The proposed development provides connection with landscape and outdoor activities.</p>
<p>Where appropriate, incorporation of Queensland vernacular building forms, types and arrangements.</p>	<p><b>Not Applicable</b></p> <p>The proposed development consists of multiple residential units where Queensland vernacular building forms, types and arrangements are inappropriate to the proposed use.</p>
<p><b>Articulation</b></p> <p>Buildings should be articulated with external:</p> <p>Balconies;</p> <p>Doors and doorways;</p> <p>Windows;</p> <p>Shade and screening devices;</p> <p>Outdoor planting areas;</p> <p>Mixed use tenancies; and</p> <p>Where possible, distinct materials, details and colours.</p> <p>Use of reflective glass in windows is generally not appropriate.</p>	<p><b>Complies</b></p> <p>The proposed development includes external balconies for each unit, doors and doorways, windows, shade and screening devices, and outdoor planting areas.</p>
<p><b>Integration</b></p> <p>Outdoor/semi-outdoor living and 'indoor to outdoor' integration should be provided by the use of balconies and courtyards and large windows creating open building facades.</p>	<p><b>Complies</b></p> <p>The proposed development includes external balconies for above ground units and courtyards for ground floor units.</p>
<p><b>Lighting</b></p>	<p><b>Complies</b></p>

Criteria	Response
<p>Where provided, external lighting should be designed to light up the buildings and vegetated areas, without overspill to other buildings or the sky.</p>	<p>The proposed development considered lighting in its design.</p> <p>Refer to <b>Appendix E - Architectural Plans</b>.</p>
<p><b>Sunshading</b></p> <p>Sunshading is to be considered on external windows to improve the environmental performance of the building and enhance the subtropical character. Sunshading elements may be vertical and/or horizontal depending on the solar orientation of the building.</p>	<p><b>Complies</b></p> <p>The proposed development considers sunshading in its design.</p> <p>Refer to <b>Appendix E - Architectural Plans</b>.</p>
<p><b>Ventilation</b></p> <p>Where possible and relevant all dwellings should be naturally ventilated without the need for mechanical air conditioning and be in accordance with relevant, recognised guidelines.</p>	<p><b>Complies</b></p> <p>The proposed development is designed with the sub-tropical climate in mind, utilising dual aspect to allow for cross-ventilation.</p>
<p><b>Balconies and other private open space</b></p> <p>All dwellings should be provided with adequate private open space and/or balconies to suit the anticipated needs of residents.</p>	
<p>All residential units must incorporate generous balconies or private open space attached to major internal living areas and providing room for outdoor private activity and furnishings. Balconies or ground floor private space should be sized proportionately to the unit size and must not be less than 9m<sup>2</sup> with a minimum dimension of 2.4m.</p>	<p><b>Complies</b></p> <p>The proposed development provides adequate private open space and/or balconies as stipulated.</p>
<p>Balconies must be located to overlook the public realm while maintaining a level of privacy for residents. Building separation and adjacent transport corridors will be considered along with CPTED principles.</p>	
<p>Ground floor private space should have fencing or level changes to provide privacy but still allow overlooking to the street to promote casual surveillance.</p>	

Criteria	Response
<p><b>Proposed busway and railway corridors</b></p> <p>While recognising the desire for buildings to incorporate sub-tropical design solutions, buildings overlooking proposed busway and railway corridors must also ensure that the safety and operational integrity of railways and proposed busway corridors are protected by incorporating appropriate design solutions that obstruct the throwing of objects at trains or buses or onto the overhead line equipment (OHLE) that may cause damage or service interference.</p>	<p><b>Not Applicable</b></p> <p>The proposed development does not overlook proposed busway and railway corridors.</p>
<p><b>Detached dwellings</b></p> <p><i>Site coverage and building setbacks</i></p> <p>Site coverage and building setbacks should balance consideration of the need for private open space, car parking, security, ventilation and stormwater runoff from allotments.</p>	<p><b>Not Applicable</b></p> <p>The proposed development does not include detached dwellings.</p>
<p><b>High intensity buildings – building character</b></p>	
<p>Ground level detail</p> <p>Ground level building elements should have a variety of details and finishes.</p>	
<p><b>Entries</b></p> <p>Entries should be emphasised through architectural and landscape treatment, pedestrian movement paths, awnings and increased ceiling height.</p>	<p><b>Complies</b></p> <p>The proposed development consists of entries that are emphasised through architectural and landscape treatment and pedestrian movement paths.</p>
<p><b>Awning and screening</b></p> <p>Buildings should incorporate weather protection, screening and shading structures on the building facades to channel breezes, filter sunlight, block out night lighting, provide rain protection, and grow plants. Each building facade shall be differentiated according to local microclimatic (prevailing breezes, orientation) requirements.</p>	<p><b>Complies</b></p> <p>The proposed development incorporates weather protection in its design.</p> <p>Refer to <b>Appendix E - Architectural Plans</b>.</p>

Criteria	Response
<p>Balconies</p> <p>Covered balconies are encouraged to be provided in all locations to reflect the subtropical context, in particular by providing external spaces that can be utilised under a variety of weather conditions.</p>	<p><b>Complies</b></p> <p>The proposed development provides appropriately covered private open space and/or balconies.</p>
<p>Landscaping</p> <p>Landscaping should be designed and located so that it:</p> <p>Addresses streets and open spaces to facilitate personal and property security, surveillance of footpaths and public open space, and to deter crime and vandalism;</p> <p>takes advantage of microclimatic benefits allowing adequate on-site solar access and access to breezes;</p> <p>provides for deep planting in ground within sites clear of subsurface structures including basements.</p>	<p><b>Complies</b></p> <p>Landscaping is designed to facilitate privacy, security, and is appropriate for the climate at the site.</p> <p>Refer to <b>Appendix F – Landscape Concept Plan</b>.</p>
<p>Fences and walls</p> <p>Fences will be designed to balance privacy, surveillance and acoustic screening needs. Generally fences should not be higher than 1500mm and are to be visually permeable.</p> <p>Except for specific feature walls associated with specific uses, fences or walls to ground floor residential uses should be of an open construction with at least 50 percent transparency.</p>	<p><b>Complies</b></p> <p>Fencing and walls for the proposed development are designed in accordance with these guidelines.</p> <p>Refer to <b>Appendix E - Architectural Plans</b>.</p>
<p>Parking</p> <p>Car parking will not dominate the streetscape. Accessible and appropriately designed parking for retail uses and visitor parking is required. Ground level parking may be considered where it will not dominate the streetscape and is provided for short term or visitor use. Shared or connected facilities with easement</p>	<p><b>Complies</b></p> <p>The proposed development incorporates car parking through a two-storey podium. Please refer to the Town Planning Report for further details.</p>

Criteria	Response
<p>arrangements may be considered. Semi-basements, not exceeding 1.5m above adjacent public footpath/road reserve levels ,may be considered appropriate if treated with landscaping or building sleeving to improve streetscape amenity, whilst allowing for natural ventilation.</p>	
Upper level detail	
<p>Upper parts of taller buildings should express a visual character that is appreciated in the broader context, by the use of awnings and recessed balconies or screening and shading structures.</p>	<p><b>Not Applicable</b></p> <p>The proposed development consists of only 6 storeys.</p>
<p>Where residential uses are incorporated within the first four podium levels, balconies may be more enclosed with solid balustrades, adjustable full height louvres and trellises.</p>	<p><b>Complies</b></p> <p>The podium parking is retained exclusively at the rear of the site and therefore residential privacy is retained at all times.</p>
Roof form	
<p>Roofs should be appropriately designed to ensure plant and equipment is integrated with the overall building design.</p> <p>Varied roof forms, building heights and massing of elements is encouraged.</p>	<p><b>Complies</b></p> <p>Plant and equipment is integrated with the overall building design.</p>
<b>Building and public realm frontages</b>	
<p>Buildings should contribute to an active and safe public realm.</p>	<p><b>Complies</b></p> <p>Ground floor units of the proposed dwelling include street facing balconies, contributing to public safety through passive surveillance.</p>
<p>Street frontages of buildings should not include excessive expanses of blank walls, reflective glass, louvre grills for plant rooms, parking areas and rows of fire escapes.</p>	<p><b>Complies</b></p> <p>The proposed development includes a two storey podium level featuring residential units and an office at the primary street frontage, sleeving the car park provisions at the rear.</p>



Criteria	Response
<b>Storage and bin areas</b>	
External storage and bin areas should be contained within the building(s) and/or not be visible from the public realm.	<p><b>Complies</b></p> <p>The proposed development includes external storage and bin areas within the carpark sleeved by the two storey podium.</p>
Building design and external storage and bin areas should facilitate the efficient sorting and disposal of waste to maximise recycling opportunities and be easily accessible by waste removal companies.	
<b>Common open space</b>	
Common open space should be provided in development with a density over 40 dwellings per hectare. Common open space should:	
Provide for a mixture of outdoor uses and activities.	<p><b>Complies</b></p> <p>The proposed development provides a mixture of outdoor uses and activities.</p>
Be positioned for good solar orientation.	<p><b>Complies</b></p> <p>The design of the development considers solar orientation.</p>
Be landscaped appropriately for a sub-tropical environment.	<p><b>Complies</b></p> <p>The proposed landscaping for the site is suitable to the sub-tropical environment.</p>
Minimise water use.	<p><b>Complies</b></p> <p>The proposed development incorporates sustainability practices.</p>
Respect privacy of users and residents, including those on neighbouring properties.	<p><b>Complies</b></p> <p>The proposed development is designed in consideration of the privacy of users and residents, including those on neighbouring properties.</p>
<b>3.10 Transport, Access, On-site Parking and Servicing</b>	
<b>Car Parking</b>	

Criteria	Response
<p>On site car parking areas, loading bays and service areas should either be integrated within or under buildings and sleeved by active frontages, or located away from the public realm behind buildings. The use of large blank screens to mask loading areas is not appropriate.</p>	<p><b>Complies</b></p> <p>The proposed development includes on site car parking areas integrated within the building through a two-storey sleeved podium at the rear.</p>
<p>Vehicle service area crossovers and car parking should not detract from the character of active edges.</p>	<p><b>Complies</b></p> <p>No vehicular access is provided to the proposed development via the primary street frontage.</p> <p>A 9m vehicular crossover is provided via Meander Street.</p>
<p>Co-location of uses and sharing of car parking spaces is encouraged to maximise efficiency.</p>	<p><b>Not Applicable</b></p> <p>Proposed development does not include sharing of car parking spaces.</p>
<p>Development is required to provide car parking (unless otherwise specified in a subprecinct) in accordance with the following rates identified in Table 1: Car parking rates.</p> <p>Variations to car parking rates may be considered where the development is in close proximity to public transport stations and activity nodes.</p>	<p><b>Will Comply</b></p> <p>Variation to the car parking rates is sought due to the close proximity of the site to the Carseldine Train Station.</p> <p>Please refer to <b>Section 6</b> of the Town Planning Report for further details.</p>
<p><b>Circulation</b></p>	
<p>Development is to support accessibility, permeability and movement for pedestrians and cyclists and appropriate movement by vehicles.</p>	<p><b>Complies</b></p> <p>The design supports accessibility and movement for pedestrians through a separate pedestrian and vehicle entry.</p> <p>Refer to <b>Appendix E - Architectural Plans</b>.</p>
<p>Cycle way paths and high quality cycling facilities should be incorporated in new roads within the UDA.</p>	<p><b>Not Applicable</b></p> <p>The proposed development does not include the provision of a new road.</p>
<p>Development is to be designed to include safe and highly visible connections to pedestrian and</p>	<p><b>Complies</b></p> <p>The design of the proposed development incorporates pedestrian and cyclist safety</p>

Criteria	Response
cycle networks through building siting, landscape design elements and treatments.	through building siting, landscape design elements and treatments.  Refer to <b>Appendix E - Architectural Plans</b> .
<b>End of trip facilities</b>	
<p>End of trip facilities for pedestrians and cyclists should be provided as part of development for multiple residential dwellings (more than 4 dwellings) and non-residential uses including secure, undercover bicycle storage facilities, showers and lockers.</p> <p><i>Note – Refer to Austroads Part 14 and AS2890.0 standards.</i></p>	<p><b>Complies</b></p> <p>Development provides secure, undercover bicycle storage facilities.</p> <p>Refer to <b>Appendix E - Architectural Plans</b>.</p>
<b>3.11 Environment</b>	
<b>Flora and fauna</b>	
Development should not adversely affect the environmental values of the flora and fauna within the bushland and open space zone.	<p><b>Not Applicable</b></p> <p>The proposed development is not located within the bushland or civic and open space zones.</p>
Where significant vegetation exists in precincts identified for development, vegetation should be retained where possible along streets and within parks.	<p><b>Not Applicable</b></p> <p>The site is vacant land with no significant vegetation.</p>
Where significant vegetation is being cleared development will be required to rehabilitate land in the bushland and open space zone in accordance with the Fitzgibbon Bushland Management Plan prepared by the ULDA.	<p><b>Not Applicable</b></p> <p>The site is vacant land with no significant vegetation.</p>
<p><b>Contaminated land</b></p> <p>Development must ensure that all land and groundwater will be fit for purpose consistent with current best practices.</p> <p><i>Note – Refer to the Environmental Protection Act 1994 and the Draft Guidelines for the Assessment and Management of Contaminated Land in Queensland (DEH, 1998).</i></p>	<p><b>Complies</b></p> <p>The site is not included on the EMR or CLR Registers.</p> <p>Refer to Town Planning Report.</p>

Criteria	Response
<p><b>Acid sulfate soils</b></p> <p>Development will demonstrate consistency with current best practice for the identification and management of acid sulfate soils.</p> <p><i>Note – Refer to the State Planning Policy 2/02: Planning and Managing development involving Acid Sulfate Soils Technical Manual 2004.</i></p>	<p><b>Can Comply</b></p> <p>Development can be conditioned to demonstrate consistency with current best practice for the identification and management of acid sulfate soils.</p>
<p><b>General noise requirements</b></p> <p>The design, siting and layout of development must address noise impacts and where necessary incorporate appropriate noise mitigation measures. Within 100m of the rail corridor boundary, noise sensitive uses must comply with best practice acoustic standards.</p>	<p><b>Not Applicable</b></p> <p>Development is not within 100m of a rail corridor boundary.</p>
<p><b>General air quality</b></p> <p>Development is to manage exposure and risk associated with pollutants that could have a potentially adverse affect on human health consistent with current best practice.</p> <p><i>Refer to the Environmental Protection (Air) Policy 2008.</i></p>	<p><b>Can Comply</b></p> <p>Development can provide further details on general air quality.</p>
<b>Lighting</b>	
<p>Lighting of the public realm, public open space and streets should ensure safety and surveillance without spill into habitable rooms of residential development.</p> <p>Where located adjacent to bushland areas, special considerations is to be given to:</p> <p>The use of directional lighting and/or shades to reduce light spill and/or</p> <p>Thick planting at the interface to limit light penetration.</p>	<p><b>Complies</b></p> <p>The design of the proposed development incorporates best practices for lighting within the site context.</p>
<p>Lighting in proximity to dedicated fauna/squirrel glider crossings should be avoided.</p>	<p><b>Not Applicable</b></p>

Criteria	Response
	The proposed development is not in proximity to dedicated fauna/squirrel glider crossings.
<p><b>Water management</b></p> <p>Development is to be undertaken in accordance with current best practice standards and guidelines for Integrated Water Cycle Management (WCM) and Water Sensitive Urban Design (WSUD). Development is to minimise water use, maximise infiltration and manage storm water quality and quantity.</p> <p><i>Note – Refer to WSUD Technical Design Guidelines for South East Queensland and Environmental Protection Regulation 2008, the Environmental Protection (Water) Policy 2007.</i></p>	<p><b>Complies</b></p> <p>Development will be undertaken in accordance with current best practice standards and guidelines for Integrated Water Cycle Management (WCM) and Water Sensitive Urban Design (WSUD).</p>
<b>Lifecycle costs and material</b>	
Development should include sustainable features and smart design to reduce construction and operating costs.	<p><b>Complies</b></p> <p>Development will include sustainable features and smart design to reduce construction and operating costs.</p>
<p>Development should include the efficient use of resources and waste minimisation.</p> <p><i>Note – Refer to Smart and Sustainable Homes Design Objectives, Department of Public Works, June 2008.</i></p>	<p><b>Complies</b></p> <p>Development will include the efficient use of resources and waste minimisation.</p>
<p><b>3.12 Lot Design</b></p> <p>Lot sizes and dimensions must enable buildings to be sited to:</p>	
Protect natural and cultural features, including significant vegetation.	<p><b>Not Applicable</b></p> <p>The site does not contain significant vegetation or cultural features.</p>
<p>Address site constraints including slope, soil erosion, flooding and drainage.</p> <p><i>Note – Having regard to State Planning Policy 1/03: Mitigating the adverse impacts of Flood, Bushfire and Landslide.</i></p>	<p><b>Complies</b></p> <p>The design of the proposed development addresses site constraints.</p>

Criteria	Response
Retain special features such as trees.	<p><b>Not Applicable</b></p> <p>The site is currently vacant land and does not contain special features.</p>
Ensure that lots are not subject to unreasonable risk, hazard, noise impacts or air quality impacts.	<p><b>Complies</b></p> <p>The surrounding uses and locality of the site does not subject the proposed development to unreasonable risk, hazard, noise impacts or air quality impacts.</p>
Ensure reasonable buffers between existing or potential incompatible land uses.	<p><b>Not Applicable</b></p> <p>No existing or potential incompatible land uses are identified around the site.</p>
Maximises solar orientation benefits to assist energy rating targets.	<p><b>Complies</b></p> <p>The proposed development is orientated to minimise solely west facing units.</p>
<p>Neighbourhood and lot design for mixed residential development up to 3 storeys in height and with a net residential density up to 30 dwellings per hectare, will comply with ULDA guidelines and best practice standards.</p> <p><i>Note – Refer to ULDA Guidelines No. 1 Residential 30.</i></p>	<p><b>Not Applicable</b></p> <p>The proposed development exceeds 3 storeys in height.</p>
Other lots must have an appropriate area and dimension for siting and construction of the buildings, the provision of outdoor space, the relationship to adjoining development and public realm, safe and convenient vehicle access, servicing and parking.	<p><b>Complies</b></p> <p>The proposed development includes provision of outdoor space, complements adjoining developments and is accessible.</p>
Lot frontages must address streets and civic and open space. This is to facilitate personal and property security, surveillance of footpaths and public open space to deter crime and vandalism.	<p><b>Complies</b></p> <p>Ground floor units of the proposed dwelling include street facing balconies, contributing to public safety through passive surveillance.</p>

## MEDIUM AND HIGH-RISE BUILDINGS

*Amended May 2015*

### Building Form – High rise (7+ storeys)

Criteria	Residential Elements	Response
Typical form	High rise residential apartments.	<p><b>Complies</b></p> <p>The proposed development consists of medium rise residential units.</p> <p>Refer to <b>Appendix E - Architectural Plans.</b></p>
	Perimeter built forms create internal communal open spaces and courtyards in both residential and commercial developments or frame public spaces (see Figure 1).	<p><b>Complies</b></p> <p>The proposed communal open space faces the rear of the site.</p> <p>Refer to <b>Appendix E - Architectural Plans.</b></p>
	Buildings orientate towards and overlook streets and public spaces (see Figure 2)	<p><b>Complies</b></p> <p>The proposed development is oriented to overlook Plaza Place.</p> <p>Refer to <b>Appendix E - Architectural Plans.</b></p>
Climatic response	Buildings achieve a 5 star rating through the National Australian Built Environment Rating System (NABERS).	<p><b>Complies</b></p> <p>Refer to the Sustainability Report in <b>Appendix I.</b></p>
	Buildings have generous cross ventilation from balcony areas through habitable rooms and dwelling units.	<p><b>Complies</b></p> <p>The design of the proposed development considers cross ventilation throughout the building mass.</p> <p>Refer to <b>Appendix E - Architectural Plans.</b></p>

Criteria	Residential Elements	Response
	<p>Orientate buildings to promote seasonal solar heat gain or loss taking into consideration major site views and vistas (see Figure 2).</p>	<p><b>Complies</b></p> <p>The proposed building is oriented to maximum seasonal solar heat gain and loss, with consideration of views and vistas.</p> <p>Refer to <b>Appendix E - Architectural Plans.</b></p>
	<p>Large building facades incorporate architectural wall shading to reduce solar heat gain.</p>	<p><b>Complies</b></p> <p>The massing design of the proposed development utilises architectural wall shading to reduce solar heat gain.</p> <p>Refer to <b>Appendix E - Architectural Plans.</b></p>
	<p>External windows have sun shading.</p>	<p><b>Complies</b></p> <p>The external windows of the proposed development are shaded via eaves.</p> <p>Refer to <b>Appendix E - Architectural Plans.</b></p>
<p><b>Maximum height</b></p>	<p>Refer to development scheme</p>	<p><b>Complies</b></p> <p>The proposed development comprises 7 storeys.</p> <p>Refer to Town Planning Report and <b>Appendix E - Architectural Plans.</b></p>
<p><b>Maximum podium height</b></p>	<p>3 storeys – unless specified in a development scheme</p>	<p><b>Complies</b></p> <p>The proposed development comprises a 2 storey podium.</p> <p>Refer to <b>Appendix E - Architectural Plans.</b></p>
<p><b>Street setbacks (min)</b></p>	<p>Active frontage: 0.0m</p>	<p><b>Not Applicable</b></p>



Criteria	Residential Elements	Response
	<p>Non-active frontage: 1.5m (see Figure 3)</p> <p><i>Note – a site may have more than one active frontage as identified in a development scheme, sub-precinct or approved plan of development. An active frontage can include a frontage to a park.</i></p>	<p>The Fitzgibbon UDA Development Scheme prescribes the minimum setback requirements in this instance.</p> <p>Refer to <b>Appendix E - Architectural Plans.</b></p>
<p><b>Side setbacks (min)</b></p>	<p><u>Levels 1-3*</u></p> <p>Where adjoining a non-residential use or the minimum setback on the adjoining boundary is 0.0m:0.0m.</p> <p>Otherwise:</p> <p>1.5m for a wall up to 4.5m high</p> <p>2m for a wall up to 7.5m high</p> <p>2m plus 0.5m for every 3m (or part thereof) over 7.5m high for a wall over 7.5m high,</p> <p>Except that a wall may be built to a side boundary where the wall has a maximum height of 3m and a maximum length of 15m, unless it abuts a higher or longer existing or simultaneously constructed wall.</p> <p><u>Levels 4-8:</u></p> <p>3.0m</p> <p><u>Levels 9+</u></p> <p>6.0m</p> <p><i>*Or such higher podium level as may be specified in a development scheme, sub-</i></p>	<p><b>Not Applicable</b></p> <p>The Fitzgibbon UDA Development Scheme prescribes the minimum setback requirements in this instance.</p> <p>Refer to <b>Appendix E - Architectural Plans.</b></p>

Criteria	Residential Elements	Response
	<i>precinct plan or approved plan of development.</i>	
<p><b>Rear setbacks</b></p>	<p><u>Levels 1-3*</u></p> <p>Where adjoining a non-residential use or the minimum setback on the adjoining boundary is 0.0m:0.0m.</p> <p>Otherwise 3.0m</p> <p><u>Levels 4+</u></p> <p>6.0m</p> <p><i>*Or such higher podium level as may be specified in a development scheme, sub-precinct plan or approved plan of development.</i></p>	<p><b>Not Applicable</b></p> <p>The Fitzgibbon UDA Development Scheme prescribes the minimum setback requirements in this instance.</p> <p>Refer to <b>Appendix E - Architectural Plans.</b></p>
<p><b>Privacy</b></p> <p><i>Building design must ensure privacy for habitable spaces in dwellings. Acceptable treatments include:</i></p>	<p>Providing a minimum separation distance of:</p> <p>18m between balconies that are offset by less than 45 degrees (see Figures 5 and 6) or 12m between balconies that are offset by 45 degrees or more.</p> <p>12m between windows or between a window and a balcony that are offset by less than 45 degrees, or 9m between windows or between a window and a balcony that are offset by 45 degrees or more, or</p> <p>For a wall containing windows or balconies, 6m to a side or rear boundary where there is no existing or approved development and the future privacy and development</p>	<p><b>Not Applicable</b></p> <p>The proposed development does not consist of balconies that face each other.</p>

Criteria	Residential Elements	Response
	potential of the adjoining site should be protected.	
	Windowsill heights a minimum of 1.5m above floor level.	<p><b>Complies</b></p> <p>Windowsill heights are a minimum of 1.5m above floor level.</p> <p>Refer to <b>Appendix E - Architectural Plans.</b></p>
	Fixed opaque glazing in any part of a window below 1.5m above floor level.	<p><b>Can Comply</b></p> <p>Fixed opaque glazing can be conditioned as part of an approval.</p>
	Fixed external screens to balconies or windows (or intermediate fencing at ground level). External screens or fences provided to ensure privacy should be either solid, of translucent material or present an appearance of no more than 25 per cent openings when viewed from the nearby balcony or window.	<p><b>Can Comply</b></p> <p>Fixed external screens to balconies or windows can be conditioned as part of an approval.</p>
<b>Car parking</b>	Car parking, service and loading bays are either integrated within or under buildings and sleeved by active frontages or behind buildings. Large blank screens to mask loading areas are not acceptable.	<p><b>Complies</b></p> <p>Car parking, service and loading bays are integrated within the building and sleeved by a podium level.</p> <p>Refer to <b>Appendix E - Architectural Plans.</b></p>
<b>End of trip facilities</b>	End of trip facilities are provided in accordance with the Queensland Development Code MP4.1 – Sustainable Buildings.	<p><b>Not Applicable</b></p> <p>End of trip facilities are not required.</p>

### Building Elements – High rise (7+ storeys)

Criteria	Residential Elements	Response
Articulation of built form elements	Lower floors respond to the street geometry.	Complies
	Buildings on corners address both frontages. Front entries are expressed, well illuminated and have good passive surveillance (see Figure 8).	Complies  The building has been designed to address both Plaza Place and Meander Street.  Pedestrian access is provided on Plaza Place, while vehicular access is provided on Meander Street.
	Podiums have a maximum unarticulated length of 40m.	<b>Performance Outcome</b>  Refer to <b>Section 6</b> of the Town Planning Report for details on how the proposal remains consistent with the Development Scheme.
Balconies	Minimum 9m <sup>2</sup> for 1 bed unit, 16m <sup>2</sup> for 2+ bed unit (minimum dimension 3 metres).	<b>Performance Outcome</b>  Refer to <b>Section 6</b> of the Town Planning Report for details on how the proposal remains consistent with the Development Scheme.
Clothes drying	Where clothes drying areas are provided on private balconies they should be screened from public view.	<b>Not Applicable</b>  Clothes drying areas are not provided in the proposed development.
Ground floor detail	Individual dwelling entries and courtyards are directly accessible from adjoining streets and public spaces. Ground floor courtyards are raised 450-900mm above adjoining street level.	<b>Complies</b>  Individual dwelling entries and courtyards of the proposed development are directly accessible from adjoining streets and public spaces.

Criteria	Residential Elements	Response
	<p><i>Note – Raised courtyards provide better privacy and allow for passive surveillance of the street.</i></p>	<p>Refer to <b>Appendix E - Architectural Plans.</b></p>
	<p>The ground floor of all buildings within centres has a minimum floor to floor height of 4.5 metres (see Figure 4) to provide flexibility to accommodate changing uses over time.</p>	<p><b>Not Applicable</b></p> <p>Development is not within a centre.</p>
<p><b>Awnings over footpaths – active frontages</b></p> <p><i>Note – the requirement for awnings over footpaths applies only to buildings within centres.</i></p>	<p>Continuous along entire frontage – minimum 3 metres over footpath (see Figure 9).</p>	<p><b>Not Applicable</b></p> <p>Development does not include an active frontage.</p>
<p><b>Awnings over footpaths – secondary frontage</b></p> <p><i>Note – the requirement for awnings over footpaths applies only to buildings within centres.</i></p>	<p>Retail activities – continuous along frontage with a minimum 3 metres over footpath.</p> <p>Otherwise – minimum 3 metres over the footpath for the width of the main building entry.</p>	<p><b>Not Applicable</b></p> <p>Development does not include a secondary frontage.</p>
<p><b>Roof form</b></p>	<p>Roof forms are distinct visual elements.</p> <p>Where building facades are longer than 20m roof forms assist in articulating the façade as a combination of distinct elements integrated with the façade design.</p> <p>Roof top plant and equipment are contained within roof forms and are screened from the street or from adjoining buildings using a consistent range of non-reflective materials to provide a cohesive design element.</p>	<p><b>Complies</b></p> <p>Roof form assists in articulating the façade and integrates within the building's design.</p> <p>Roof top plant and equipment are contained within the roof form and screened from public view.</p> <p>Refer to <b>Appendix E - Architectural Plans.</b></p>

Criteria	Residential Elements	Response
Fences	Open construction with at least 50 per cent visual permeability and no greater than 1.8 metres high above adjoining footpath.	<p><b>Can Comply</b></p> <p>Development can be conditioned accordingly.</p>
Landscape & recreation space	<p>30 per cent of site area including 5 per cent of site area as deep planting.</p> <p>5.0 metres minimum dimension.</p>	<p><b>Complies</b></p> <p>Development dedicates 9.25% of the site area to deep planting.</p> <p>Refer to <b>Appendix F - Landscaping Report.</b></p>
	<p>Landscape and recreation areas can be provided in a variety of locations including rooftops, on podiums or at ground level. These areas should provide safe, comfortable and varied recreation opportunities, and at a minimum include basic facilities such as seating, shade and wind protection (either structures or planting) and flexible spaces suitable for a range of recreation activities. Innovative treatments, such as green roofs, green walls or community gardens that contribute to the attractiveness of these spaces are also encouraged.</p>	<p><b>Complies</b></p> <p>Landscaping guidelines are adhered to within the proposed development.</p> <p>Recreation areas are provided and the ground and first floor and include seating, shade and wind protection, and are flexible spaces.</p> <p>Refer to <b>Appendix F - Landscaping Report and Appendix E - Architectural Plans.</b></p>



## PART 3: FITZGIBBON URBAN DEVELOPMENT AREA DEVELOPMENT SCHEME – PRECINCTS

### Precinct 1

Amended 3 December 2021

Criteria	Response
<b>General</b>	
Development occurs in accordance with Map 7.	<p><b>Complies</b></p> <p>The proposed development is located within the Mixed-Use zone and consists of a multiple residential use.</p>
Existing buildings and infrastructure are utilised to their maximum potential.	<p><b>Not Applicable</b></p> <p>The site is currently vacant with no existing building or infrastructure present.</p>
Research uses are continued and/or redeveloped.	<p><b>Not Applicable</b></p> <p>The proposed development does not include research use, and the site is not currently used for research.</p>
Re-configuration/relocation of the park and ride facility within Precincts 1 and 3 once the Breams Road overpass is in place with a minimum of 210 car parking spaces maintained.	<p><b>Not Applicable</b></p> <p>The site is not in proximity to the Breams Road overpass and does not involve the park and ride facility within Precinct 1.</p>
A minimum of 5% of dwellings are available for purchase at or below the median house price in Brisbane.	<p><b>Not Applicable</b></p> <p>The proposed development consists wholly of 152 social and affordable housing units. Once delivered, ownership will be retained by St Goerge Community Housing and the development will be operated by Bric Housing.</p>
A minimum of 5% of dwellings are available for purchase or rental to low to moderate income households.	<p><b>Complies</b></p> <p>The proposed development consists wholly of 152 social and affordable housing units. Once delivered, the development will be operated by Bric Housing.</p>
<b>Bushland</b>	

Criteria	Response
<p>The environmental values contained within the bushland and open space zone are protected and enhanced in accordance with the Fitzgibbon Bushland Management Plan and sporting and recreational uses are developed to support the urban village amenity.</p>	<p><b>Not Applicable</b></p> <p>The site is not within the bushland or civic open space zones.</p>
<p>Development in bushland and open space areas is limited to construction of water sensitive urban design features, stormwater management features and maintenance of drainage lines, and for pedestrian/cycleways and other small scale park facilities such as tables, seating, and playground equipment in clearly defined locations where such development minimises impacts upon the area's environmental values in accordance with the Fitzgibbon Bushland Management Plan.</p>	<p><b>Not Applicable</b></p> <p>The site is not within the bushland or civic open space zones.</p>
<p>Bushland and open space corridors and habitat have a strong connection with existing corridors and habitat beyond the UDA and are maintained across streets and roads within the precinct.</p> <p><i>Note – Detailed investigations in the boundary interface investigation areas will determine the precise extent of development in accordance with the criteria of the Fitzgibbon Bushland Management Plan and ensure bushfire management principles are applied.</i></p>	<p><b>Not Applicable</b></p> <p>The site is not within the bushland or civic open space zones.</p>
<p>Development will contribute to the provision of fauna movement infrastructure, e.g. across Dorville Road and the new internal road/proposed busway.</p>	<p><b>Not Applicable</b></p> <p>The site is not within the bushland or civic open space zones.</p>
<p><b>Access, movement and circulation</b></p>	
<p>General</p>	
<p>Within the Carseldine Urban Village priority will be given to public transport, pedestrian and cycle transport modes. This priority needs to be considered in the detailed design of new streets,</p>	<p><b>Not Applicable</b></p> <p>The site does not include provision of new streets and other public spaces.</p>



Criteria	Response
public connections through new developments and other public spaces.	
Public transport corridors and facilities	
Development does not unreasonably constrain the future provision of public transport and does not adversely impact on the function or operation of existing or future public transport corridors, including rail and busway corridors.	<p><b>Complies</b></p> <p>The proposed development does not constrain the proposed future busway.</p> <p>Refer to the Town Planning Report and <b>Appendix E- Architectural Plans.</b></p>
Development provides for the future Northern Busway generally in accordance with Map 7a and is designed in consultation with the Department of Transport and Main Roads.	<p><b>Complies</b></p> <p>The proposed development does not constrain the proposed future busway.</p> <p>Refer to the Town Planning Report and <b>Appendix E - Architectural Plans.</b></p>
Sufficient land is set aside for the proposed busway corridor.	<p><b>Complies</b></p> <p>The proposed development does not constrain the proposed future busway.</p> <p>Refer to the Town Planning Report and <b>Appendix E - Architectural Plans.</b></p>
Development will provide for transport related facilities including possible relocation of the Carseldine Railway Station park and ride facility to the south of Beams Road following implementation of the Beams Road Overpass.	<p><b>Not Applicable</b></p> <p>The site is not in proximity to the Beams Road Overpass.</p>
Development will provide for a broad cross section of user groups and include provision for disabled parking, taxis and maxi taxis adjacent to or in close proximity to public transport facilities and the building entrances to significant employment uses, medical centres and supermarkets. Facilities are to be designed in accordance with relevant Australian Standards and the <i>Disability Discrimination Act 1992</i> .	<p><b>Complies</b></p> <p>The proposed development includes provision of disabled parking and is in close proximity to public transport facilities, including being approx. 280m from the Carseldine Train Station.</p> <p>Refer to <b>Appendix E - Architectural Plans.</b></p>
Beams Road Rail Overpass	

Criteria	Response
<p>Development will provide for a future railway overpass on Beams Road and be set back sufficiently considering ultimate road alignments and construction matters.</p>	<p><b>Not Applicable</b></p> <p>The site is not in proximity to the Beams Road Rail Overpass.</p>
<p>The Department of Transport and Main Roads and Brisbane City Council are responsible for public transport and major road transport infrastructure proposals which require further detailed investigation, consultation, approvals and funding allocations</p>	
<p>Vehicular access and movement</p>	
<p>Vehicular access into Precinct 1 will be via three access points from surrounding roads, positioned as shown on Map 7a and as follows:</p> <p>Beams Road / Balcara Ave / Precinct 1 access to south;</p> <p>Dorville Road / Precinct 1 access / future Busway route, located approximately in the position of the existing southern access point;</p> <p>A left in / out access onto Dorville Road.</p> <p>An additional left in/left out only access point from Beams Road to Precinct 1 has been identified for further investigation.</p>	<p><b>Not Applicable</b></p> <p>The proposed development does not include changes to the existing streetscape.</p>
<p>Connection of Precincts 1 and 3 via a new loop road under the Beams Road railway overpass once in place.</p>	
<p>Development within the Precinct must contribute to the achievement of new public streets for vehicular, pedestrian and cycle movement to create a network of attractive linkages and spaces, and provide a choice of routes to and from public transport and other major activity nodes within and adjacent to this Precinct.</p>	
<p>The street network will comprise of 6 main street types:</p> <p>Village Main Street;</p>	

Criteria	Response
<p>Western Access Road / Shared Busway;</p> <p>Loop Road;</p> <p>Access Places;</p> <p>Access Lanes;</p> <p>Residential Park Esplanade.</p> <p>The proposed street network and hierarchy provide for required capacity, appropriate vehicle speeds, safe and convenient movement of pedestrians and cyclists and opportunities for Water Sensitive Urban Design (WSUD).</p> <p>The key elements of the street network are shown in illustrative sections in Figure 2a.</p> <p>Short-stay on-street carparking will be provided on the majority of street types to provide convenience and visitor parking throughout the Village, reflecting demand arising from adjoining land uses.</p>	
<p><i>Village Main Street</i></p> <p><i>Forming one of the main arrivals to the Urban Village, this street is intended to contain the highest concentration of retail and local business uses, public spaces, pedestrian and cycle activity and opportunities for community events.</i></p>	
<p>As a mixed use street it will have a high degree of activity, movement and shared use and will be designed as a slow speed environment with a target speed of no more than 40km/h. On-street cycle lanes and short-stay parking will be provided.</p>	<p><b>Not Applicable</b></p> <p>The proposed development does not include changes to the existing streetscape.</p>
<p>Footpaths will be of a high quality with street trees, landscaping, pedestrian-scale lighting and street furniture and finished in accordance with the relevant standards and guidelines.</p> <p><i>Note – Refer to BCC Brisbane Streetscape Design Guidelines for further information and requirements.</i></p>	<p><b>Complies</b></p> <p>The proposed development includes landscaping and lighting appropriate to the local context.</p> <p>Refer to <b>Appendix F - Landscape Concept Plan.</b></p>
<p>This will be a two-way street with a reserve width of 23m to 27m and a central median for significant street trees and WSUD subject to detail traffic studies and design. Within the Mixed Use - Village Heart sub-precinct this</p>	<p><b>Not Applicable</b></p> <p>The proposed development does not include changes to the existing streetscape.</p>

Criteria	Response
street provides opportunities for pedestrian crossing.	
Building awnings and footpath street trees will provide shade and shelter and reinforce this street's role as a green spine connecting Beams Road and bushland to the south. The Village Main Street will be a key character element within the Urban Village.	<p><b>Complies</b></p> <p>The proposed development includes landscaping appropriate to the local context.</p> <p>Refer to <b>Appendix F – Landscape Concept Plan</b></p>
Multiple development access points are not appropriate from the Village Main Street but a shared vehicular access/laneway to service the preferred supermarket location and mid-block access lane and pedestrian link is desirable subject to detailed design investigations.	<p><b>Complies</b></p> <p>The proposed development consists of multiple individual pedestrian entries from Plaza Place (Village Main Street) and a single vehicle entry from Meander Street (access road).</p> <p>Refer to <b>Appendix E - Architectural Plans.</b></p>
<p><i>Western Access Road / Shared Busway</i></p> <p><i>This street will be designed to connect the Village Main Street, future Northern Busway and Dorville Road. The connection to Dorville Road will be signalized and a landscape gateway created building upon significant mature vegetation and entry signage.</i></p>	
This will be a two-way street with a reserve width of 23m-27m. Sections of on-street parking may be appropriate where not conflicting with intersections, bus stops or areas where fauna movement is to be supported. A centre median may be considered subject to detailed traffic studies and design.	<p><b>Not Applicable</b></p> <p>The proposed development is on the Village Main Street.</p>
On-street cycle lanes will be provided, along with a set of Busway bus stops one on either side of the road at an appropriate location.	<p><b>Not Applicable</b></p> <p>The proposed development is on the Village Main Street.</p>
Fauna movement will be provided for across this street at key locations. Integration of fauna movement/poles near the connection to Dorville Road should be considered as an opportunity for integrated public art.	<p><b>Not Applicable</b></p> <p>The proposed development is on the Village Main Street.</p>
New access place connections from this street to the north are expected but direct additional	<p><b>Not Applicable</b></p>

Criteria	Response
vehicle access to individual development sites to the north is not envisaged.	The proposed development is on the Village Main Street.
Access to the QUT Research and Education Facility (SP1) will be provided from this new link to the west of the intersection of this street, the Village Main Street and Northern Busway.	<p><b>Not Applicable</b></p> <p>The proposed development is on the Village Main Street.</p>
<p><i>Loop Road</i></p> <p><i>The Loop Road provides for internal circulation within Precinct 1 but will also connect Precinct 1 to Precinct 3, and the Carseldine Railway Station and bus interchange within the Urban Village, once the Beams Road Railway Overpass is in place.</i></p>	
The reserve width of the loop road will vary from 20m to 25m where integrated with longer-stay parking for park and ride purposes.	<p><b>Not Applicable</b></p> <p>The proposed development is on the Village Main Street.</p>
The loop road will provide for local bus access, on-street car parking, pedestrian footpaths on both sides, street trees and landscaping. Street tree plantings will create an avenue effect to contrast with nearby bushland and informal park plantings but utilizing a locally appropriate planting selection. WSUD will be integrated into the design of this street.	<p><b>Not Applicable</b></p> <p>The proposed development is on the Village Main Street.</p>
As illustrated in Figure 2a Section 3b, continuing parallel to the railway corridor the loop road will service nose-in longer term park and ride.	<p><b>Not Applicable</b></p> <p>The proposed development is on the Village Main Street.</p>
In this location direct vehicular access to individual sites within the Mixed Use-High Intensity Employment sub-precinct is not supported. These parcels will be serviced from alternative directions by Access Places or Access Lanes.	<p><b>Not Applicable</b></p> <p>The proposed development is on the Village Main Street.</p>
An additional area for park and ride facilities will be provided to the south adjoining the local park, informal sports area and community hub. This area will be accessed from the Loop Road and together with spaces along the Loop Road	<p><b>Not Applicable</b></p> <p>The proposed development is on the Village Main Street.</p>

Criteria	Response
within Precincts 1 and 3 will maintain a total of 210 park and ride spaces.	
<p><i>Access Places</i></p> <p><i>Access places will provide standard road reserves and pavement widths with on-street parking, street tree planting, pedestrian pathways and WSUD. They will provide low maintenance, shaded and interconnected streetscapes, with the intention of limited lengths and a slow-speed vehicle environment.</i></p>	
Direct vehicle access to development is expected subject to consideration of traffic design standards and the proximity of other development access points.	<p><b>Not Applicable</b></p> <p>The proposed development is on the Village Main Street.</p>
<p><i>Access Lanes</i></p> <p><i>The Village's access lanes will provide secondary accessways linking access places to car parking zones, basement parking or loading and servicing zones.</i></p>	
With no on-street parking they will be shared zones and provide mid-block connections, improving the permeability and walkability of the Urban Village.	<p><b>Not Applicable</b></p> <p>The proposed development is on the Village Main Street.</p>
Access lanes should be no more than 100m in length with a reserve width of 14m.	<p><b>Not Applicable</b></p> <p>The proposed development is on the Village Main Street.</p>
<p><i>Residential Park Esplanade</i></p> <p><i>Fronting parkland, the Residential Park Esplanade will be a predominantly residential living street. It will provide extensive frontage to the new local park, informal sports and community hub with provision for adequate short-stay visitor parking to service visitor and park user needs.</i></p>	
It will provide access to both residential buildings and community uses, and as such, will have a high degree of vehicle, pedestrian and cycle usage. The road reserve is to be set following detailed design investigations in parallel with the development of concepts for the parkland area.	<p><b>Not Applicable</b></p> <p>The proposed development is on the Village Main Street.</p>
Street tree planting, landscaping, pavement treatments and signage will reinforce the function and character of this road as a slow-	<p><b>Not Applicable</b></p>

Criteria	Response
<p>speed, shared environment with a high degree of activity. Adjoining land uses will require a high degree of architectural control and landscape treatment to support overlooking and maximise vistas for residents.</p>	<p>The proposed development is on the Village Main Street.</p>
<p>Pedestrian and cycle movement</p> <p><i>The UDA structure plan, transport plan and Precinct 1 plan include a major pedestrian spine linking the Carseldine Railway Station with the Mixed Use - Village Heart and Mixed Use sub-precincts.</i></p>	
<p>Pedestrian and cyclist priority is provided to users accessing the Carseldine Railway Station, including the provision of safe and convenient access under the future Beams Road railway overpass.</p>	<p><b>Not Applicable</b></p> <p>The proposed development does not include changes to the existing streetscape.</p>
<p>Through Precinct 1, this link will extend across the Village Main Street with a signalized crossing, then continue through a pedestrian plaza addressed by 3 storey development. This link will continue up the slope along the northern side of a new internal access place with buildings providing active frontages, awnings and entries.</p>	
<p>The pedestrian plaza spine will be of a high quality with street trees, landscaping, pedestrian-scale lighting and street furniture, and finished in accordance with relevant standards and guidelines. Further detailed investigations and concepts for the termination of this axis at the existing buildings within the Mixed Use sub-precinct are required.</p> <p><i>Note – Refer to BCC Brisbane Streetscape Design Guidelines for further information and requirements.</i></p>	
<p>In addition to this key link and other pedestrian and cycle movement supported through the street network, on-road cycle lanes and off-road pedestrian and cycle links will be provided as indicated in Map 7b.</p>	

Criteria	Response
<p>Upgrading by other agencies, or external works required for development where involving Beams Road and Dorville Road, should include on-road cycle lanes.</p>	
<p>Key off road connections include:</p> <p>a shared pathway north-south adjacent and parallel to the railway corridor, ultimately connecting under the Beams Road Railway Overpass to the Carseldine Railway Station to the north and to Cabbage Tree Creek trails to the south. This pathway will ultimately provide access to relocated park and ride facilities and, as such, should be a high quality pathway with pedestrian-scale lighting and facilities.</p> <p>an east-west trail network along the northern edge of Cabbage Tree Creek that connects to Dorville Road in the west, at key locations back to the Western Access Road / Shared Busway to the north and under the railway to the east.</p> <p>a shared pathway on the southern side of the Northern Busway link over the railway line to Precinct 2, Golden Place east of the railway and to Precinct 4.</p> <p>shared pathways on either side of the Beams Road Railway Overpass.</p> <p>shared pathways connecting into the Mixed Use sub-precinct from the surrounding street network and to bus stops in Beams Road and Dorville Road.</p> <p>a pedestrian and cycle connection over Cabbage Tree Creek to key activity nodes to the south. This requires further detailed investigation, consultation, approvals and funding allocation in partnership with other State agencies and Brisbane City Council. Locations for further investigations are shown on Map 7b.</p>	
<p>Off-road pedestrian and cycle connections should be designed to ensure legible and direct connection of key activity nodes, and</p>	



Criteria	Response
consideration of topography, environmental values, vistas and relative recreation and commuter functions. Pathways will be safe, comfortable and attractive and located and designed applying CPTED principles.	
End-of-trip facilities and bicycle storage requirements are outlined in the UDA wide criteria.	<p><b>Complies</b></p> <p>The proposed development includes bicycle storage as outlined in the UDA wide criteria.</p> <p>Refer to <b>Appendix E - Architectural Plans</b>.</p>
<b>Public Space and Landscaping</b>	
<p>General</p> <p>Map 7c illustrates the network of key public spaces and landscape elements which, along with the street network will form the "building blocks" of the Urban Village. These spaces will provide for the life of the Village, reflect the green character of the site, include placemaking elements such as public art and provide for community events and gathering.</p>	
Public spaces will generally be open and accessible to pedestrian movement 24 hours a day and will be designed considering pedestrian comfort, safety and amenity.	<p><b>Not Applicable</b></p> <p>The site of the proposed development does not impede the public spaces identified in Map 7c.</p>
<p>All publicly accessible footpaths and spaces will be designed and constructed in accordance with relevant Australian Standards and Brisbane City Council standards.</p> <p><i>Note – As appropriate BCC Subdivision and Development Guidelines and BCC Brisbane Streetscape Design Guidelines.</i></p>	<p><b>Not Applicable</b></p> <p>The site of the proposed development does not impede the public spaces identified in Map 7c.</p>
The public realm within the Urban Village comprises of a number of key elements and is not limited to public land but may include publicly accessible plazas, green spaces and building forecourts where public access is available 24/7.	<p><b>Not Applicable</b></p> <p>The site of the proposed development does not impede the public spaces identified in Map 7c.</p>
<p>Key public spaces within Precinct 1 include:</p> <p>The Village Main Street;</p>	<p><b>Not Applicable</b></p> <p>The site of the proposed development does not impede the public spaces identified in Map 7c.</p>

Criteria	Response
<p>Pedestrian plaza spine connecting the Carseldine Railway Station, Mixed Use Village Heart and Mixed Use sub-precincts;</p> <p>A local park, informal sports area and community hub with an area of approximately 3.6 hectares.</p> <p>Village greens within the Mixed use Village Heart and Mixed Use sub-precincts;</p> <p>Mid block plaza links east-west within the Village heart.</p>	
<p>Village Main Street</p> <p>Refer to the Access, movement and circulation and precinct outcomes section for a description of the Village Main Street.</p>	
<p>Pedestrian plaza spine</p> <p>The pedestrian plaza spine will play a major role in reinforcing the walkability of the Urban Village and providing a direct and comfortable path between the Carseldine Railway Station and bus interchange, Village Heart and key employment areas.</p>	
<p>With plaza areas on either side of the Beams Road intersection, the spine will include seating, lighting, shade trees, public art and active building frontages to promote activity and comfort. Landscape elements such as pavement treatments and avenue planting will reinforce a strong visual connection along the path, with built form framing the spine at consistent building heights, setbacks and frontages.</p>	<p><b>Not Applicable</b></p> <p>The proposed development is not within the pedestrian plaza spine outlined in Map 7c.</p>
<p>Building entries will be located along this spine, with upper level balconies overlooking the public space connection.</p>	
<p>Local park, informal sports and community hub</p> <p>The local park, informal sports and community hub area will provide a key recreational and open space asset to the future community and surrounding areas. With the ability to accommodate the equivalent of two full-size soccer or rugby fields or one AFL field, it will allow ample area for informal sports activities during the day.</p>	

Criteria	Response
<p>Existing trees will be retained to maintain the existing landscape amenity, and provide a feature setting for uses such as a children's playground, picnic areas or youth spaces.</p>	<p><b>Not Applicable</b></p> <p>The proposed development is not within the local park, informal sports and community hub spaces outlined in Map 7c.</p>
<p>The detailed design and implementation of this space will be subject to consultation with Brisbane City Council and analysis of the needs of local residents and employees within and directly adjacent to the Urban Village.</p>	
<p>An area has been identified as flood-free and suitable for future community purpose buildings.</p>	
<p>Village greens</p> <p>Village greens will open up the fabric of the Urban Village and provide green, informal parkland within core activity areas. Village greens will be public spaces edged and overlooked by buildings with entries and active ground floor uses. High quality landscaping will be provided including feature trees, paving, seating, other furniture and public art elements to reflect the Village's character and sub-tropical design palette.</p>	
<p>Village greens will provide the opportunity for low-key usage but also markets, displays or other short-term events.</p>	<p><b>Not Applicable</b></p> <p>The site of the proposed development is not within the village greens identified in Map 7c.</p>
<p>These spaces may be public or publicly accessible private land with other uses such as car parking below. As such, building line setbacks can be built to the boundary with awnings as appropriate. Public or private utility services may be located within these areas but will be integrated in the detailed design with consideration of service access, safe and maintenance matters.</p>	
<p>Plazas</p> <p>Plazas will be located at key nodes and directional interchange points such as the intersection of Beams Road and Balcara Avenue. They will generally be an extension of the street network and provide mid-block connections from the Village Main Street to adjoining activity nodes including, the Mixed Use-High Intensity Employment and Mixed Use sub-precincts.</p>	
<p>Plazas will generally have two street frontages and utilize a similar design to the footpath, with a continuation of paving style, street furniture,</p>	<p><b>Not Applicable</b></p>

Criteria	Response
<p>material and planting palette and will generally contain higher proportion of hard landscape than the Village greens. Plazas will be well lit with pedestrian scale lighting, street trees and landscaping.</p>	<p>The site of the proposed development is not within the public plaza zones identified in Map 7c.</p>
<p>Plazas may be reserved for public purposes or private public spaces with car parking underneath.</p>	
<p>Landscaping</p> <p>Landscape elements which will contribute to the character of Precinct 1 include:</p>	
<p>Landscape buffers to transport corridors, including the railway and future busway corridors.</p>	<p><b>Complies</b></p> <p>The proposed development includes landscaping appropriate to the locality of the site.</p> <p>Refer to <b>Appendix F – Landscape Concept Plan</b></p>
<p>Retention and integration of existing mature vegetation in the western portion of the Precinct.</p>	<p><b>Not Applicable</b></p> <p>The site is not within the western portion of the Precinct.</p>
<p>A centre median within the Village Main Street providing for significant street trees and WSUD whilst maintaining opportunities for pedestrian crossing.</p>	<p><b>Not Applicable</b></p> <p>The proposed development does not include changes to the existing streetscape.</p>
<p>Retention of existing mature vegetation within the local park and informal sports area.</p>	<p><b>Not Applicable</b></p> <p>The proposed development is not within the local park and informal sports area.</p>
<p>Use of locally significant tree species where appropriate in public space and private development.</p>	<p><b>Complies</b></p> <p>The proposed landscaping for the site reflects the local environment.</p> <p>Refer to <b>Appendix F – Landscape Concept Plan</b></p>
<p>Provision of areas for deep planting within development sites.</p>	<p><b>Complies</b></p>

Criteria	Response
	<p>The proposed development includes 9.25% deep planting.</p> <p>Refer to <b>Appendix F – Landscape Concept Plan</b></p>
<p>Revegetation and management of areas to the south of the proposed Northern Busway and Western Access Road to Dorville Road, in accordance with the Fitzgibbon Bushland Management Plan.</p>	<p><b>Not Applicable</b></p> <p>The site is not in proximity to the proposed Northern Busway and Western Access Road to Dorville Road.</p>
<p><b>Built Form</b></p> <p>Built form outcomes are directed by Map 5: Fitzgibbon Urban Development Area building heights plan, Map 6: Fitzgibbon Urban Development Area density plan, Map 7c: Precinct 1 public realm and built form plan and key parameters set out in Table 2.</p> <p>The public realm and built form plan Map 7C sets out the following elements:</p>	
<p>The preferred location for a small supermarket within the Mixed Use Village Heart sub-precinct.</p>	<p><b>Not Applicable</b></p> <p>The proposed development does not include a supermarket use.</p>
<p>Frontages will have active ground floor uses.</p>	<p><b>Not Applicable</b></p> <p>The proposed development involves residential use only.</p>
<p>High quality corner and gateway treatments for the Urban Village.</p>	<p><b>Complies</b></p> <p>The proposed building design incorporates high quality material and finishes.</p> <p>Refer to <b>Appendix E - Architectural Plans</b>.</p>
<p>High quality built form and landscape edges with building articulation, defined entries, appropriate fences and walls and low maintenance landscaping.</p>	<p><b>Complies</b></p> <p>The design of the proposed development includes high quality built form and landscaping appropriate to the site.</p> <p>Refer to <b>Appendix E - Architectural Plans</b> and <b>Appendix F - Landscaping Report</b>.</p>
<p>Edges where development and habitat interfaces must consider bushland</p>	<p><b>Complies</b></p>

Criteria	Response
management, bushfire risk, lighting and other impacts on fauna.	<p>The bushland interface at the site consists of an access track for emergency service vehicles and also acts as a bushfire buffer.</p> <p>Refer to <b>Appendix E - Architectural Plans</b>.</p>
Parkland interfaces where adjacent buildings will address and overlook public spaces and provide entries and high quality landscape responses at ground level.	<p><b>Not Applicable</b></p> <p>The proposed development does not interface with parkland.</p>
Development interfaces with infrastructure which must balance amenity impacts, sub-tropical design and CPTED.	<p><b>Not Applicable</b></p> <p>The proposed development does not interface with infrastructure.</p>
<p>Semi-basements may be used to reduce required earthworks or where fill is required for flood immunity, provided that site access and floor levels comply with relevant standards. Landscaping, screening or mounding will be used to improve streetscape amenity, whilst allowing for natural ventilation.</p> <p><i>Note – Development to comply with BCC Subdivision and Development guidelines regarding flood immunity.</i></p>	<p><b>Not Applicable</b></p> <p>The proposed development does not include the use of semi-basements.</p>
Ground level sleeved parking is generally not appropriate except where superior design and development outcomes are provided.	<p><b>Complies</b></p> <p>The proposed development incorporates ground level sleeved parking at the rear of the site, with a street-facing podium level to adhere to design guidelines.</p> <p>Refer to <b>Appendix E - Architectural Plans</b>.</p>
<p><b>Sustainability</b></p> <p>Sustainability measures are developed at the precinct wide and individual development scale in consultation with the ULDA.</p>	
<p>General</p> <p><i>General sustainability initiatives should relate to subdivision layout, bushland protection and rehabilitation, water management, energy use, materials and construction management.</i></p>	

Criteria	Response
<p>Precinct layout, land uses, movement networks, public spaces and built form responses will support the achievement of a walkable self-contained neighbourhood.</p>	<p><b>Complies</b></p> <p>Precinct layout, land uses, movement networks, public spaces and built form responses will support the achievement of a walkable self-contained neighbourhood.</p>
<p>Significant bushland and waterway corridors are protected and detailed planning and design complies with the relevant standards and guidelines.</p> <p><i>Note – Refer to Fitzgibbon Bushland Management Plan</i></p>	<p><b>Not Applicable</b></p> <p>The proposed development does not impede on bushland or waterway corridors.</p>
<p>Subdivision will provide for good north-south orientation for the majority of possible sites and building footprints.</p>	<p><b>Not Applicable</b></p> <p>The proposed development does not involve the subdivision of a lot.</p>
<p>Development of the Urban Village is to demonstrate best practice Integrated Water Cycle Management and Water Sensitive Urban Design (WSUD). This may include but not be limited to the following:</p> <p>roadside or median bio-retention pods at regular intervals to treat road runoff;</p> <p>public space stormwater harvesting with reuse in key public spaces subject to detailed planning and consultation with Brisbane City Council and user groups; and</p> <p>waterway remediation and erosion control.</p>	<p><b>Not Applicable</b></p> <p>Development is not in the Urban Village.</p>
<p>Green walls and landscaping should be considered as part of key infrastructure projects.</p>	<p><b>Not Applicable</b></p> <p>The proposed development is not a key infrastructure project.</p>
<p>Responsible material usage, including reuse of materials, recycled materials and consideration of the life cycle environmental costs of material, will be required.</p>	<p><b>Complies</b></p> <p>Development will adopt responsible material usage, including reuse of materials, recycled materials and consideration of the life cycle environmental costs of material.</p>

Criteria	Response
Individual development/building requirements	
<p>New buildings within the UDA will be required to demonstrate best practice in sustainability.</p> <p><i>Note – Development achieves a 5 star design rating under the applicable Green Building Council of Australia Green Star rating tool, or another recognised equivalent.</i></p>	<p><b>Complies</b></p> <p>The proposal will demonstrate best practice in sustainability.</p> <p>Refer to the Sustainability Report in <b>Appendix I.</b></p>
<p>Development within the Urban Village demonstrates best practice Integrated Water Cycle Management, WSUD and encourage inclusion of water efficient appliances.</p>	<p><b>Not Applicable</b></p> <p>Development is not in the Urban Village.</p>
<p>The overall target is to achieve a 50% reduction in non-potable water demand across the Urban Village. Refer to detailed studies and technical best practice guidelines.</p> <p><i>Note – Refer to the Carseldine Flooding and Stormwater Management Plan for further detail.</i></p>	<p><b>Not Applicable</b></p> <p>Development is not in the Urban Village.</p>
<p>Development provides a lot/development based water plan which addresses non-potable water demand and reuse and stormwater quality management.</p>	<p><b>Can Comply</b></p> <p>Please refer to the Engineering Services Report in <b>Appendix G.</b></p>
<p>Alternative energy sources should be considered for residential and commercial buildings subject to consultation with the ULDA.</p>	<p><b>Complies</b></p> <p>The proposed development incorporates solar panels on the roof to facilitate alternative energy sources for residents.</p> <p>Refer to <b>Appendix E - Architectural Plans.</b></p>
<p>Significant employment developments will apply TravelSmart principles to prepare Business and Employee Travel Plans. Preparation, implementation and monitoring of required travel plans should include support for public and active transport modes, telecommuting, flexible workplace options, car pooling and business travel practices.</p>	<p><b>Not Applicable</b></p> <p>The proposed development does not involve significant employment.</p>
<p>Development and buildings will consider implementation of green walls or roofs, such as</p>	<p><b>Not Applicable</b></p>



Criteria	Response
on the roof of the small supermarket or servicing and loading areas or within mixed use developments, to provide communal open spaces above street level if residential uses are included.	The proposed development consists solely of a residential use.

#### Sub-precinct 1(d): Mixed Use - Parkside Residential

Criteria	Response
This sub-precinct provides for high intensity residential use up to 8 storeys in height. Development will provide a diversity of housing types and building forms including affordable housing.	<b>Complies</b> Development provides for a 7-storey building for social and affordable housing.
Residential amenity will be enhanced with views to adjacent bushland and open space areas.	<b>Complies</b> Development adjoins a bushland area.
A high level of architectural and landscape detail will be required to create an interesting and varied skyline, and streetscape when viewed from adjoining open spaces and sub precincts.	<b>Complies</b> Building articulation is achieved through indentations created through changes in the building line, large balconies and windows openings. This articulation assists in achieving a visually interesting building, complimented by appropriate landscaping.
Variation in heights and building forms will be encouraged along with best practice subtropical design.	<b>Complies</b> The building is significantly indented to provide four smaller building masses reduce the extent of perceived bulk and scale.
<i>Sub-Precinct Intent</i>	
Uses are predominantly residential, with a diversity of dwelling types, pricing and forms.	<b>Complies</b> Development provides for 1-, 2-, and 3-bedroom dwellings as social and affordable housing stock.
Non-residential uses may be provided where ancillary or minor in nature, and not considered	<b>Not Applicable</b>

Criteria	Response
to impact on the residential amenity of this sub-precinct.	The development does not provide for non-residential uses.
Development in accordance with UDA and Precinct Maps and Table2: Development parameters.	<p><b>Performance Outcomes</b></p> <p>Please refer to <b>Section 4</b> and <b>Section 6</b> of the Town Planning Report which provides a detailed response to these development parameters.</p>
A mix of dwelling types and building forms within one development is encouraged.	<p><b>Complies</b></p> <p>Development provides for 1-, 2-, and 3-bedroom dwellings as social and affordable housing stock.</p>
Lot and building orientation maximize passive design responses.	<p><b>Complies</b></p> <p>The proposed lot and building orientation maximize passive design responses.</p>
Buildings are aligned parallel to streets and park frontages and incorporate balconies and windows that overlook these spaces.	<p>Complies</p> <p>The development is aligned parallel to the streets and bushland interface and incorporate balconies and windows that overlook these spaces.</p>
Buildings provide definition to corners and appropriate variation to distinguish entries.	<p>Complies</p> <p>The building provides definition to corners and appropriate variation to distinguish entries.</p>
20% of lot areas are developed for communal open space, of which 50% is for deep planting with mature tree stock.	<p><b>Complies</b></p> <p>Development provides for approximately 21% of communal open space.</p>
Communal open space is generally located on the northern side of sites.	<p><b>Complies</b></p> <p>While the largest area of communal open space is provided on the western side of the site on level 2, the overall COS exceeds the minimum requirements and varied through smaller, useable spaces on each level.</p>
Where private ground floor open space is to be provided for individual dwellings within a	<p><b>Complies</b></p>



Criteria	Response
development, communal open space requirements may be varied.	Development provides for both private open space and communal open space.
Car parking is basement, semi-basement or sleeved with development	<p><b>Complies</b></p> <p>The proposal provides a sleeved two storey podium car parking arrangement at the rear of the site.</p>
Interfaces with adjoining transport corridors consider noise, CPTED and residential amenity to achieve a positive interface.	<p><b>Complies</b></p> <p>CPTED and residential amenity are considered in the context of Plaza Place and Meander Street to achieve a positive interface.</p>
Development is flood free and results in no worsening of flood levels in other areas.	<p><b>Complies</b></p> <p>Development is flood free and results in no worsening of flood levels in other areas.</p>