

PDA-Wide Criteria

Criteria	Assessment
Urban Design and Public Realm	
Urban Design Development ensures the form, type and arrangement of buildings, streets and the public realm are designed to collectively contribute to the creation of a sense of place by: i. catering for the diverse needs of all community members, including children, elderly and people with disabilities, by applying principles of universal, adaptable and inclusive design ii. creating an attractive and functional relationship between buildings, private spaces and the public realm iii. providing a ground plane that is connected, legible, permeable, inclusive and safe iv. contributing positively to conditions of the urban environment and the visual experience of a place v. allowing for innovative and temporary use of public realm vi. applying Crime Prevention through Environmental Design (CPTED) principles, and vii. promoting identity and distinctive character, by working with the landscape, heritage and cultural features to create places with a strong relationship to their context.	Not Applicable The proposed development relates to Reconfiguration of a Lot for a Boundary Realignment, and no built structures are proposed or required as part of this application. Accordingly, the Urban Design and Public Realm criterion is not relevant to the assessment of this development application and a detailed assessment against this assessment benchmark has therefore not been provided
Sub-tropical Design Development ensures the form, type and arrangement of buildings, streets and the public realm are designed to positively respond to the	

local climate and improve the urban amenity of Bowen Hills by: i. applying design strategies that maximise natural light and air flow in the public realm and private spaces to reduce energy demand for artificial lighting and mechanical temperature control ii. applying design strategies to reduce the extremes of temperature and direct solar heating in buildings, streets and public spaces iii. orientating buildings to optimise seasonal solar gain and loss, and iv. using appropriate landscape, vegetation and large trees to provide shade and shelter for pedestrians and cyclists.	
Building Form Development delivers high-quality built form outcomes by: i. creating human-scale relationships between buildings, streets and the public realm ii. using setbacks and landscape to integrate with, complement and articulate streetscapes iii. using the ground floor of buildings to define the adjacent street or space, deliver a sense of safety, community ownership and promote activation iv. for mid-rise and high-rise buildings, providing tower separations to deliver access to light, promote air circulation, minimise overshadowing and maximise amenity and privacy for both occupants and neighbours, and v. responding to the cultural heritage significance of heritage places.	
Streets and Public Realm Development delivers high-quality streets and public realm spaces that are:	

i. attractive spaces embellished with landscape and street furniture to encourage social interaction, healthy active lifestyle and community-based activity ii. human-scale spaces that are designed to contribute positively to the environmental and visual experience of Bowen Hills, and iii. universally designed and provide legible, permeable and safe movement for all members of the community.	
Connectivity	
Development: i. delivers a high quality street and movement network and related infrastructure which enhances connectivity for pedestrians, cyclists and vehicles ii. provides car parking, access and servicing facilities to meet the necessary functional requirements of development as detailed in schedule 3 iii. ensures universal design principles are applied to access, safety, transport and connectivity within the PDA to ensure that the needs of pedestrians, cyclists and motorists are met iv. ensures the layout of streets and the public realm prioritise pedestrian and cycle movements and the use of public transport over private vehicles by: a. creating attractive, direct, permeable, legible and connected network of streets, pedestrian and cycle paths and safe crossings points b. giving high priority to equitable pedestrian connectivity, directness of route and facilities for all members of the community c. providing convenient through-site connections and cross-block links for	Not Applicable The proposed development relates to Reconfiguration of a Lot for a Boundary Realignment only. No changes are proposed to moveability and connectivity of the site and immediate surrounds. Accordingly, the connectivity criterion is not relevant to the assessment of this development application and a detailed assessment against this assessment benchmark has therefore not been provided.

pedestrians and cyclists, offering a choice of routes throughout the PDA d. connecting directly to existing footpaths, cycleways, streets and public transport in surrounding areas, and e. managing potential conflicts between pedestrians, cyclists and other users through appropriate and safe design.	
Housing Diversity	
Development for residential uses (including residential components of a mixed-use development) provides: i. diverse housing choice to suit a variety of households by offering universal design¹⁶ and variety in dwelling size, configuration and adaptability ii. a minimum of 10 per cent of total residential GFA as dwellings with 3 or more bedrooms iii. a minimum of 5 per cent of total residential GFA as either or a mix of public housing, social housing or affordable housing, and iv. dwellings that are for public housing, social housing and affordable housing are integrated and distributed throughout residential and mixed-use developments and present high-quality design outcomes to avoid identifying them or setting them apart in the community.	Not Applicable The proposed development relates to Reconfiguration of a Lot for a Boundary Realignment, and no built structures are proposed or required as part of this application. Accordingly, the Housing Diversity criterion is not relevant to the assessment of this development application and a detailed assessment against this assessment benchmark has therefore not been provided.
Sustainable Developments	
Sustainable Buildings Development provides the design, construction and operation of sustainable buildings by achieving either: i. a minimum 6 leaf EnviroDevelopment certification	Not Applicable The proposed development relates to Reconfiguration of a Lot for a Boundary Realignment, and no built structures are proposed or required as part of this application. Accordingly, the Sustainable Developments criterion is not

ii. a minimum 4 star Green Star: Design and as Built certification, or iii. an equivalent rating under an alternative rating system.	relevant to the assessment of this development application and a detailed assessment against this assessment benchmark has therefore not been provided.
Self Sufficiency Development enables communities to be more resilient and self-sufficient by providing opportunities for: i. food to be grown in private, communal or public spaces ii. water to be locally sourced for appropriate uses, and iii. energy to be locally generated and sourced.	
Sustainability of Infrastructure Development ensures: i. all infrastructure is appropriately designed and delivered to support the needs of development, and ii. existing infrastructure is well used and land that is required for future infrastructure is preserved	
Water Management Development provides a stormwater management system designed to deliver the principles of Water Sensitive Urban Design (WSUD) and Integrated Water Cycle Management (IWCM) for buildings, streets and public spaces. This can include working with established topography to sustainably manage surface water run-off at the source and deliver improved biodiversity, landscape amenity and recreational resources.	
Energy Efficiency Development promotes energy efficiency through: i. site layout, building orientation and thermal design that reduces the need for mechanical cooling and heating	

ii. the use of natural light and energy efficient lighting, plant and equipment and at least one of the following: iii. integration of solar generation technology within the built form or public realm, or iv. integration of green roofs, green walls or other sustainable landscape elements within the built form and the public realm, or v. integration of smart technology which passively controls the use of electricity.	
Waste Management Development: i. provides facilities for recycling, composting and waste reduction, in addition to the provision of facilities for the removal of waste. Where possible, waste management facilities are centrally located on the site, and ii. ensures that no liquid or solid wastes, other than stormwater, are discharged to neighbouring land or waters to prevent contamination of natural waterways.	
Transport Efficiency Development: i. integrates with public transport and active transport infrastructure ii. supports a reduction in car ownership and vehicle trips by providing car share facilities, ride share access, cycle access, cycle storage facilities and pedestrian permeability, and iii. provides facilities to support the charging of electric vehicles including at least one Destination AC charger and the electrical capacity for Basic AC charging on all non-visitor parking.	
Infrastructure Planning and Delivery	
Development ensures:	Complies

i. planned future infrastructure is provided or that its future provision is not constrained, and ii. Infrastructure networks are designed and delivered to meet relevant standards, in a timely and coordinated way which facilitates ongoing development in the PDA.	The proposed development is not anticipated to impact on the delivery of future infrastructure and does not interfere with the state-controlled road.
Heritage Places	
Development promotes the historic identity of the Bowen Hills PDA, by conserving the cultural significance of heritage places and sensitively managing any development and adaptive reuse opportunities by: i. avoiding significant adverse impacts on the cultural heritage significance of the place by protecting the fabric, features and setting of a heritage place when providing for its continued use, interpretation and management ii. where adverse impacts cannot be avoided, minimising and mitigating unavoidable adverse impacts on the cultural heritage significance of the place or area, by adapting a heritage place to a new use in a way that is compatible and sympathetic to its heritage significance , and iii. minimising the detrimental impact of the form, bulk and proximity of adjoining development on heritage places.	Not Applicable The site is not a heritage place.
Environment	
Significant Vegetation Development: i. avoids impacts on significant vegetation, or ii. minimises and mitigates impacts on significant vegetation after demonstrating avoidance is not reasonably possible, and	Not Applicable The proposed development relates solely to Reconfiguring a Lot for a boundary realignment, and does not involve operational works, vegetation clearing, earthworks or the construction of built structures as part of this application. Accordingly, the assessment benchmarks relating to Significant

iii. provides an offset if, after demonstrating all reasonable avoidance, minimisation and mitigation measures are undertaken, the development results in significant residual impact on a prescribed environmental matter .	Vegetation, Waterways and Riparian Areas, and Acid Sulfate Soils are not considered directly relevant to the assessment of this development application and a detailed assessment against these criteria has therefore not been provided.
Waterways and Riparian Areas Development: i. ensures that land along Breakfast Creek within 10m of the high water mark is transferred to Brisbane City Council as publicly accessible open space ii. is located, designed, constructed and operated to avoid, or where avoidance is not reasonably possible, minimises and mitigates adverse impacts on: a. the hydraulic capacity of the waterway b. the environmental values of receiving waters, and iii. protects environmental values of receiving waters by delivering appropriate solutions that achieve an equivalent or improved water quality outcome.	
Acid Sulfate Soils Development: i. ensures acid sulfate soils (ASS) will be treated in accordance with current best practice in Queensland ii. ensures the disturbance of ASS is avoided to the greatest extent practical, then managed to reduce risks posed to the natural and built environments from the release of acid and metal contaminants, and iii. that is operational work will require an ASS investigation if the work involves: a. the disturbance of greater than 100m³ of soil below 5m Australian Height Datum (AHD), or	

b. the placement of greater than or equal to 500m³ of fill material in layer of greater than or equal to 0.5m in average depth below 5m AHD.	
Flood	
Development in a flood hazard area or coastal hazard area: i. is designed and located to avoid, or where avoidance is not reasonably possible, minimise and mitigate the susceptibility to and the potential impacts of inundation ii. ensures underground car parks are designed to prevent the intrusion of storm tide waters or flood waters by the incorporation of a bund or similar barrier with a minimum height of 300mm above the defined flood level iii. provides measures to ensure critical services remain operational in an inundation event. Essential electrical services including substation equipment and switchboards must be located above the defined flood level, and iv. ensures any hazardous material manufactured or stored on site is not susceptible to risk of inundation.	Not Applicable The proposed development relates to Reconfiguration of a Lot for a Boundary Realignment, and no built structures are proposed or required as part of this application. Accordingly, the Flood criterion is not relevant to the assessment of this development application and a detailed assessment against this assessment benchmark has therefore not been provided.
Managing the Impacts of Infrastructure	
Railway Environment Development: i. does not create a safety hazard for users of a railway, by increasing the likelihood or frequency of loss of life or serious injury ii. does not compromise the structural integrity of railways, rail transport infrastructure, other rail infrastructure or railway works iii. does not result in a worsening of the physical condition or operating performance of railways and the rail network	Not Applicable The proposed development relates solely to Reconfiguring a Lot for a boundary realignment and does not involve operational works, the construction of built structures or the introduction of new sensitive land uses as part of this application. Accordingly, the assessment benchmarks relating to the Railway Environment, Sub-surface Transport Infrastructure, Noise – Transport Noise Corridors and Entertainment Values, Procedures for Air Navigation Services (PANS-OPS), and Air Quality are not considered directly relevant to the assessment of this development application and a detailed

iv. does not compromise the state's ability to construct railways and future railways, or significantly increase the cost to construct railways and future railways v. does not compromise the state's ability to maintain and operate railways, or significantly increase the cost to maintain and operate railways, and vi. ensures the community is protected from significant adverse impacts resulting from environmental emissions generated by a railway.	assessment against these criteria has therefore not been provided.
Sub-surface Transport Infrastructure Development does not adversely impact the structural integrity or ongoing operation and maintenance of sub-surface transport infrastructure that is an existing or endorsed proposed tunnel.	
Noise- transport noise Corridors and Entertainment Values Development is oriented, designed and constructed to: i. reduce exposure to noise impacts from designated transport noise corridors, and ii. reduce the exposure of residential uses to noise impacts from lawfully operating entertainment venues.	
Procedures or Air Navigation Services Development does not create a permanent or temporary obstruction or hazard to operational airspace of the Procedures for Air Navigation Services – Aircraft Operational Surfaces (PANS-OPS) for the Brisbane Airport as identified on the Brisbane City Plan Airport Environs overlay mapping.	
Air Quality Development must limit exposure and risk associated with pollutants that could have an adverse effect on human health. Development in a transport air quality overlay is designed to:	

- i. minimise the impacts of air pollution from vehicle traffic on the health and wellbeing of uses of a childcare centre, multiple dwelling, residential care facility or retirement facility, and
- ii. maximise wind movement around buildings and the dispersion of traffic air pollutants.

Development within 100m of the Clem Jones Tunnel north ventilation outlet and above RL+45m AHD must be designed and oriented to:

- i. avoid unreasonable impacts on the performance of the ventilation outlet, and
- ii. mitigate potential air quality impacts on occupants resulting from the ventilation outputs.

Development within 150m of the Queensland Urban Utilities odour control device must be designed and oriented to mitigate:

- i. unreasonable impacts on the performance of the odour control device
- ii. potential air quality impacts on occupants resulting from the odour control device
- iii. the intrusion of air pollution from the odour control device, and
- iv. reverse amenity impacts on the lawful operation of the odour control device.

Development for a sensitive use within 500m of an existing High impact industry identified on Brisbane City Plan Industrial amenity overlay map is designed and constructed to achieve acceptable air quality, odour and health risk standards.