

## Division 29 Multiple Dwelling Units Code

### 29.1 Overall Outcomes

- (1) The overall outcomes are the purpose of this code.
- (2) The overall outcomes sought by the Multiple Dwelling Units Code are the following:-
  - (a) A high standard of environmental amenity is maintained for all residents;
  - (b) A variety of liveable residential accommodation options are provided; and
  - (c) Development complements and enhances the amenity and character of the surrounding area.

### 29.2 Compliance with the Multiple Dwelling Units Code

Assessable development that is consistent with the specific outcomes of the Development Requirements *Table 6.1.29 – Assessment Criteria for Assessable Development* contained in Section 29.4 complies with the Multiple Dwelling Units Code.

### 29.3 Development Requirements

The development requirements of this code relate to the following elements:-

- (1) Development Site Limitations
- (2) Development Density and Site Coverage
- (3) Building Height
- (4) Setbacks
- (5) Car Parking and Service Vehicle Facilities
- (6) Landscaping and Recreation Facilities
- (7) Infrastructure Provision
- (8) Building Form and Appearance
- (9) Privacy
- (10) Energy Efficiency
- (11) Artificial Lighting
- (12) Noise Impacts
- (13) Waste Storage, Recycling and Disposal Facilities
- (14) Emergency Vehicle Access and Signage
- (15) Disabled Access
- (16) Tall Structures
- (17) Use of Dwelling Units for Display Purposes

### 29.4 Development Requirements Table

**Table 6.1.29: Assessment Criteria for Assessable Development**

Specific Outcomes for Assessable Development	Probable Solutions
<b>Development Site Limitations</b>	
<p><b>SO 1</b> The overall development <i>site</i> has:-</p> <ol style="list-style-type: none"> <li>(1) a size which adequately accommodates the siting and use of the buildings and other associated facilities comprising the <b>multiple dwelling units</b> while maintaining the established or desired character of the area; and</li> <li>(2) a road frontage of sufficient length to cater for:-                             <ol style="list-style-type: none"> <li>(a) vehicular movement to and from the <i>site</i> by vehicles appropriate to the scale of the facility;</li> <li>(b) vehicular movements on the development <i>site</i>; and</li> <li>(c) on-site accommodation facilities adequately buffered from adjacent land uses.</li> </ol> </li> </ol>	<p><b>PS 1.1</b> For <b>low density multiple dwelling units</b>, the <i>site</i> has a minimum area of 2000m<sup>2</sup> and a minimum road frontage of 20m.</p> <p><b>OR</b></p> <p><b>PS 1.2</b> For <b>medium density multiple dwelling units</b>, the <i>site</i> has a minimum area of 1200m<sup>2</sup> and a minimum road frontage of 20m.</p> <p><b>OR</b></p> <p><b>PS 1.3</b> For <b>high density multiple dwelling units</b>, the <i>site</i> has a minimum area of 800m<sup>2</sup> and a minimum road frontage of 18m.</p>

Specific Outcomes for Assessable Development	Probable Solutions
<b>Development Density and Site Coverage</b>	
<p><b>SO 2</b> The development is of a density and in a form which gives recognition to and does not detract from the character of development on adjacent land and other land in the general vicinity of the <b>site</b>.</p>	<p><b>PS 2.1</b> For <b>low density multiple dwelling units</b>, the <b>gross floor area</b> does not exceed 30% of the <b>site</b> areas.  <b>OR</b>  <b>PS 2.2</b> For <b>medium density multiple dwelling units</b>, the <b>gross floor area</b> does not exceed 50% of the <b>site</b> area.  <b>OR</b>  <b>PS 2.3</b> For <b>high density multiple dwelling units</b>, the <b>gross floor area</b> does not exceed 80% of the <b>site</b> area.</p>
<b>Building Height</b>	
<p><b>SO 3</b> All building work on the <b>site</b> is of a scale and form which:-</p> <ol style="list-style-type: none"> <li>(1) does not adversely impact on the existing or desired streetscape for the area; and</li> <li>(2) is in keeping with the desired or established character of the area.</li> </ol>	<p><b>PS 3.1</b> For <b>low density multiple dwelling units</b>, the building height does not exceed 2 <b>storeys</b> above <b>natural ground surface</b>.  <b>OR</b>  <b>PS 3.2</b> For <b>medium density multiple dwelling units</b>, the building height does not exceed 2 <b>storeys</b> above <b>natural ground surface</b>.  <b>OR</b>  <b>PS 3.3</b> For <b>high density multiple dwelling units</b>, the building height does not exceed 4 <b>storeys</b> above <b>natural ground surface</b>.</p>
<b>Setbacks</b>	
<p><b>SO 4</b> All buildings, other <b>structures</b> and car parking facilities are located on the <b>site</b> in a manner which:-</p> <ol style="list-style-type: none"> <li>(1) does not adversely impact on the existing or desired streetscape for the area;</li> <li>(2) is in keeping with the desired or established character of the area;</li> <li>(3) does not result in significant loss of amenity to uses on adjacent land, or land in the general vicinity of the <b>site</b>, having regard to:- <ol style="list-style-type: none"> <li>(a) overshadowing;</li> <li>(b) privacy and overlooking; and</li> <li>(c) natural light and ventilation; and</li> </ol> </li> <li>(4) does not result in adverse effects on the safe and efficient operation of the vehicle carriageways and pedestrian thoroughfares within the frontage road.</li> </ol>	<p><b>PS 4.1</b> (1) In established areas, the front setback is within 20% of the average setback of adjoining buildings fronting the same street. Alternatively the buildings may be set back a minimum of 6m where the average front setback of adjoining buildings fronting the same street is greater than 6m.  <b>OR</b>  (2) In newly developing areas, the setback from street frontage is a minimum of 4m.  <b>AND</b>  <b>PS 4.2</b> The side boundary setback, except for a wall built to the boundary, is a minimum of:-  (1) 1.5m for a wall up to 4.5m high; or  (2) 2m for a wall up to 7.5m high; or  (3) 2.5 for a wall over 7.5m high.  <b>AND</b>  <b>PS 4.3</b> A wall built to a side boundary has:  (1) a maximum height of 3m, unless it abuts a higher existing or simultaneously constructed wall;  (2) a maximum length of 15m where it does not abut an existing boundary wall.  <b>AND</b>  <b>PS 4.4</b> A minimum rear boundary setback of 6m is provided.  For purposes of this provision, the property boundary is taken to be the <b>probable future land acquisition line</b> identified in AS 1.1 and AS 1.2 of the Setbacks Code or notified by Gazette notice.</p>

Specific Outcomes for Assessable Development	Probable Solutions												
<b>Car Parking and Service Vehicle Facilities</b>													
<p><b>SO 5</b> Sufficient space is available on the <b>site</b> to accommodate:-</p> <ol style="list-style-type: none"> <li>(1) the parking needs of residents;</li> <li>(2) the likely demand of visitors to the <b>site</b> in terms of numbers and location of visitor parking bays;</li> <li>(3) the need for service vehicle access, manoeuvring and standing areas; and</li> <li>(4) the carriage of vehicles between the vehicular access point to the <b>site</b> and each vehicle standing area on the land.</li> </ol>	<p><b>PS 5.1</b> Vehicle parking spaces are provided in accordance with the rates set out in Table 1 below:-</p> <p><b>Table 1: Vehicle spaces for different dwelling sizes</b></p> <table border="1" data-bbox="831 421 1441 638"> <thead> <tr> <th data-bbox="831 421 1129 517">Dwelling unit size (Gross Floor Area)/ number of bedrooms</th> <th colspan="2" data-bbox="1129 421 1441 517">Average vehicle spaces per dwelling</th> </tr> <tr> <td data-bbox="831 517 1129 548">Location</td> <td data-bbox="1129 517 1315 548">A(1)</td> <td data-bbox="1315 517 1441 548">B(2)</td> </tr> </thead> <tbody> <tr> <td data-bbox="831 548 1129 607">Small (&lt;75m<sup>2</sup>) or 1 bedroom</td> <td data-bbox="1129 548 1315 607">1</td> <td data-bbox="1315 548 1441 607">1.25</td> </tr> <tr> <td data-bbox="831 607 1129 638">Other</td> <td data-bbox="1129 607 1315 638">1.25</td> <td data-bbox="1315 607 1441 638">1.5</td> </tr> </tbody> </table> <p>1. "A" means any part of the site is within 200m of pedestrian entry to a railway station, bus stop or bus station (measured as actual walking distance; not as the crow flies).</p> <p>2. "B" means any other circumstances</p> <p><b>AND</b></p> <p><b>PS 5.2</b> Tandem parking may be used where 2 spaces are provided for 1 dwelling within the <b>curtilage</b> of the dwelling.</p> <p><b>AND</b></p> <p><b>PS 5.3</b> 1 bay per 4 units is provided for visitor parking, in addition to the parking requirement specified in <b>PS 5.1</b>. Line marking or signage is provided to identify these bays as being for the exclusive use of visitors.</p>	Dwelling unit size (Gross Floor Area)/ number of bedrooms	Average vehicle spaces per dwelling		Location	A(1)	B(2)	Small (<75m <sup>2</sup> ) or 1 bedroom	1	1.25	Other	1.25	1.5
Dwelling unit size (Gross Floor Area)/ number of bedrooms	Average vehicle spaces per dwelling												
Location	A(1)	B(2)											
Small (<75m <sup>2</sup> ) or 1 bedroom	1	1.25											
Other	1.25	1.5											
<p><b>SO 6</b> Garages, driveways and parking <b>structures</b> do not visually dominate the street frontage.</p>	<p><b>PS 6.1</b> A minimum of 60% of <b>multiple dwelling units</b> shall have garages/carports located further back from the street/access driveway than the living areas of the <b>dwelling units</b>.</p> <p><b>AND</b></p> <p><b>PS 6.2</b> A landscaped buffer having a width of no less than 2m is provided and maintained for the full length of the road frontages of the <b>site</b>, excluding the location of any vehicle or pedestrian access point.</p> <p>For purposes of this provision, the property boundary is taken to be the <b>probable future land acquisition line</b> identified in AS 1.1 and AS 1.2 of the Setbacks Code or notified by Gazette notice.</p> <p><b>AND</b></p> <p><b>PS 6.3</b> Driveways and parking areas shall not be surfaced with the same material, unless different colours, textures or borders are used to differentiate between them.</p>												
<p><b>SO 7</b> Vehicle access driveways permit safe and convenient pedestrian and vehicular circulation.</p>	<p><b>PS 7.1</b> Internal loop roads and access roads within the development have a minimum width of 6.5m.</p> <p><b>AND</b></p> <p><b>PS 7.2</b> Shared driveways have a minimum width as set out in the table below:-</p> <table border="1" data-bbox="831 1742 1441 1937"> <thead> <tr> <th data-bbox="831 1742 1171 1800">Number of bays gaining access to driveway</th> <th data-bbox="1171 1742 1441 1800">Minimum width of driveway</th> </tr> </thead> <tbody> <tr> <td data-bbox="831 1800 1171 1832">4 to 6 parking bays</td> <td data-bbox="1171 1800 1441 1832">3.0m*</td> </tr> <tr> <td data-bbox="831 1832 1171 1863">8 to 20 parking bays</td> <td data-bbox="1171 1832 1441 1863">5.0m*</td> </tr> <tr> <td data-bbox="831 1863 1171 1895">22 to 40 parking bays</td> <td data-bbox="1171 1863 1441 1895">5.5m*</td> </tr> <tr> <td data-bbox="831 1895 1171 1937">Greater than 40 parking bays</td> <td data-bbox="1171 1895 1441 1937">6.5m*</td> </tr> </tbody> </table> <p><i>*Except that for the purpose of the access and manoeuvring of a vehicle from a garage or parking space, other than a parallel parking space, the driveway shall have a minimum width of 6.5m for that section from which access is gained to the garage or parking space.</i></p>	Number of bays gaining access to driveway	Minimum width of driveway	4 to 6 parking bays	3.0m*	8 to 20 parking bays	5.0m*	22 to 40 parking bays	5.5m*	Greater than 40 parking bays	6.5m*		
Number of bays gaining access to driveway	Minimum width of driveway												
4 to 6 parking bays	3.0m*												
8 to 20 parking bays	5.0m*												
22 to 40 parking bays	5.5m*												
Greater than 40 parking bays	6.5m*												

Specific Outcomes for Assessable Development	Probable Solutions
<p><b>SO 8</b> Vehicle access and parking design and location minimise impacts on neighbouring dwellings.</p>	<p><b>PS 8.1</b> Vehicle parking is:-</p> <ol style="list-style-type: none"> <li>(1) screened, by means of a fence, wall or vegetation, a minimum of 1.8m high to minimise the reflection of car headlights onto dwelling windows and also to aid in noise attenuation;</li> <li>(2) separated from habitable windows to minimise noise and fumes disturbance; and</li> <li>(3) no closer than 2m from any habitable room window unless such window is of fixed glass.</li> </ol> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 8.2</b> Vehicle parking <b>structures</b> are designed and located:-</p> <ol style="list-style-type: none"> <li>(1) behind the building setback; or</li> <li>(2) behind or below the building so they are not visually dominant from a public street;</li> <li>(3) to be compatible with overall building design in terms of height, roof form, detail, material and colours; and</li> <li>(4) as close as possible to the <b>dwelling unit</b> being served.</li> </ol> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 8.3</b> The location of visitor parking must be clearly signposted from the entry driveway to the development.</p> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 8.4</b> Next to any vehicle movement or vehicle parking area:-</p> <ol style="list-style-type: none"> <li>(1) acoustic screening; or</li> <li>(2) a 2m wide vegetated buffer;</li> </ol> <p>is provided along the side or rear boundary.</p>
<p><b>SO 9</b> Car washing facilities adequate to cater for the needs of on-site residents are available:-</p> <ol style="list-style-type: none"> <li>(1) in locations which allow for the efficient washing of resident vehicles while ensuring that the washing activity has no significant adverse effect on the use of internal roadways, pedestrian thoroughfares or accommodation facilities; and</li> <li>(2) in a form which allows the efficient capture of wash water and the direction of wash water into an approved drainage system while minimising the potential for contamination of surface soil or surface waters.</li> </ol>	<p><b>PS 9.1</b> For those developments that incorporate 10 or more <b>dwelling units</b> serviced hostel units, or a combination of such units, car washing facilities meeting the acceptable construction standards outlined in <i>Planning Scheme Policy PSP16 Construction Standards for Bin Washout Facilities, Shared Carwash Facilities and Waste Receptacle Storage Areas</i> are provided on the <b>site</b> at the rate of 1 car washing space per 100 <b>dwelling units</b> or serviced hostel units, or part thereof.</p> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 9.2</b> A separation distance of no less than 6m is provided between any car washing facilities and any residential unit internal pedestrian thoroughfare or internal roadway.</p>
<b>Landscaping and Recreation Facilities</b>	
<p><b>SO 10</b> The development is provided with sufficient landscaped open space and recreation facilities to cater for the needs of residents.</p>	<p><b>PS 10.1</b> (1) For <b>low density multiple dwelling units</b>, not less than 20% of the area of that section of the <b>site</b> occupied by the <b>multiple dwelling units</b> is developed and maintained for communal landscaped open space and recreation facilities.</p> <p style="text-align: center;"><b>OR</b></p> <p>(2) For <b>medium density multiple dwelling units</b>, not less than 15% of the area of that section of the <b>site</b> occupied by the <b>multiple dwelling units</b> is developed and maintained for communal landscaped open space and recreation facilities.</p> <p style="text-align: center;"><b>OR</b></p> <p>(3) For <b>high density multiple dwelling units</b>, not less than 20% of the area of that section of the <b>site</b> occupied by the <b>multiple dwelling units</b> is developed and maintained for communal landscaped open space and recreation facilities.</p>

Specific Outcomes for Assessable Development	Probable Solutions
	<p style="text-align: center;"><b>AND</b></p> <p><b>PS 10.2</b> The open space and recreation area prescribed under <i>PS 10.1</i> does not include:-</p> <ol style="list-style-type: none"> <li>(1) service areas such as communal clothes drying areas and bin storage facilities; or</li> <li>(2) private courtyard areas; or</li> <li>(3) driveways and parking areas.</li> </ol> <p>Where more than the minimum private ground floor open space is provided, the additional floor space may be discounted against the areas of communal open space required by <i>PS 10.1</i>.</p>
<p><b>SO 11</b> The development provides private open space to meet the needs of residents.</p>	<p><b>PS 11.1</b> For any <b>ground floor dwelling unit</b>, ground floor private open space is provided such that:</p> <ol style="list-style-type: none"> <li>(1) the average area of the private open space for ground floor units within the development is a minimum of 40m<sup>2</sup>. (The total of the private open space for ground floor units within the development, when divided by the number of units, is 40m<sup>2</sup> or more.); and</li> <li>(2) each private open space area contains a circle with minimum diameter of 4m.</li> </ol> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 11.2</b> For any <b>low density</b> or <b>medium density multiple dwelling unit</b> above ground level, private open space is provided in the form of a balcony:-</p> <ol style="list-style-type: none"> <li>(1) orientated in a north, north-easterly direction;</li> <li>(2) with a minimum width of 2.5m; and</li> <li>(3) with a minimum area of 9m<sup>2</sup>.</li> </ol>
<p><b>SO 12</b> Adequate clothes drying facilities and communal open space are provided for residents.</p>	<p><b>PS 12.1</b> First floor units or units with courtyard areas of less than 40m<sup>2</sup> have convenient access to clothes drying facilities within communal areas.</p> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 12.2</b> Units are less than 30m from communal clothes drying facilities, where required by <i>PS 12.1</i>.</p>
<p><b>SO 13</b> The location, design, height, extent and materials of retaining walls minimises visual impact.</p>	<p><b>PS 13.1</b> The combined height of retaining wall and fence (of the parent parcel) does not exceed 2m.</p> <p style="text-align: center;"><b>OR</b></p> <p><b>PS 13.2</b> The combined height of the retaining wall and fence (of the parent parcel) exceeds 2m and the fence is stepped back a minimum of 750mm from the edge of the retaining wall and the area between the fence and retaining wall is landscaped.</p> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 13.3</b> Internal retaining walls are stepped or terraced with the visual impact softened by landscaping.</p>
<p><b>SO 14</b> Landscaping contributes to a pleasant and safe environment.</p>	<p><b>PS 14.1</b> The landscape design shall ensure that proposed vegetation, when mature, will not result in vehicle and pedestrian entry areas, internal circulation pathways and communal open space being visually obscured from adjacent units.</p> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 14.2</b> Landscaping is established in accordance with an approved landscape plan and is:-</p> <ol style="list-style-type: none"> <li>(1) consistent with the established landscape character of the area; and</li> <li>(2) contributes to the creation of attractive, comfortable and useable recreation spaces.</li> </ol> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 14.3</b> Established trees within the <b>site</b> (including street trees) are retained where their removal is not required to facilitate approved construction works.</p>

Specific Outcomes for Assessable Development	Probable Solutions
<p><b>SO 15</b> Fencing and walls:</p> <ol style="list-style-type: none"> <li>(1) enable surveillance of the street and entry areas;</li> <li>(2) enable the use of private open space abutting the street; and</li> <li>(3) assists in highlighting entrances.</li> </ol>	<p><b>PS 15.1</b> Solid front fences above 1.2m high are only provided on boundaries abutting roads classified as collector or higher<sup>1</sup> where acoustic barriers are required to attenuate external noise sources.</p> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 15.2</b> Solid front fences over 1.2m high have gates, indentations or detailing provided in conjunction with landscaping to ensure the streetscape is not dominated by high blank fences or walls.</p>
<b>Infrastructure Provision</b>	
<p><b>SO 16</b> The <i>site</i> has access to infrastructure capable of adequately catering for the reasonable everyday demand of the development in regard to:-</p> <ol style="list-style-type: none"> <li>(1) road access;</li> <li>(2) stormwater drainage;</li> <li>(3) water supply;</li> <li>(4) sewerage disposal;</li> <li>(5) electricity supply; and</li> <li>(6) telecommunications.</li> </ol>	<p><b>PS 16.1</b> The <i>site</i> has direct vehicular access to a dedicated road constructed to a standard which includes:-</p> <ol style="list-style-type: none"> <li>(1) concrete kerb and channel;</li> <li>(2) a 1.2m wide concrete footpath;</li> <li>(3) sealed road pavement;</li> <li>(4) line marking; and</li> <li>(5) road drainage works;</li> </ol> <p>on the ultimate alignment prescribed in <i>Planning Scheme Policy PSP28 Civil Infrastructure Design</i> for the full frontage of the <i>site</i>.</p> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 16.2</b> The development is connected to a stormwater drainage system which satisfies the requirements of <i>Planning Scheme Policy PSP28 Civil Infrastructure Design</i>.</p> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 16.3</b> The development has access to a reticulated potable water supply which satisfies the requirements of <i>Planning Scheme Policy PSP28 Civil Infrastructure Design</i>.</p> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 16.4</b> The development is connected to a reticulated sewerage system.</p> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 16.5</b> The development is connected to an electricity supply and telecommunications facilities.</p>
<b>Building Form and Appearance</b>	
<p><b>SO 17</b> Architectural design elements are utilised to reduce the appearance of building bulk.</p>	<p><b>PS 17.1</b> The building bulk is reduced by a combination of:</p> <ol style="list-style-type: none"> <li>(1) verandahs;</li> <li>(2) recesses;</li> <li>(3) variation in materials, colours and/or textures, including between levels; and</li> <li>(4) variation in building form to ensure there is no uniformity in individual building setback, orientation or wall length.</li> </ol> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 17.2</b> Roofs include pitches, gables or skillions.</p> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 17.3</b> Services <i>structures</i> and mechanical plant are screened or designed as part of the building so they do not protrude from either the roof or any side facade of the building.</p> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 17.4</b> The outside walls of no more than 3 units, either attached or detached, are on the same alignment or up to but not including a 2m step in the same alignment.</p>

Specific Outcomes for Assessable Development	Probable Solutions
<p><b>SO 18</b> Balconies are designed and orientated to:</p> <ol style="list-style-type: none"> <li>(1) prevent line of sight intrusion to neighbouring properties;</li> <li>(2) avoid the need for screening or enclosing; and</li> <li>(3) allow for the passive surveillance of the surrounding area.</li> </ol>	<p><b>PS 18</b> No solution provided.</p>
<p><b>SO 19</b> Development achieves a pleasant, attractive and manageable living environment.</p>	<p><b>PS 19.1</b> At least 75% of units are orientated to within 20 degrees either side of north.</p> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 19.2</b> All units orientated to within 20 degrees either side of north have their main living areas also orientated to within 20 degrees either side of north.</p> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 19.3</b> At least 75% of all private open space shall be free of overshadowing from buildings, excluding covered pergolas, as measured in December from 9am to 4pm.</p> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 19.4</b> Window placement and internal layout allows cross-ventilation.</p> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 19.5</b> North or north-east facing windows, balconies or decks may be permitted to provide lesser levels of privacy than would otherwise be allowed by this code where this will significantly improve passive solar design.</p>
<b>Privacy</b>	
<p><b>SO 20</b> Habitable spaces do not directly overlook dwellings on adjacent land.</p>	<p><b>PS 20</b> Where habitable room windows look directly at habitable room windows in an adjacent dwelling within 2m at ground floor level, or 9m at levels above ground floor, privacy is protected by:</p> <ol style="list-style-type: none"> <li>(1) sill heights a minimum 1.5m above floor level; or</li> <li>(2) fixed opaque glazing in any part of the fixed window below 1.5m above floor level; or</li> <li>(3) fixed external screens; or</li> <li>(4) fencing to a minimum 1.5m above ground floor level to prevent overlooking from habitable areas at the ground floor level units.</li> </ol>
<b>Energy Efficiency</b>	
<p><b>SO 21</b> All <i>multiple dwelling units</i> are so orientated and constructed as to maximise opportunities for the use of natural forms of heating, cooling and lighting while facilitating the efficient use of energy for artificial heating and cooling of those areas.</p>	<p><b>PS 21</b> The “acceptable construction practice” set out in the following parts of Volume 2 of the <i>Building Code of Australia</i> and the prescriptive requirements of the “acceptable construction manuals” nominated in those same parts are achieved for all building work comprising serviced hostel units within the <i>multiple dwelling units</i> despite the fact that those units would not comprise buildings of Class 1:-</p> <ol style="list-style-type: none"> <li>(1) Part 3.12.1 – “Building Fabric”;</li> <li>(2) Part 3.12.2 – “External Glazing”;</li> <li>(3) Part 3.12.3 – “Building Sealing”;</li> <li>(4) Part 3.12.4 – “Air Movement”; and</li> <li>(5) Part 3.12.5 – “Services”.</li> </ol>
<b>Artificial Lighting</b>	
<p><b>SO 22</b> An adequate level of illumination is provided at all times at the pedestrian entry point to the <i>site</i> and within the communal areas of the <i>site</i>.</p>	<p><b>PS 22</b> The pedestrian entry point to the <i>site</i>, the designated pedestrian thoroughfares within the <i>site</i> and communal recreation areas are at all times illuminated to a level no less than that prescribed under <i>Australian Standard AS 1158.3.1 (1999) Road Lighting</i>.</p>

Specific Outcomes for Assessable Development	Probable Solutions
<p><b>SO 23</b> Artificial lighting associated with the use of land as <b>accommodation units</b> is operated in such a manner as not to cause unreasonable disturbance to any adjoining land use.</p>	<p><b>PS 23</b> Artificial lighting within the <b>site</b> is directed and shielded in such a manner to comply with the requirements of <i>Australian Standard AS 4282 (1997) Control of Obtrusive Effects of Outdoor Lighting</i>. For purposes of these requirements, "curfewed hours" are taken to be those hours between 10pm and 7am on the following day.</p>
<b>Noise Impacts</b>	
<p><b>SO 24</b> Noise from the development does not unreasonably affect existing or likely future dwellings on adjacent land.</p>	<p><b>PS 24.1</b> Vehicle movement areas are located at least 3m from any adjoining dwellings. Alternatively, if the communal open space is closer than 3m to an adjoining dwelling, a solid brick or masonry wall, or double butted paling fence, at least 1.8m high, is erected on the property boundary.</p> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 24.2</b> Communal open space is located at least 3m from adjoining dwellings or provided with acoustic screening.</p>
<b>Waste Storage, Recycling and Disposal Facilities</b>	
<p><b>SO 25</b> Waste storage, recycling, disposal and bin washout facilities adequately catering for the everyday on-site activities of residents, managers/operators and maintenance staff are:-</p> <ol style="list-style-type: none"> <li>(1) conveniently located in terms of the waste generating activities;</li> <li>(2) appropriately screened from recreation areas, internal thoroughfares, reception areas and adjacent land;</li> <li>(3) of sufficient size to accommodate the everyday anticipated load of the waste generating activity;</li> <li>(4) so located as to not have a significant adverse effect on the amenity of occupants of the <b>site</b> and adjacent land;</li> <li>(5) readily accessible to waste collection vehicles; and</li> </ol> <p>so located that required reversing manoeuvres by waste collection vehicles are minimised in terms of number and travel distance and are restricted to areas where sight distances are not overly constrained.</p>	<p><b>PS 25</b> Waste storage and bin washout facilities meeting the acceptable construction standards outlined in <i>Planning Scheme Policy PSP16 Construction Standards for Bin Washout Facilities, Shared Carwash Facilities and Waste Receptacle Storage Areas</i> are provided on the <b>site</b>.</p> <p>There is no probable solution for the location, screening and size of waste storage and bin washout facilities to be provided on the <b>site</b> under this element.</p>
<b>Emergency Vehicle Access and Signage</b>	
<p><b>SO 26</b> A complete and readily understood directory system of on-site facilities which facilitates the effective operation of emergency services personnel in carrying out their designated duties, and aids in the direction of other visitors to the <b>site</b>, is provided at the vehicular entry point to the <b>site</b>.</p>	<p><b>PS 26.1</b> A sign incorporating and identifying:-</p> <ol style="list-style-type: none"> <li>(1) the overall layout of the development (to scale);</li> <li>(2) internal road names;</li> <li>(3) all communal facilities identified by name;</li> <li>(4) reception area and any on-site manager's <b>office</b>;</li> <li>(5) on-site hydrant facilities including hydrant points, booster points, on-site pumps and hydrant water storage facilities; and</li> <li>(6) physical constraints within the internal roadway system which would restrict access by fire fighting appliances and other emergency vehicles<sup>2</sup>;</li> </ol> <p>is provided at the vehicular entry point to the <b>site</b> adjacent to a sealed layby no smaller than 11m x 3.5m wide.</p> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 26.2</b> The sign prescribed under <i>PS 26.1</i> and the graphics thereon are:-</p> <ol style="list-style-type: none"> <li>(1) in a form;</li> <li>(2) of a size; and</li> <li>(3) illuminated to a level;</li> </ol> <p>which allows the information on the sign to be readily understood, at all times, by an average person either standing, or seated in a vehicle, 4.5m from the sign.</p>

Specific Outcomes for Assessable Development	Probable Solutions
<b>Disabled Access</b>	
<p><b>SO 27</b> Safe and equitable access for physically disabled persons is provided to, and within:-</p> <ol style="list-style-type: none"> <li>(1) those communal areas of the <b>site</b> which are normally accessible to residents; and</li> <li>(2) an appropriate number of residential units which are designed to accommodate the reasonable needs of physically disabled persons.</li> </ol>	<p><b>PS 27</b> Access for physically disabled persons is to be provided within the development in accordance with the relevant requirements of the <i>Building Code of Australia</i> and the <i>Disability Discrimination Act</i>.</p>
<b>Tall Structures</b>	
<p><b>SO 28</b> <b>Structures</b> such as light pylons, antennae, masts, aerials, telecommunication <b>structures</b> and other supply services which are <b>ancillary</b> to the use of premises as <b>multiple dwelling units</b> are restricted to a height and appearance which:-</p> <ol style="list-style-type: none"> <li>(1) does not adversely impact on the existing or desired streetscape for the area; and</li> <li>(2) is in keeping with the desired or established character of the area.</li> </ol>	<p><b>PS 28.1</b> Supply services within the <b>site</b> which are not otherwise concealed within buildings or other <b>structures</b> are reticulated underground.</p> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 28.2</b> <b>Structures</b> such as light pylons, antennae, masts, aerials and telecommunication <b>structures</b> are limited in height so that no part of these <b>structures</b>, or attachments to the <b>structures</b>, projects more than the lesser of:-</p> <ol style="list-style-type: none"> <li>(1) the maximum height permitted under another code within this <b>town planning scheme</b> which is applicable<sup>3</sup> to the particular <b>site</b>; or</li> <li>(2) 10m above <b>natural ground surface</b>.</li> </ol>
<b>Use of Dwelling Units for Display Purposes</b>	
<p><b>SO 29</b> Access to any <b>dwelling unit</b> by members of the public for display purposes is arranged in such a manner as to:-</p> <ol style="list-style-type: none"> <li>(1) not have a significant adverse effect on the desired or established residential character of the area;</li> <li>(2) not encourage excessive vehicular traffic to or from the <b>site</b> during twilight hours; and</li> <li>(3) not encourage excessive vehicular traffic to or from the <b>site</b> over an extended period of time.</li> </ol>	<p><b>PS 29.1</b> Any <b>dwelling unit</b> which is used for display purposes is closed to the public on Christmas Day, Good Friday, ANZAC Day or outside of the hours of 8am to 6pm on any other day.</p> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 29.2</b> No <b>dwelling unit</b> continues to operate for display purposes any longer than 6 months from the date that it is opened to the public for display purposes.</p>
<p><b>SO 30</b> For those developments which incorporate any <b>dwelling unit</b> used for display purposes, sufficient space is available to accommodate the likely parking demand of on-<b>site</b> sales staff, visitors to the <b>dwelling unit</b> on display and other concurrent users of the <b>site</b>.</p>	<p><b>PS 30</b> 5 car parking spaces<sup>4</sup>, exclusive of those required under this <b>planning scheme</b> for other concurrent uses and activities on the land, are provided on the <b>site</b> for every <b>dwelling unit</b> being used for display purposes.</p>
<p><b>SO 31</b> The form, extent and location of signage associated with the opening of any <b>dwelling unit</b> to the public for display purposes allows for the reasonable commercial needs of the developers of housing stock while:-</p> <ol style="list-style-type: none"> <li>(1) minimising any potential adverse effects on adjacent residential premises;</li> <li>(2) minimising any potential distractive effect on vehicular traffic in the vicinity of the signage;</li> <li>(3) minimising any potential for visual clutter;</li> <li>(4) taking into account the rights of all users of public areas in terms of access and safety;</li> <li>(5) not having a significant adverse effect on the desired or established character, streetscape and environmental values of the area; and</li> <li>(6) being subservient to the desirable characteristics of the built and natural environment of its immediate surrounds.</li> </ol>	<p><b>PS 31</b> Signage associated with the opening of any <b>dwelling unit</b> to the public for display purposes:-</p> <ol style="list-style-type: none"> <li>(1) is limited in its content to:- <ol style="list-style-type: none"> <li>(a) one or more of the following details about the <b>dwelling unit</b> and its associated facilities:- <ol style="list-style-type: none"> <li>(i) the builder's name, professional qualifications and contact details; and</li> <li>(ii) the size, style, price, list of inclusions and variations available for the <b>dwelling unit</b>;</li> </ol> </li> <li>(b) the time or times during which the <b>dwelling unit</b> will be open for inspection;</li> </ol> </li> <li>(2) is wholly contained within the <b>site</b> to which the signage relates;</li> <li>(3) is limited to one sign only for each <b>dwelling unit</b> on display on the <b>site</b>;</li> <li>(4) does not exceed 4m<sup>2</sup> in aggregate face area for any sign;</li> <li>(5) does not exceed 1.8m in overall height above <b>natural ground surface</b>;</li> <li>(6) does not incorporate any moving, rotating or animated parts;</li> </ol>

Specific Outcomes for Assessable Development	Probable Solutions
	<ul style="list-style-type: none"> <li>(7) does not present the view of an exposed or unpainted surface to an adjoining <b>dwelling unit</b>, property, road or other public place;</li> <li>(8) is removed from the <b>site</b> prior to the <b>dwelling unit</b> to which the signage refers ceasing to be used for display purposes;</li> <li>(9) is not fixed to trees or shrubs; and</li> <li>(10) if illuminated by artificial lighting, is lit by static illumination only.</li> </ul>

<sup>1</sup> The designation for the road opening in the Priority Infrastructure Plan and Council's Integrated Local Transport Plan (ILTP).

<sup>2</sup> Legislation administered by the Queensland Fire and Rescue Service prescribes the width, unobstructed height, clearance and standard of construction required for access to all of the operational components of the on-site hydrant facilities.

<sup>3</sup> Those codes identified in the assessment table and any overlay code relevant to the land.

<sup>4</sup> Physical attributes of parking facilities are set out in detail in the Access and Parking Code.