



TOWN PLANNING REPORT CHANGE APPLICATION (S82 OTHER CHANGE) DEVELOPMENT APPLICATION

MATERIAL CHANGE OF USE FOR BULK LANDSCAPE SUPPLIES,
LOW IMPACT INDUSTRY, OUTDOOR SALES, TRANSPORT
DEPOT, AND WAREHOUSE
UPON LAND AT
161 SANDMERE ROAD, PINKENBA

ON BEHALF OF
LAGC CAVA PTY LTD

OUR REFERENCE: 250723



PROJECT DETAILS

Applicant: LAGC CAVA Pty Ltd

Project Address: 161 Sandmere Road, Pinkenba

TPA Project Number: 250723

TPA Project Contact: Jessica Robson
Tara Nunn

TOWN PLANNING ALLIANCE CONTACT DETAILS

Brisbane 07 3361 9999 Level 1, 32 Logan Road WOOLLOONGABBA QLD 4102	Byron Bay 02 6637 9110 Office 8, 1 Porter Street BYRON BAY NSW 2481	Gold Coast 07 5613 2499 Shop 12, 228 Varsity Parade VARSITY LAKES QLD 4227
---	---	--

Postal: PO Box 7657 EAST BRISBANE Q 4169
E: info@tpalliance.com.au **W:** www.tpalliance.com.au

DOCUMENT CONTROL

Document Version

VERSION	DATE	AUTHOR	DESCRIPTION	REVIEWED BY
1	26/03/2026	OS	Draft	TN
2	30/03/2026	TN	Final	TN

Distribution

NO OF COPIES	VERSION NO	DESTINATION
1	2	Town Planning Alliance Pty Ltd
1	2	Brisbane City Council
1	2	LAGC CAVA Pty Ltd

TABLE OF CONTENTS

1 EXECUTIVE SUMMARY 4

2 PROJECT OVERVIEW 5

3 BACKGROUND & SITE CHARACTERISTICS 6

 3.1 Site Details 6

 3.2 Location..... 6

 3.3 Site Characteristics 7

 3.4 Site History 8

4 SUMMARY OF CHANGES 10

 4.1 Proposed Changes 10

5 CHANGE APPLICATION PROVISIONS..... 13

6 TOWN PLANNING FRAMEWORK 15

 6.1 State Government..... 15

 6.2 Local Government..... 16

7 CONDITION AMENDMENTS 24

8 INFRASTRUCTURE CHARGES..... 26

9 CONCLUSIONS 27

10 APPENDICES 28

 10.1 Appendix 1 – Code Assessment..... 28

1 EXECUTIVE SUMMARY

This report is submitted on behalf of LAGC CAVA Pty Ltd in support of a Change Application under s82 of the *Planning Act 2016*, seeking an 'Other Change' to the development approval for Outdoor Sales at 161 Sandmere Road, Pinkenba QLD 4008, legally described as Lot 482 on M3321.

The report addresses the merits of the proposed Change Application with respect to the relevant provisions of the *Planning Act 2016* and the *Brisbane City Plan 2014* (hereafter 'the planning scheme').

This Change Application proposes to incorporate four (4) additional uses to increase the flexibility of the site for future tenants, while remaining consistent with the character of the surrounding industrial area and the intent of the zone. The proposed additional uses are Bulk landscape supplies, Low impact industry, Transport depot and Warehouse, to be included alongside the existing Outdoor sales use. The proposed additional uses are Impact Assessable in accordance with Table 5.5.18 of the planning scheme.

The Myrtletown Precinct is envisioned by the Neighbourhood Plan for high impact and special industries. The proposed uses are consistent with this intent, as they are all capable of being conducted outdoors with no changes to the built form on the site. The absence of additional built form ensures the site remains available for high impact industry in the future, consistent with the long-term intent of the precinct.

Further to the addition of uses, amendments to external civil works along the Sandmere Road and Marine Road frontages are also proposed to align with recent approvals and approved civil works along Sandmere Road to reduce the duplication of works. Specifically, the amendments to the civil works are proposed as follows:

- Amendment to the drainage works along Sandmere Road to align with the subject site frontage; and
- Amendment of the roadworks to Sandmere Road to extend from Marine Road for the full length of the subject site frontage.

In accordance with s78 of the *Planning Act 2016*, a person may make an application (a Change Application) to change a development approval. Furthermore, a change application, other than for a Minor Change to the development approval, is an Other Change to development approval. This Change Application is an Other Change to development approval and therefore is to be assessed and decided in accordance with s82 of the *Planning Act 2016*. In accordance with the provisions in s82 of the *Planning Act 2016*, an Other Change is to be assessed 'in the context of the development approval' with the relevant provisions to apply as if the change application were the original development application, with the changes included, but was made when the change application was made. However, only the matters for assessment that are relevant to assessing the change in the context of the original approval are relevant to the assessment.

In assessing the changes in the context of the original approval, the changes to the development approval are identified as meeting the relevant assessment benchmarks of the *Brisbane City Plan 2014*. As such, the Change application should be approved by Council.

2 PROJECT OVERVIEW

Applicant Name	LAGC CAVA Pty Ltd			
Site Address	161 Sandmere Road, Pinkenba			
Real Property Description	Lot 482 on M3321			
Area of Site	17,465m ²			
Planning Scheme	Brisbane City Plan 2014			
Zone	Industry Investigation			
Neighbourhood Plan	Pinkenba-Eagle Farm neighbourhood plan Myrtletown precinct			
Proposed Development	Other Change for Material Change of Use for Bulk landscape supplies, Low impact industry, Outdoor sales, Transport depot, And Warehouse			
Details of Proposal	Material Change of Use			
	Existing GFA	133.15m ²	Proposed GFA	No change
	Existing Impervious Area	14,680m ²	Proposed Impervious Area	No change
Application Type	Aspects of Development	Type of Approval Required		
		Preliminary Approval	Development Permit	
	Material Change of Use		✓	
	Reconfiguration of a Lot			
	Building Work			
	Operational Work			
Level of Assessment	Impact assessment			
Pre-lodgement / Consultation History	N/A			
Public Notification	15 business days			
Referral Agencies	Referral Agency	Trigger		
	N/A	N/A		
Specialist Report	- Civil Drawings prepared by <i>Civil 360 Engineering</i> - Stormwater Management Plan prepared by <i>Civil 360 Engineering</i> - Engineering Letter prepared by <i>Civil 360 Engineering</i>			
Applicant Contact	Tara Nunn / Jessica Robson			
Applicant Email	eda@tpalliance.com.au			

3 BACKGROUND & SITE CHARACTERISTICS

3.1 Site Details

Site Address	161 Sandmere Road, Pinkenba
Real property description	Lot 482 on M3321
Area of site	17,465m ²
Zone	Industry investigation zone



Figure 1: Aerial Image of Subject Site

3.2 Location

The site is located within the Pinkenba-Eagle Farm neighbourhood plan and is identified within the Myrtletown precinct. The site is easily accessible from Sandmere Road and ultimately the Gateway Motorway via the existing road network. The site is located in close proximity to Brisbane Airport to the west and Brisbane International Cruise Terminal to the north-east.

As illustrated below, the surrounding locality is comprised of mixed zone designations, including predominantly Industry investigation, however is also located near Special purpose, Open space and Conservation zones. The surrounding area is predominantly characterised by industrial and storage uses.



Figure 2: Zoning Map

3.3 Site Characteristics

The development site is rectangular in shape and contains a total site area of approximately 17,465m². The site has frontage to both Sandmere Road and Marine Road. Access to the site is maintained via Sandmere Road.

3.3.1 Topography

The site is relatively flat. The flat topography is well suited to the proposed outdoor uses.

3.3.2 Vegetation

The subject site is free from vegetation and is predominantly covered by hardstand / gravel.

3.3.3 Flooding

The site is partially mapped within the Brisbane River flood planning area sub-category 5. Furthermore, the site is mapped within the Medium storm-tide inundation area and partially within the High storm-tide inundation area. It is noted that the flooding overlays remain unchanged from the original approval A004749522. Notwithstanding, the proposed uses are considered compatible within this flood area, as they are predominantly outdoor in nature and do not involve the construction of habitable buildings or sensitive land uses. Furthermore, the development of the site complies with the indicative average fill level of the sub-catchment in accordance with the Myrtletown Structure Plan – Drainage and Fill.

3.3.4 Infrastructure

The subject site is located within an industrial area with provision of water reticulated water and sewer, telecommunications and electricity supply. Partial Council stormwater infrastructure is provided within Marine Road, with further trunk infrastructure to be delivered as part of this development in accordance with the approval.

3.4 Site History

The subject site has a series of approvals over the land for similar industrial uses as detailed below:

- **A001643301 – Storage Yard and Operational Works for Filling and Excavation**

On 27 September 2007, Council granted a Development Approval (A001643301) for a Material change of use for Storage yard and Operational works for Filling and excavation. The approval covered multiple lots including Lot 482 on M3321 (subject site), Lot 484 on SP302919 (the site on the opposite side of Sandmere Road) and Lots 8, 9 and 10 on RP34770 (three smaller lots at the corner of Marine Road and Main Beach Road).

The approval included two development permits - Storage Yard 1 over Lots 8, 9 and 10, and Storage Yard 2 over Lots 484 and 482. The subject site (Lot 482) formed part of Storage Yard 2, as illustrated in Figure 3 below.

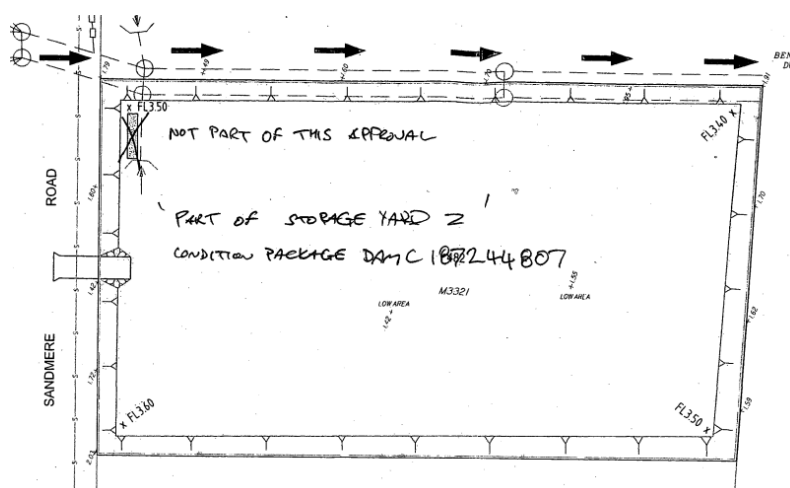


Figure 3: Site Plan- Approval ref A001643301

Condition 32 of the approval restricted the use of the site, prohibiting buildings and persons working on the site, as extracted in Figure 4 below.

32 Activities On-site (Storage Yard 2 and Associated Filling)

Comply with the following requirements: 1. The proposed use has been approved without the normal required infrastructure to the site (as it is absent from the area). Due to this the following is required: - no persons are to be based on the site* no office or general building for the purpose for persons working on the site is permitted* no on-site servicing except for persons required for general maintenance of the property and for the purpose of loading or unloading items stored on the site. 1. Erect signage on the site at entry that states: * no on-site servicing of vehicles/machinery* no on-site office or facilities* persons on-site are only to be on the site for the general maintenance and for the purpose of loading and unloading items stored on-site.

Figure 4: Condition 32 of the decision notice

It is noted that the site now includes adequate supply to necessary services and infrastructure.

- **A004749522 – Outdoor Sales**

A Development Application for Material Change of Use for Outdoor Sales (A004749522) was approved by Council on 19 February 2019. The approval permitted the storage and sale of new and used heavy equipment and agricultural machinery, including a demountable office, amenities and marquee structures

with a total gross floor area of 416m², and 43 car parking spaces. The use was intended to operate primarily as an online auction, with physical attendance at the site limited to once every three (3) months. The approved site plan is shown in Figure 5 below.

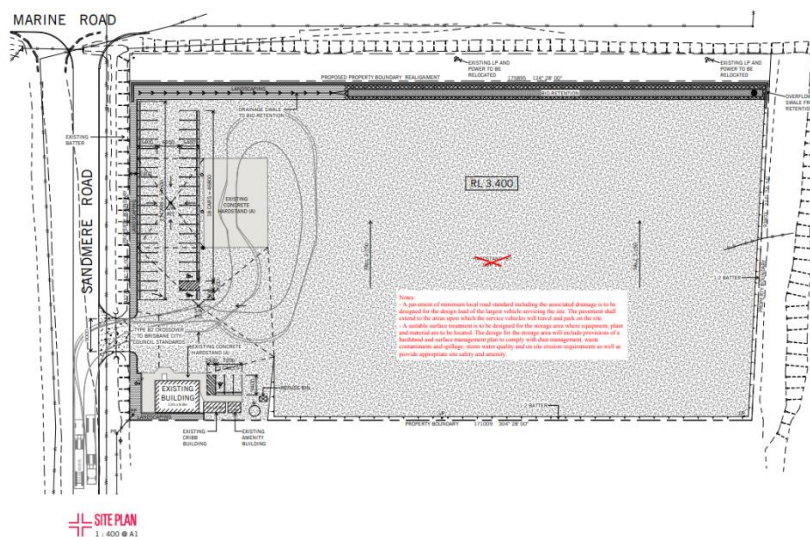


Figure 5: Approved Site Plan – Approval ref: A004749522

4 SUMMARY OF CHANGES

4.1 Proposed Changes

4.1.1 Additional Uses

This Change Application proposes to incorporate four (4) additional uses to increase the flexibility of the site for future tenants, while remaining consistent with the character of the surrounding industrial area and the intent of the zone. The proposed additional uses are Bulk landscape supplies, Low impact industry, Transport depot and Warehouse, to be included alongside the existing outdoor sales use.

As all proposed uses are capable of being conducted outdoors, no additional built form is proposed. The absence of additional built form ensures the site remains available for high impact industry in the future, consistent with the long-term intent of the Myrtletown Precinct.

4.1.2 Civil Works

In addition to the proposed uses, amendments to the approved civil works are proposed along the Sandmere Road and Marine Road frontage. Specifically, the amendments to the civil works are proposed as follows:

- Amendment to the drainage works along Sandmere Road to align with the subject site frontage; and
- Amendment of the roadworks to Sandmere Road to extend from Marine Road for the full length of the subject site frontage.

Sandmere Road – Drainage Works

The original subject approval (A004749522) incorporated an open swale drain located along the north-west side of Sandmere Road for the length of the frontage of Lots 484 and 485 (such that it extended from Dickson Road to Marine Road). The external drainage works were approved along the north-east side of Sandmere Road in accordance with the Myrtletown Structure Plan – Drainage and Fill dated February 2015 (refer Figure 6).



Figure 6: Myrtletown Structure Plan - Drainage and Fill Revision 1.8 from February 2015

Since the approval for the subject site was given, an application was approved on 5 November 2021 over the south adjoining Lot 481 on M3321 (147 Sandmere Road) for Outdoor sales which included roadworks and

drainage works on Sandmere Road (A004918796). Despite Figure 6 and the existing approval on the subject site, the approval over Lot 481 included a swale drain along the site frontage in lieu of the north-west side of Sandmere Road. Included within the approval A004918796 was a revised Myrtletown Concept Road and Drainage Plan as illustrated in Figure 7, revision 2.2 of October 2018. This amended structure plan illustrates the revised concrete swale drain fronting the subject site in a different alignment to currently approved under the subject approval (A004749522).



Figure 7: Approved Myrtletown Concept Road and Drainage Plan Revision 2.2 from October 2018

In response to more recent approvals in the area, including Lot 481 (147 Sandmere Road), and the approved Myrtletown Concept Road and Drainage Plan (Figure 7), amendments have been made to the proposed swale drainage works along Sandmere Road. The swale drain is proposed to be relocated from the approved north-west side of Sandmere Road to the revised location along the site frontage on the south-east of Sandmere Road. This revised design ensures the stormwater drainage outcome for the wider Pinkenba precinct is consistent with other recent approvals.

Despite the revised streetscape design, the development continues to achieve a 1.2m wide footpath adjacent to the site's front boundary. Retaining walls up to a maximum of 1.2m high are proposed along the Sandmere Road frontage with the crossover access to be constructed as per the existing approval. It is noted that a change to approval Condition 9 is required to facilitate the footpath as detailed in Section 7 of this report.

Sandmere Road – Roadworks

The original approval required road upgrades extending from the site crossover access to Dickson Road. Similarly to the external drainage works detailed above, the adjoining approval over Lot 481 includes upgrades to Sandmere Road from the shared boundary with the subject site for the full length of the site (Figure 8). The length of this approved roadworks includes a tie-in with the intersection with Dickson Road.

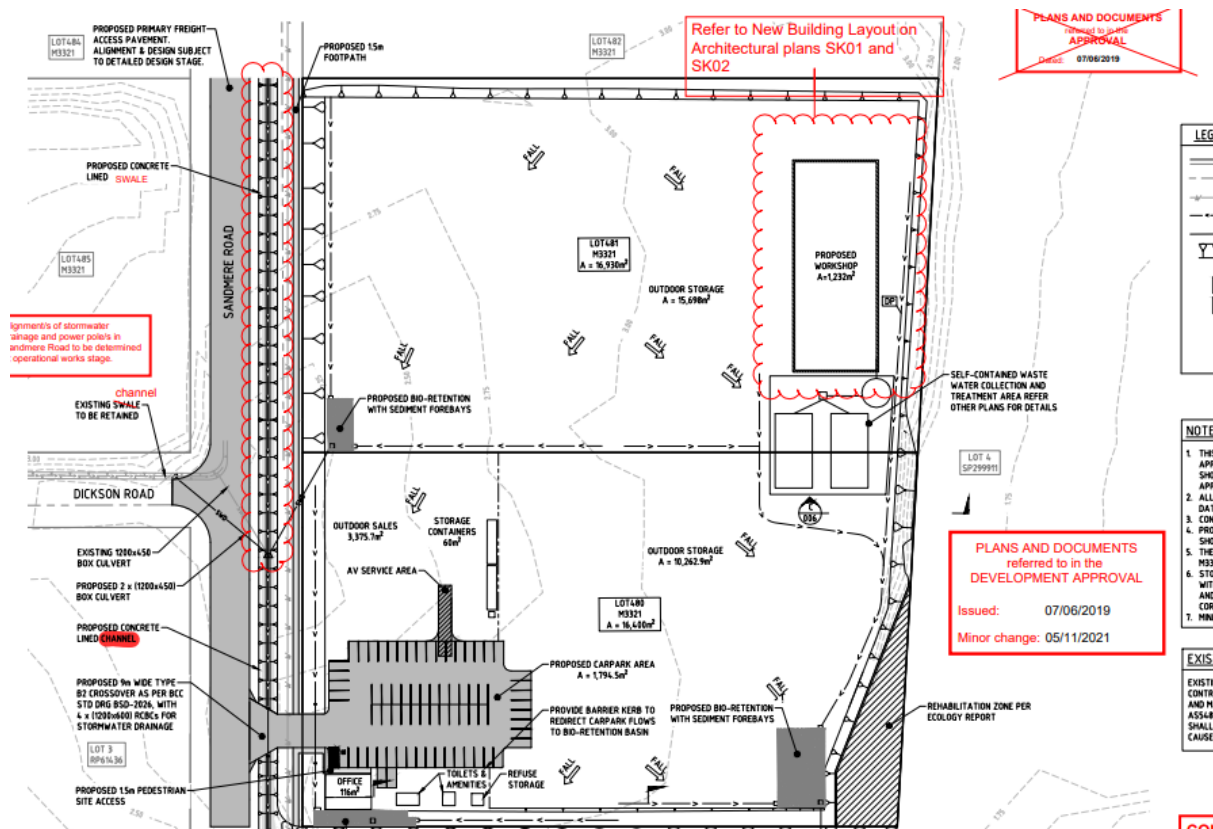


Figure 8: Approved Roadworks and Drainage Plan over 147 Sandmere Road, Pinkenba (Lot 481)

As such, given the existing approved roadworks associated with the development at Lot 481, it is proposed to amend the extent of upgrades to Sandmere Road associated with the approved development over the subject site. Specifically, the length of the roadworks is proposed to be limited to the site frontage, which includes a tie in with the constructed Marine Road intersection to the southern boundary of the site. The southern portion of the roadworks will connect with the roadworks approved for Lot 481.

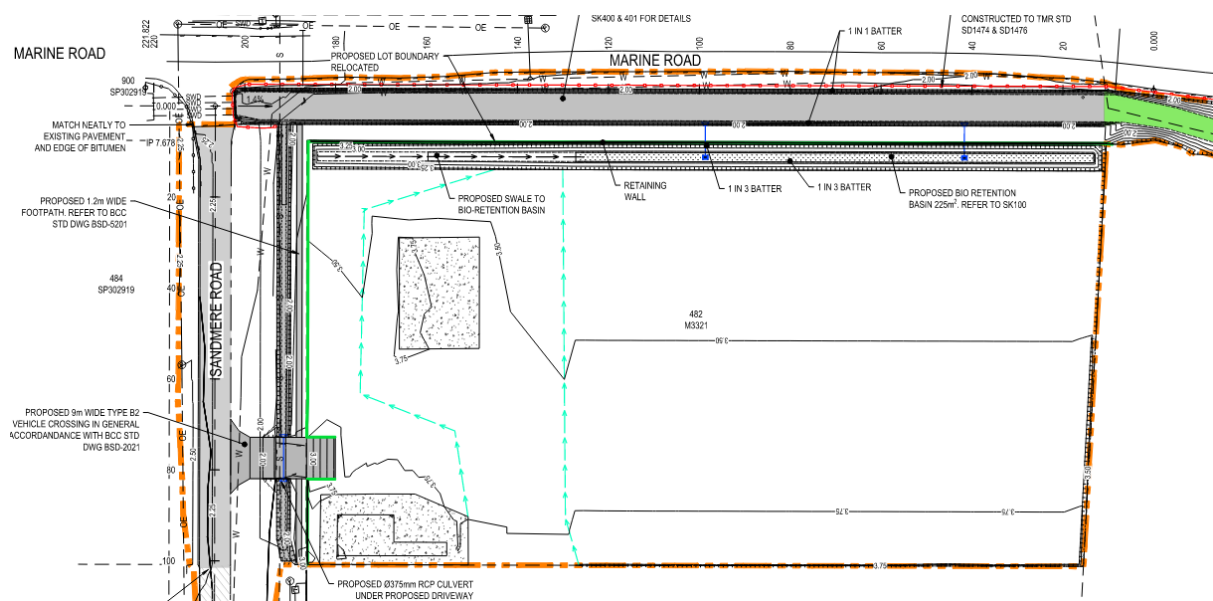


Figure 9: Proposed Changed Extent of Roadworks to Sandmere Road

5 CHANGE APPLICATION PROVISIONS

Under Section 78 of the *Planning Act 2016*, a person may make an application (a Change Application) to the responsible entity to change a development approval. A Change Application, other than for A Minor Change to a development approval, is an Other Change to a development approval.

Section 82 of the *Planning Act 2016* sets out the provisions for assessing and deciding change applications for Other Changes as follows:

- (1) *This section applies to a change application, other than for a minor change to a development approval.*
- (2) *For administering the change application, and assessing and deciding the change application **in the context of the development approval**, the relevant provisions apply—*
 - (a) *as if—*
 - (i) *the responsible entity were the assessment manager; and*
 - (ii) *the change application were the original development application, with the changes included, but was made when the change application was made; and*
 - (b) *with necessary changes.*
- (3) *However—*
 - (a) *section 53 does not apply to the change application if the change is not a minor change only because the change may cause—*
 - (i) *a referral to a referral agency if there were no referral agencies for the development application; or*
 - (ii) *a referral to extra referral agencies; or*
 - (iii) *a referral agency to assess the change application against extra matters; and*
 - (b) *the power—*
 - (i) *to direct that a development condition be imposed under section 56(1)(b)(i) includes a power to direct that a development condition be amended; and*
 - (ii) *to impose a development condition under section 60(2)(c) or (3)(b) or 64(6)(b) includes a power to amend a development condition; and*
 - (c) *if the responsible entity is, under section 78A(3), the Minister—*
 - (i) *the relevant provisions apply to the change application only if, and to the extent, those provisions would apply to a development application called in by the Minister; and*
 - (ii) *section 105(5) and (6) applies for assessing and deciding the change application.*
- (4) *To remove any doubt, it is declared that the following matters apply, only to the extent the matters are relevant to assessing and deciding the change application in the context of the development approval—*
 - (a) *the assessment benchmarks;*
 - (b) *any matters a referral agency must, may, or may only assess the application against or have regard to under section 55(2);*
 - (c) *if the development to which the change application relates requires code assessment—any matters the assessment must be carried out having regard to under section 45(3)(b);*
 - (d) *if the development to which the change application relates requires impact assessment— any matters the assessment must or may be carried out against or having regard to under section 45(5)(a)(ii) or (b).*
- (5) *If a change application is made within 1 year after the development approval was given, any properly made submission for the application for the development approval is taken to be a properly made submission for the change application.*
- (6) *In this section—*

relevant provisions means—

- (a) section 45(6) to (8); and*
- (b) part 2, division 2, other than section 51; and*
- (c) part 3, other than sections 63 and 64(8)(c); and*
- (d) the development assessment rules.*

As outlined above, an application for an Other Change is to be assessed and decided 'in the context of the development approval' and the relevant provisions apply as if the change application were the original development application, with the changes included, but was made when the change application was made. Additionally, only the matters for assessment that are relevant to assessing the change in the context of the original approval are relevant for the assessment.

6 TOWN PLANNING FRAMEWORK

6.1 State Government

6.1.1 Planning Act 2016 - Framework

The *Planning Act 2016* provides the statutory planning framework for the State of Queensland and outlines the statutory process for preparing, assessing and deciding development applications. This proposal will be assessed in accordance with the relevant components of the *Planning Act 2016*.

The proposal will be assessed in accordance with the Development Assessment Rules under section 68(1) of the *Planning Act 2016*.

6.1.2 State Planning Policies

The *State Planning Policy* (SPP) came into effect on 3 July 2017 and expresses the State's interests in land use planning and development. Part E of the SPP outlines the State interest policies and assessment benchmarks. The assessment benchmarks are applicable to the assessment of development applications to the extent that the SPP has not been identified in a Planning Scheme as being appropriately integrated.

The State Planning Policy (July 2017) is identified in the planning scheme as being appropriately integrated, with the exception of the following state interests:

- **Natural hazards, risk and resilience** — the bushfire prone area in the planning scheme does not reflect the State mapping layer. The subject site is not affected by the bushfire overlay, as such no further assessment is required under this state interest.
- **Strategic airports and aviation facilities** — the building restricted area is not identified in the planning scheme. This state interest is addressed further below.

As the SPP is otherwise appropriately integrated into the planning scheme, no further assessment against the remaining state interests is required. The state interests relevant to this application are addressed in the table below.

STATE INTEREST	RESPONSE	COMPLIANCE
INFRASTRUCTURE		
Strategic airports and aviation facilities	The site is located within the obstacle limitation surface area, lighting buffer zone and wildlife hazard buffer zone associated with Brisbane Airport. The proposed uses are industrial in nature, consistent with the existing character of the Myrtletown Precinct, and do not involve structures that would breach obstacle limitation surfaces or activities that would conflict with airport operations. The proposal will not impact on the safety, efficiency or operational integrity of Brisbane Airport.	✓

6.1.3 Referral Agency

In accordance with Schedule 10 of the *Planning Regulation 2017*, there are no referral agencies identified for this proposal.

6.1.4 State Development Assessment Provisions

As the proposed development does not trigger referral to the State Assessment and Referral Agency (SARA), the State Development Assessment Provisions (SDAP) are not applicable to the proposed development.

6.1.5 Shaping SEQ – South East Queensland Regional Plan 2023

The subject site is identified within the Urban Footprint designation of Shaping SEQ. Land within the Urban Footprint is intended to incorporate the full range of urban uses including housing, industry, business, infrastructure, community facilities and other integral components of well-planned urban environments.

The site is also identified within a Major Enterprise and Industrial Area (MEIA) under Shaping SEQ. MEIAs are recognised as strategically important locations for industry and employment, intended to be protected and consolidated for major industrial and enterprise uses.

The proposed additional uses are consistent with the intent of both the Urban Footprint and the MEIA designation, supporting the ongoing use of the site for industrial purpose.

6.2 Local Government

6.2.1 Definition

In accordance with the *Planning Act 2016*, a Material change of use is defined as:

- a) *the start of a new use of the premises;*
- b) *the re-establishment on the premises of a use that has been abandoned;*
- c) *a material increase in the intensity or scale of the use of the premises.*

The existing Outdoor sales use is currently approved over the subject site. The proposal involves a Material change of use for Bulk landscape supplies, Low impact industry, Transport depot and Warehouse as defined by the *Brisbane City Plan 2014* below. As such, the proposed uses represent the start of new uses on the premises in accordance with (a) above.

Bulk landscape supplies means the use of premises for the bulk storage and sale of mainly non-packaged landscaping and gardening supplies, including, for example, soil, gravel, potting mix or mulch.

Low impact industry means the use of premises for an industrial activity—

- a. *that is the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring or treating of products; and*
- b. *that a local planning instrument applying to the premises states is a low impact industry; and*
- c. *that complies with any thresholds for the activity stated in a local planning instrument applying to the premises, including, for example, thresholds relating to the number of products manufactured or the level of emissions produced by the activity.*

Transport depot means the use of premises for—

- a. *storing vehicles, or machinery, that are used for a commercial or public purpose; or*
- b. *cleaning, repairing or servicing vehicles or machinery, if the use is ancillary to the use in paragraph (a).*

Warehouse means the use of premises for—

- a. *storing or distributing goods, whether or not carried out in a building; or*
- b. *the wholesale of goods, if the use is ancillary to the use in paragraph (a).*

6.2.2 Level of Assessment

Under the *Brisbane City Plan 2014*, the site is located within the Industry investigation zone. In accordance with Table 5.5.18 of the Industry investigation zone, the proposed additional uses of Bulk landscape supplies, Low impact industry, Transport depot and Warehouse is subject to Impact assessment. Notwithstanding, upon review of the applicable assessment benchmarks, the proposed development is subject to the following level of assessment:

LEVEL OF ASSESSMENT	
INDUSTRY INVESTIGATION ZONE CODE	
Impact Assessable	In accordance with Table 5.5.18 – Industry investigation zone, the proposed new uses are not listed in the Table. As such, the proposed change to include Bulk landscape supplies, Low impact industry, Transport depot and Warehouse is subject to Impact assessment under the zone.
PINKENBA-EAGLE FARM NEIGHBOURHOOD PLAN	
No change	In accordance with Table 5.9.55.A – Pinkenba-Eagle Farm neighbourhood plan, there is no change in the level of assessment nominated for a Material change of use. As such, the change application is assessable against the Pinkenba-Eagle Farm neighbourhood plan code.
OVERLAYS	
Airport environs overlay	
Code assessable	In accordance with Table 5.10.2 – Airport environs overlay, a Material change of use in the Obstacle limitation surfaces sub-categories and Procedures for air navigation services aircraft operational surfaces (PANS-OPS) sub-categories is Code assessable where assessable development in the zone or neighbourhood plan. As such, the development is assessed against the Airport environs overlay code.
Biodiversity areas overlay	
Not applicable	In accordance with Table 5.10.4 – Biodiversity areas overlay, the proposed change does not involve a new premises or an existing premises with an increase in Gross Floor Area. As such, assessment against the Biodiversity areas overlay code is not applicable.
Coastal hazard overlay	
Code assessable	In accordance with Table 5.10.6 – Coastal hazard overlay, a Material change of use is Code assessable where: (a) involving an increase in the number of persons on site; or (b) for a new premises; or (c) involving an existing premises with an increase in gross floor area exceeding 25m²; or (d) for vulnerable uses (activity group) or difficult to evacuate uses (activity group); or (e) for assembly uses (activity group); or (f) for essential community infrastructure (activity group); or (g) for a dwelling unit, hotel where including short-term accommodation, nature-based tourism or a resort complex, or for accommodation activities (activity group) other than a dwelling house or caretaker's accommodation, in a part of a premises not previously approved for accommodation activities (activity group); or (h) involving the handling or storage of hazardous chemicals identified in Table 8.2.6.3.F in the Coastal hazard overlay code As the proposed development may result in an increase in the number of persons on site, an assessment has been undertaken against the Coastal hazard overlay code.
Community purposes network overlay	
Not applicable	In accordance with Table 5.10.7A – Community purposes network overlay, the proposed new uses are not listed in the Table. As such, assessment against the Community purposes network overlay code is not applicable.

LEVEL OF ASSESSMENT	
Critical infrastructure and movement network overlay	
Not applicable	In accordance with Table 5.10.8 – Critical infrastructure and movement network overlay, the proposed new uses are not listed in the Table. As such, assessment against the Critical infrastructure and movement network overlay code is not applicable.
Flood overlay	
Not applicable	In accordance with Table 5.10.11 – Flood overlay, the subject site is located within the Brisbane River flood planning area 5 sub-category and is not for a vulnerable use, difficult to evacuate use, or for essential community infrastructure. As such, assessment against the Flood overlay code is not applicable.
Industrial amenity overlay	
Not applicable	In accordance with Table 5.10.13 – Industrial amenity overlay, the proposed new uses are not listed in the Table. As such, assessment against the Industrial amenity overlay code is not applicable.
Potential and actual acid sulfate soils overlay	
Code assessable	In accordance with Table 5.10.15 – Potential and actual acid sulfate soils overlay, a Material change of use involving filling or excavation of land where less than 20m AHD, and the area of land disturbance is equal to or less than 5m AHD involving: a. filling equal to or greater than 500m³; or b. filling equal to or greater than 0.5m average depth; or c. excavation equal to or greater than 100m³ As filling and excavation is required as part of the development, the assessment has been undertaken against the Potential and actual acid sulfate soils overlay.
Road hierarchy overlay	
Not applicable	In accordance with Table 5.10.18 – Road hierarchy overlay, the proposed change does not involve a new premises or an existing premises with an increase in Gross Floor Area. Notwithstanding, as the development proposes upgrades to the surrounding road network and crossover to the site, the Road hierarchy overlay code has been addressed in Appendix 1.
Streetscape hierarchy overlay	
Not applicable	In accordance with Table 5.10.20 – Streetscape hierarchy overlay, the proposed change does not involve a new premises or an existing premises with an increase in Gross Floor Area. Notwithstanding, as the development proposes upgrades to the surrounding road network and crossover to the site, the Streetscape hierarchy overlay code has been addressed in Appendix 1.

In view of the above, the proposed development is subject to Impact Assessment. The following codes are identified as being applicable to the proposal and have been addressed in Appendix 1 of this report:

APPLICABLE CODES	
Zone Codes	Industry investigation zone code
Neighbourhood Plan Codes	Pinkenba-Eagle Farm neighbourhood plan code
Development Codes	Industry code

Secondary Codes	Filling and excavation code Infrastructure design code Landscape work code Outdoor lighting code Stormwater code Transport, access, parking and servicing code
Overlay Codes	Airport environs overlay code Coastal hazard overlay code Potential and actual acid sulfate soils overlay Road hierarchy overlay code Streetscape hierarchy overlay code

As this application is to be assessed using the Impact assessment procedures of the Development Assessment Rules (DA Rules), public notification is required for 15 business days.

6.2.3 Strategic Framework

The subject site is located within an established industrial area in Pinkenba and is identified as being within a Major Enterprise and Industrial Area (MEIA) under the *Shaping SEQ Regional Plan 2023*. These areas are intended to accommodate a range of industrial activities and are protected for uses that support employment generation and economic growth.

This strategic intent is reflected in the planning scheme, including through the Industry investigation zone and the Pinkenba–Eagle Farm neighbourhood plan, which seek to protect and support industrial land uses within the locality.

The proposal advances the key policy directions of the Strategic Framework, particularly those relating to the Industry investigation zone as detailed below.

STRATEGIC FRAMEWORK	COMMENT
THEME 1: BRISBANE'S GLOBALLY COMPETITIVE ECONOMY	
Element 1.2- Brisbane's industrial economy	
SO1 Brisbane's Major Industry Areas, Strategic Inner City Industrial Areas and other industrial zoned land are protected to ensure their integrity and effective operation.	The subject site is located within the Pinkenba industrial area, which forms part of the Australia TradeCoast and is identified as a Major Industry Area. These areas are intended to be protected and optimised for industrial activities of varying scale and intensity.
SO2 Brisbane's Major Industry Areas and Strategic Inner City Industrial Areas are optimised to provide the widest range of industrial uses in order to maximise the economic opportunity for the city.	
SO3 Brisbane's industrial areas facilitate the co-location of applied research with related industrial activities.	The proposed development supports the intent of Element 1.2 by facilitating a range of industrial uses, including bulk landscape supplies, low impact industry, transport depot and warehouse, within an established industrial precinct. The uses are consistent with the strategic function of the area and do not introduce sensitive or incompatible land uses that would compromise the long-term viability of industrial activities.
SO4 Brisbane's Major Industry Areas include clusters of services and facilities that support industry and the industrial workforce.	
	The proposal maintains the availability of the site for future higher impact industrial uses by not

STRATEGIC FRAMEWORK	COMMENT
SO5 Brisbane's industrial areas have a high degree of connectivity which is protected and enhanced.	introducing additional built form and retaining a flexible, hardstand layout. This ensures the site can continue to support the evolving needs of the industrial economy over time. The development also supports the clustering of industrial and supporting activities within the Major Industry Area, contributing to employment generation and economic activity, while maintaining separation from sensitive land uses. The proposal protects and reinforces the role of the locality as an important industrial area and is consistent with the outcomes and land use strategies of Element 1.2
SO6 Brisbane facilitates a significant growth in resource recovery.	
SO7 Brisbane’s extractive industry operations are protected.	
SO8 Brisbane's industrial lands are protected from encroachment by office or other non-industrial-based uses.	
Element 1.3 – Brisbane’s population-serving economy	
SO1 Brisbane provides for a diverse mix of highly accessible retail and commercial locations to service a growing population.	The proposal is consistent with the intent of Element 1.3 by supporting the broader economic framework of the city without undermining the role and function of designated centres. The development does not introduce retail, commercial or community uses that would compete with or detract from established centres. Instead, the proposal maintains the site for industrial purposes, ensuring that population-serving activities remain appropriately located within designated centres in accordance with the CityShape strategy. The proposed uses support the population-serving economy indirectly by providing employment opportunities and facilitating services such as logistics, storage and distribution that underpin the efficient functioning of the city and its centres. The development also accommodates low impact industrial activities that contribute to servicing the needs of the growing population, while remaining appropriately located within an industrial area and avoiding impacts on amenity. The proposal is consistent with Element 1.3 as it supports economic activity without compromising the hierarchy and function of centres or the delivery of population-serving uses across the city.
SO2 Brisbane’s City Centre offers the greatest concentration of the highest order retail, personal and community services and facilities, and cultural, recreational and entertainment experiences.	
SO3 Brisbane's Major Centres and Growth Nodes on Selected Transport Corridors contain significant concentrations and diversity of population-serving activities.	
SO4 Brisbane's district centres and neighbourhood centres continue to service local population needs.	
SO5 Brisbane’s population-serving economy is supported by home-based businesses.	
SO6 Brisbane provides opportunities in its centres for start-up businesses seeking cost-effective business locations.	
SO7 Brisbane preserves opportunities for low impact industry throughout the city in support of a strong population and economic growth.	
SO8 Brisbane provides appropriately zoned and accessible areas for large-format retailing.	
SO9 Brisbane's large public and private community facilities are highly accessible by public	

STRATEGIC FRAMEWORK	COMMENT
transport and are well serviced with a range of associated and supporting services and facilities.	
THEME 3: BRISBANE'S CLEAN AND GREEN LEADING ENVIRONMENTAL PERFORMANCE	
Element 3.1 Brisbane's environmental values	
SO1 Brisbane's Greenspace System's biodiversity, recreational and cultural values and functions are protected, restored and enhanced.	The proposed development is consistent with the intent of Element 3.1 by ensuring that environmental values are protected and not adversely impacted.
SO2 Brisbane's Greenspace System provides an effective network of greenspace links and contributes to a regional network.	The subject site is already cleared and developed as a hardstand area and does not contain areas of ecological significance or identified biodiversity value. As such, the development does not result in the removal of native vegetation or fragmentation of the Greenspace System.
SO3 Brisbane's ecosystems provide ecosystem services which are maintained and enhanced.	
SO4 Brisbane has an ecologically resilient and robust network of well-connected habitats containing a comprehensive, adequate and representative sample of ecosystems and species.	
SO5 Brisbane achieves positive biodiversity development outcomes, where interface areas are provided by the development and offsets enable restoration of areas that form part of the Greenspace System and the city's biodiversity values.	The proposal incorporates engineered stormwater management measures, including swales and formal drainage infrastructure, to ensure that water quality is maintained and that there are no adverse impacts on receiving waters. Erosion and sediment control measures will be implemented during construction to further protect downstream environmental values.
SO6 Brisbane has safe movement routes and corridors for wildlife that are suited to species and benefit multiple species.	The development is designed to ensure that natural drainage patterns are maintained and that runoff is appropriately managed, avoiding impacts on waterways, wetlands and coastal environments.
SO7 Brisbane's waterways, wetlands and foreshores are protected, in particular their natural drainage, stormwater conveyance, visual amenity, landscape character, recreational, cultural and biodiversity values.	The site is located within an area identified as containing potential acid sulfate soils. Any disturbance of soils will be managed in accordance with the relevant planning scheme policy to prevent the release of acid or contaminants and to protect water quality and infrastructure.
SO8 Brisbane's natural resource assets, including extractive resources such as quarries, are identified and protected from encroachment by incompatible development, including sensitive uses.	The development does not impact on wildlife movement corridors or biodiversity linkages, and no wildlife movement solutions are required.
SO9 Brisbane's agricultural production, scenic amenity and environmental values of rural lands are protected.	
SO10 Brisbane's aquatic habitats and fisheries are protected.	

STRATEGIC FRAMEWORK	COMMENT
SO11 Water quality is protected from adverse impacts of development.	
THEME 5: BRISBANE'S CITYSHAPE	
Element 5.2- Brisbane's Major Industry Areas	
SO1 The Australia TradeCoast is serviced by improved road and freight transport networks which are supported by development.	The subject site is located within the Australia TradeCoast, identified as a Major Industry Area that supports significant industrial, logistics and employment-generating activities. The proposed development supports the strategic intent of Element 5.2 by facilitating industrial uses that are consistent with the role of the Australia TradeCoast as a key freight, logistics and industrial hub. The proposed uses, including bulk landscape supplies, transport depot and warehouse activities, directly support the movement and storage of goods and contribute to the efficient operation of the broader industrial network. The development integrates with existing and planned transport infrastructure, including Sandmere Road and the surrounding freight network, supporting the efficient movement of goods and vehicles within the precinct. The proposal also incorporates engineered earthworks and stormwater infrastructure, including swales and drainage systems, which support a coordinated approach to filling and water management across the locality. This is consistent with the strategic intent for flood resilience and integrated infrastructure planning within the Australia TradeCoast. The development does not introduce sensitive or incompatible land uses and maintains the site's suitability for ongoing industrial activities, ensuring the long-term function and integrity of the Major Industry Area is preserved. The proposal supports the continued growth, functionality and economic role of the Australia TradeCoast and is consistent with the outcomes and land use strategies of Element 5.2.
SO2 The Australia TradeCoast is serviced by expanded public and active transport networks which are supported by development.	
SO3 The Brisbane Airport and Port of Brisbane is a key centre in the city and provides major air access to and from the city for passengers and freight.	
SO4 The Australia TradeCoast is serviced by improved energy infrastructure networks which are supported by development.	
SO5 The Australia TradeCoast has a coordinated approach to water supply.	
SO6 Operations in the Australia TradeCoast are flood tolerant.	
SO7 The Australia TradeCoast is serviced by a fibre optic cable network which is supported by development.	
SO8 The Australia TradeCoast's open space and community facilities networks are enhanced by development.	
SO9 Development supports the viability and efficient functioning of the Northern industrial area.	
SO10 The south-west industrial gateway is serviced by improved road and freight transport networks which are supported by development.	
SO11 The south-west industrial gateway is serviced by expanded public and active transport networks which are supported by development.	
SO12 Archerfield Airport's long-term role is enhanced by development.	

STRATEGIC FRAMEWORK	COMMENT
SO13 The south-west industrial gateway is serviced by an improved energy infrastructure network which is supported by development.	
SO14 The south-west industrial gateway is serviced by an improved water infrastructure network which is supported by development.	
SO15 Operations within the south-west industrial gateway are flood tolerant.	
SO16 The south-west industrial gateway is serviced by a fibre optic cable network which is supported by development.	
SO17 The south-west industrial gateway's open space network is enhanced by development.	
SO18 The south-west industrial gateway's community facilities network is enhanced by development.	

Overall, the proposal is consistent with the Strategic Framework as it supports the ongoing use of the site for industrial purposes, contributes to employment outcomes, and maintains the long-term intent of the area for higher impact industry.

7 CONDITION AMENDMENTS

As a result of the proposed changes to the civil works related to the development, the conditions of the approval are required to be amended to reflect the civil changes as follows. Words to be deleted are in ~~red and strikethrough~~, while new works are in **green and bold**.

- **Condition 9 – Concrete Path (Condition 9(a))**

Due to the relocation of the concrete swale drain to the verge fronting the subject site, a concrete footpath cannot be setback 1.9m from the back of kerb due. Thus, it is proposed to change reference from 1.9m from back of kerb to 1.3m from the concrete lined swale drain to align with the civil drawings. As such, the condition 9a is proposed to be amended as follows:

*Install a 1.2m wide broom finished standard Portland grey concrete path. The edge of the path is to be setback ~~1.9m~~ **1.3m** from the ~~back of kerb~~ **concrete lined swale drain**. The path is to transition to existing paths on verges that adjoin the development.*

- **Condition 15 – Stormwater Quality (High Risk)**

Condition 15 needs to be updated to reference the amended Stormwater Management Plan by Civil 360 as per the proposed amended wording below.

*Implement and maintain the recommendations of the ~~Site-Based Stormwater Quality Management Plan prepared by HCE Engineers, dated 2/10/18~~ **Stormwater Management Plan by Civil 360, dated March 2026** to achieve the requirements of the Stormwater Code.*

- **Condition 25 – Filling and / or Excavation (Minor)**

Condition 25 is to be updated to reference the amended Civil Drawings by Civil 360 as per the proposed amended wording below.

*Filling and/or excavation works on the site must be in accordance with the earthworks concept plans ~~8232-180928-SK03 and SK04 prepared by HCE Engineers as marked up in red~~ **SK002 Rev A prepared by Civil 360** and the relevant Brisbane Planning Scheme Codes.*

- **Condition 29 – Work for Transport Network – Road (Non-trunk) – External**

Condition 29 is proposed to be amended to align with the proposed extent of non-trunk external civil works along Sandmere Road. As such, the wording of Condition 29 is proposed to be amended as follows.

- New concrete kerbs ~~and guardrail~~ along Sandmere Road frontage of the site **between the southern boundary of the site and Marine Road** ~~from the proposed location of the vehicular crossover to its intersection with Dickson Road~~ on alignment generally in accordance with the roadworks and drainage concept plans ~~8232-180928-SK01 and 8232-180928-SK02 prepared by HCE Engineers as marked up in red.~~ **SK300 Rev A prepared by Civil 360.**

- **Condition 30 – Land for Stormwater Network – Stormwater (Trunk)**

As the external civil works drawings have been updated to reflect the amended proposal, the wording for Condition 30 is required to reference the updated drawings as amended below.

*Transfer to Council in fee simple on trust for the purpose of stormwater, a 7.5 metre widening along the full length of the Marine Road frontage of the site as shown on the APPROVED **civil drawings** ~~DRAWING NUMBER 8232-180928-SK01 and 8232-180928-SK02~~ **SK400 Rev A** prepared by ~~HCE Engineers as marked up in red.~~ **Civil 360.***

- **Condition 31 – Work for Stormwater Network (Non-Trunk)**

Condition 31 is proposed to be amended to reference the updated civil drawings and reflect the revised external drainage works along Sandmere Road. As such, revised wording of the condition is proposed as follows:

Construct stormwater drainage to service the development in accordance with the roadworks and drainage concept plans ~~8232-180928-SK01 and 8232-180928-SK02~~ SK300 Rev A prepared by HCE Engineers as marked up in red (subject to detailed design) Civil 360 and the relevant Brisbane Planning Scheme Codes.

- Construct a concrete lined swale with guardrail along the site frontage of Sandmere Road between its intersections with Marine Road and Dickson Road.

- **Condition 33 – Work for Stormwater Network (Trunk)**

Condition 33 is proposed to be amended to reference the updated civil drawings and reflect the revised external drainage works along Marine Road. As such, revised wording of the condition is proposed as follows:

Construct the following stormwater drainage which forms part of LGIP ID PIN-NC-004 in the Brisbane Local Government Infrastructure Plan 2016 in accordance with the relevant Brisbane Planning Scheme Codes.

- Eight (8) metre wide concrete lined channel along the road frontage of the site to Marine Road to a lawful point of discharge in accordance with the ~~roadworks and drainage concept plans 8232-180928-SK01 and -SK02 prepared by HCE Engineers as marked up in red~~ Trunk Drainage Channel Plan SK400 Rev A and Trunk Drainage Channel Cross Sections SK401 Rev A prepared by Civil 360.

- A guardrail along the Marine Road frontage of the site up to its existing road gate generally in accordance with the ~~roadworks and drainage concept plans 8232-180928-SK01 and -SK02 prepared by HCE Engineers as marked up in red~~ Trunk Drainage Channel Plan SK400 Rev A and Trunk Drainage Channel Cross Sections SK401 Rev A prepared by Civil 360.

8 INFRASTRUCTURE CHARGES

Pursuant to Section 120 of the *Planning Act 2016*, a levied charge under an infrastructure charges notice for a development approval may be for extra demand placed on trunk infrastructure that will be generated by the development the subject of the approval.

It is noted that an Infrastructure Charges Notice was given under the original approval for Outdoor sales use. The Infrastructure Charges Notice included a refund for establishment costs for the provision of stormwater trunk infrastructure (PIN-NC-004) and land for stormwater trunk infrastructure. As part of this Other Change application, it is noted that the levied charge for the development will be recalculated. As such, a request will be made in accordance with Section 26 and Section 27 of the *Brisbane Infrastructure Charges Resolution (No. 14) 2025* to recalculate the establishment costs for required land and required works based on the market cost.

Notwithstanding, a calculation of the proposed development for Outdoor sales, Bulk landscape supplies, Low impact industry, Transport depot and Warehouse is provided below to reflect the current infrastructure charges rate for the highest demand use. It is noted that the total Gross Floor Area and impervious area of the site remains unchanged from the original approval.

CATEGORY	DEMAND UNIT	DEMAND	CREDIT	RATE	TOTAL
Residential lot	Lot	-	1	\$18,026.28	-\$18,026.28
Bulk landscape supplies / Outdoor sales	GFA m ²	133.15	-	\$12.87	\$1,713.65
	Impervious Area m ²	14680	-	\$133.38	\$1,958,018.40
TOTAL					\$1,941,705.77

It is noted that the above calculation does not include the current market cost of the establishment costs for required land and required works. As such, a further request will be made following the approval of this Change application to recalculate the establishment costs for the Trunk Infrastructure works.

9 CONCLUSIONS

This report has been prepared on behalf of LAGC CAVA Pty Ltd in support of a Change Application for an Other Change to the existing Development Permit for Outdoor Sales at 161 Sandmere Road, Pinkenba.

The proposed changes seek to introduce additional uses, being bulk landscape supplies, low impact industry, transport depot and warehouse, to increase the flexibility of the site for future tenants. The proposal does not introduce additional built form and retains the site's function as an outdoor industrial yard, ensuring it remains suitable for higher impact industrial uses in the future.

The proposed development has been assessed against the relevant provisions of the *Planning Act 2016* and the *Brisbane City Plan 2014*. The proposal is considered to be consistent with the Strategic Framework, particularly in supporting the ongoing use of the site for industrial purposes within a Major Enterprise and Industrial Area. The development does not introduce sensitive uses and will not compromise the long-term intent of the Industry Investigation Zone or the Myrtletown Precinct.

The proposed amendments to conditions are minor in nature and are required to reflect updated civil engineering design and adjoining approved infrastructure. These changes do not alter the intent of the original approval.

Overall, the proposed Other Change is considered to be appropriate, will not result in a substantially different development, and is consistent with the relevant planning framework. Accordingly, the application should be approved, subject to reasonable and relevant conditions.

10 APPENDICES

10.1 Appendix 1 – Code Assessment

APPENDIX 1 – CODE ASSESSMENT

TABLE OF CONTENTS

1. ZONE CODE	2
1.1 Industry Investigation Zone Code.....	2
2. NEIGHBOURHOOD PLAN CODES.....	5
2.1 Pinkenba – Eagle Farm Neighbourhood Plan Code	5
3. USE / DEVELOPMENT CODES	17
3.1 Industry code	17
4. SECONDARY CODES.....	37
4.1 Filling & Excavation Code	37
4.2 Outdoor Lighting Code.....	43
4.3 Infrastructure Design Code.....	45
4.4 Landscape Work Code.....	56
4.5 Stormwater Code	65
4.6 Transport, Access, Parking & Servicing Code	76
5. OVERLAY CODES.....	91
5.1 Airport Environs Overlay Code	91
5.2 Coastal Hazard Overlay Code	98
5.3 Potential & Actual Acid Sulfate Soils Overlay Code	110
5.4 Road Hierarchy Overlay Code	112
5.5 Streetscape Hierarchy Overlay Code	119

1. ZONE CODE

1.1 Industry Investigation Zone Code

Effective V35 – 05 December 2025

1.1.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the industry investigation zone is to identify and protect land that may be suitable for industry activities, subject to further planning and investigation. (2) The purpose of the zone will be achieved through the following overall outcomes: (a) Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular: (i) Theme 1: Brisbane's globally competitive economy, Element 1.2 – Brisbane's industrial economy and Element 1.3 – Brisbane's population- serving economy; (ii) Theme 3: Brisbane's clean and green leading environmental performance and Element 3.1 – Brisbane's environmental values; (iii) Theme 5: Brisbane's CityShape and Element 5.2 – Brisbane's Major Industry Areas.		
(b) Development does not impinge on an existing or intended use of an adjacent area.	The proposal does not impinge on existing or intended uses of adjacent land. The site is located within an established industrial area and the proposed uses are consistent with the surrounding industrial activities and current use of the site.	☒ Compliant ☐ N/A ☐ Performance Solution
(c) Development provides a buffer to incompatible land uses.	The proposal does not introduce sensitive uses and will continue to operate within an established industrial area.	☒ Compliant ☐ N/A ☐ Performance Solution
(d) Development for an interim use including a dwelling house on an existing lot, and rural uses such as animal husbandry, animal keeping, aquaculture and cropping does not prejudice future development for industry activities.	The proposal does not involve interim rural uses or a dwelling house.	☒ Compliant ☐ N/A ☐ Performance Solution
(e) Development protects the viability of existing and future industry by excluding incompatible development.	The proposal excludes incompatible development and comprises uses consistent with an industrial environment, thereby protecting the ongoing viability of existing and future industry in the locality.	☒ Compliant ☐ N/A ☐ Performance Solution
(f) Development occurs in an orderly sequence within the context of the site and the city, to accommodate future industrial land	The proposal represents an appropriate and orderly use of the site within an established industrial area. The	☒ Compliant

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
uses of low impact industry, medium impact industry, service industry, warehouse and any associated renewable energy facility.	development does not include additional built form and does not prejudice the long-term use of the land for industrial activities.	☐ N/A ☐ Performance Solution
(g) Development is integrated with surrounding land uses and infrastructure.	The proposal is integrated with surrounding land uses and existing infrastructure, with the site already serviced by road access and essential services within a well-established industrial area.	☒ Compliant ☐ N/A ☐ Performance Solution
(h) Development incorporates roads, walking and cycling routes that form a connected and permeable network consistent with the surrounding hierarchy.	The proposal incorporates frontage works to Sandmere Road and Marine Road, including road, drainage and footpath improvements, contributing to a connected and functional movement network	☒ Compliant ☐ N/A ☐ Performance Solution
(i) Development accommodates the appropriate level of infrastructure required to support the development.	The site is located within a serviced industrial area and is capable of accommodating the infrastructure required to support the proposed uses, including access, servicing and stormwater management.	☒ Compliant ☐ N/A ☐ Performance Solution
(j) Development protects land that is unsuitable for industrial activities due to being affected by constraints or scenic, character or environmental values (indicated in a neighbourhood plan code or shown on an overlay map) from inappropriate development and maintains the values of those areas.	The proposal responds to site constraints, including flood-affected areas, and does not introduce sensitive or inappropriate development. The predominantly outdoor nature of the uses is compatible with the constraints of the land.	☒ Compliant ☐ N/A ☐ Performance Solution
(k) Development is of a built form, mass and setback that contribute to a high standard of amenity.	No additional built form is proposed. The existing site layout and setbacks are maintained, ensuring the development remains consistent with the established industrial character and amenity of the area.	☒ Compliant ☐ N/A ☐ Performance Solution
(l) Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.	The proposal responds to relevant site constraints and overlays, including flood and environmental considerations, and incorporates appropriate measures such as stormwater management and civil works to mitigate potential impacts.	☒ Compliant ☐ N/A ☐ Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(m) Development in a flood-prone area is limited to uses that are compatible with minimising potential off-site impacts during and after a flood event.	The proposal comprises predominantly outdoor, industrial-type uses on an existing hardstand site and does not involve habitable buildings or sensitive land uses. The development is therefore compatible with the flood-prone nature of the land and is not expected to result in adverse off-site impacts during or after a flood event.	☒ Compliant ☐ N/A ☐ Performance Solution

2. NEIGHBOURHOOD PLAN CODES

2.1 Pinkenba – Eagle Farm Neighbourhood Plan Code

Effective V35 – 05 December 2025

2.1.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Pinkenba—Eagle Farm neighbourhood plan code is to provide finer grained planning at a local level for the Pinkenba—Eagle Farm neighbourhood plan area.		
(2) The purpose of the Pinkenba—Eagle Farm neighbourhood plan code will be achieved through overall outcomes including overall outcomes for each precinct of the neighbourhood plan area.		
(3) The overall outcomes for the neighbourhood plan area are:		
(a) Development will support and promote the Australia TradeCoast's competitive advantage and role as an economic and employment area of city-wide and regional significance. (b) The intensification and diversification of industrial development and supporting infrastructure networks balances the area's strategic economic importance with the need to protect significant environmental features. (c) Development provides for high impact industry that is difficult to locate in other areas of the city as it is potentially hazardous, and where it meets separation distances or can be demonstrated it will not significantly impact on sensitive land uses or the Brisbane Airport. The encroachment of lower order industrial activities into precincts identified for high impact or special industry uses is not supported. (d) Development achieves separation distances and physical buffers to the Low density residential zone, especially Pinkenba Village, to ensure the residential character and amenity of such areas is protected. (e) The scale and density of existing residential uses in the Pinkenba village precinct is maintained at current levels of	The proposal is consistent with the intent of the neighbourhood plan as it supports the established industrial function of the area. The development comprises industrial-type uses, does not introduce sensitive land uses, and does not involve additional built form. The proposal integrates with existing infrastructure and maintains the operational and economic role of the locality. The development of the site supports and complements the future land use intent of the precinct and does not conflict with or hinder the establishment of the highest and best industrial land uses for the area. Specifically, the land uses are predominantly outdoor uses with no new built form proposed as part of the development to preserve the long-term intent of the site for high-impact industrial uses.	☒ Compliant ☐ N/A ☐ Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
development to minimise reverse amenity impacts on nearby industrial uses and the Brisbane Airport. (f) Development achieves a high level of environmental performance and design with visually appealing development and complementary landscaping. (g) Access to the Brisbane River will be maintained and enhanced in specific places to balance the needs of waterfront industry and public recreation. (h) The natural environmental qualities of the Brisbane River, Boggy Creek and Entrance Creek are maintained. Areas of high ecological significance or high strategic biodiversity value in coastal management districts and corridors are protected including significant vegetation in the catchments of these waterways. Development will protect ecological corridors and establish connections with significant environmental features throughout the area, in particular the mangroves, salt marshes, wetlands and Moreton Bay. (i) Development along Boggy Creek contributes to improved water quality and estuarine ecosystem health of Boggy Creek, and minimises the risks to buildings or structures in areas affected by coastal erosion. (j) The transport network is progressively upgraded to meet the needs of business and industry in the neighbourhood plan area, and to provide better connectivity between key employment nodes such as the Brisbane Airport, Myrtletown and the petrochemical industries on Bulwer Island. Development does not compromise the future provision, function and operation of Kingsford Smith Drive, Eagle Farm Road and Main Myrtletown Road. Any future road upgrades along these roads ensure safe and convenient access for Pinkenba Village. (k) Pedestrians and cyclists are provided with continuous safe and convenient access to open space networks, workplaces and the riverfront.		

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(l) Development in the Myrtletown precinct (Pinkenba—Eagle Farm neighbourhood plan/NPP-006) supports and complements the future land use intent of the precinct and does not conflict with or hinder the establishment of the highest and best industrial land uses for the area. Interim development is limited to storage yards to ensure high impact and special industries are developed in the long term. Development of high impact and special industries is dependent upon infrastructure service provision and implementation of a structure plan for the precinct. (m) Non-residential development occurs above the defined storm-tide flood level adopted for the area in response to the risk of higher storm tide inundation levels and associated coastal erosion affecting property and human life. Development incorporates stormwater drainage systems which mitigate flooding impacts on surrounding land. Habitable floor areas for residential development are located above the defined storm-tide level for the plan area. (n) Development incorporates water-efficiency measures and innovative, integrated water management strategies including water sensitive design to protect downstream environments from stormwater quantity and quality impacts and to ensure a more sustainable use of water resources. (o) Development is located and designed to minimise the impact of aircraft noise and ensure the safety and efficiency of the current and future operating capacity of the Brisbane Airport. Nevertheless, the proximity to the airport means that noise levels will be greater than other parts of the city. (p) Essential commercial and retail services are consistent with the outcomes sought where co-located with an existing commercial or retail use and do not adversely impact on existing arterial, suburban or district road networks.		
(4) Eagle Farm precinct (Pinkenba—Eagle Farm neighbourhood plan/NPP-001) overall outcomes are:		

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(a) The precinct is intended to accommodate low impact and medium impact industries with low traffic and amenity impacts. Industrial activities may include high-tech manufacturing, incubator industries, small-scale export-orientated logistics and business support services. High impact industries will only be supported in the precinct where located more than 500m away from any sensitive use. (b) Established industry and residential areas are closely located in some areas. Where proximate to residential areas, industrial buildings are of a nature and scale that is compatible with surrounding residential uses and minimises adverse impacts on visual amenity and streetscape character. (c) Larger lots in the precinct are suitable for large buildings accommodating uses such as air freight and logistics services for time-sensitive goods. (d) Development should present high-quality landscaped business settings at locations with high visibility or where fronting Kingsford Smith Drive or Eagle Farm Road. Truck lay-over areas on Eagle Farm Road will not compromise accessibility and pedestrian or cycle safety. (e) Development of a limited number of shops and food and drink outlets is supported at the Holt Street Tangalooma Flyer terminal, with terminal parking and associated landscaped areas developed to present an appealing visual transition from surrounding industrial uses. Development will include a dedicated public transport pick-up and set-down area to facilitate visitor and commuter access to the terminal.	Not applicable, the subject site is located within the Myrtletown precinct	☐ Compliant ☒ N/A ☐ Performance Solution
(5) Pinkenba village precinct (Pinkenba—Eagle Farm neighbourhood plan/NPP-002) overall outcomes are:		
a. The precinct includes the Low density residential zone with a predominance of detached houses on large allotments. The	Not applicable, the subject site is located within the Myrtletown precinct	☐ Compliant ☒ N/A

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
precinct will remain in the Low density residential zone within a broader industrial locality. b. Development involving reconfiguring a lot avoids reverse amenity impacts with nearby industrial activities, and from road and rail transport infrastructure, and minimises risk of property damage resulting from frequent tidal and flood inundation especially associated with rising sea levels. c. Existing social, cultural and recreational facilities will be maintained and the heritage, cultural and character values of existing places, buildings and other structures protected. d. Development of a small shop or office use adjoins the existing post office or the Pinkenba Hotel to directly service the local residential and working communities. e. Development on land described as Lot 28 on SP100526 supports recreation activities and provides a visual buffer between the village and airport activities north of Lomandra Drive. f. Other impact assessable uses are not considered consistent with the outcomes sought, including multiple dwellings.		☐ Performance Solution
(6) Pinkenba north precinct (Pinkenba—Eagle Farm neighbourhood plan/NPP-003) overall outcomes are:		
a. Development will comprise predominantly medium impact industrial uses. b. Development capitalises upon its proximity to the Brisbane Airport, the Port of Brisbane, the Gateway Arterial and the regional road network. c. Development amalgamates land to create larger sites for high quality, integrated developments. d. Development contributes to improved water quality and estuarine ecosystem health of Boggy Creek, and, minimise the risks to buildings/structures in areas affected by coastal erosion. e. Development adjacent to the Pinkenba recreation reserve is compatible and integrated with the recreational uses of	Not applicable, the subject site is located within the Myrtletown precinct	☐ Compliant ☒ N/A ☐ Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
these areas and does not detract from the residential amenity of Pinkenba Village.		
(7) Bulwer Island precinct (Pinkenba—Eagle Farm neighbourhood plan/NPP-004) overall outcomes are:		
a. Development will predominantly consist of high impact and special industry activities which require port access, such as dry and wet bulk processing, storage and handling facilities, chemical manufacturing and petroleum product refining. Land uses allied with existing and port-related activities will also be encouraged and preferably located closer to Tingira Street frontages. b. Development of the existing refinery, gas, transport and storage activities is supported subject to the cumulative risks and traffic impacts associated with such uses being mitigated to meet legislated standards. c. Development will preserve access to wharves, jetties and pontoons along the waterfront to support ongoing maritime uses. d. Areas identified as Core Port Land are subject to the relevant land use plan for the Port of Brisbane. e. Access to existing public recreation areas along the Brisbane River is maintained. Public access along the northern riverbank of the Lytton Reach, east of Kirra Street, is restricted due to risks to public safety.	Not applicable, the subject site is located within the Myrtletown precinct	☐ Compliant ☒ N/A ☐ Performance Solution
(8) Gateway precinct (Pinkenba—Eagle Farm neighbourhood plan/NPP-005) overall outcomes are:		
a. Development comprises medium impact industry uses that do not compromise nearby environmental values. b. Development capitalises on its proximity to the Brisbane Airport, the Port of Brisbane, the Gateway Arterial and the regional road network. c. Development must be compatible with the safety, security and operational requirements of the Brisbane Airport.	Not applicable, the subject site is located within the Myrtletown precinct	☐ Compliant ☒ N/A ☐ Performance Solution
(9) Myrtletown precinct (Pinkenba—Eagle Farm neighbourhood plan/NPP-006) overall outcomes are:		
(a) The precinct provides the main location for high impact industry uses in the north of the Australia TradeCoast area.	The proposal is consistent with the intent of the precinct, supporting its role as a location for industrial activities	☒ Compliant

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
The location is appropriate for high impact industry uses and special industry uses that require separation from sensitive uses due to gas, dust, odour, vibration or noise emissions, or involve storing hazardous or offensive substances. (b) Development between Brownlee Street, Piped Road and the Brisbane River occurs in accordance with an approved structure plan that demonstrates an integrated strategy for stormwater drainage, filling and excavation and roads. Subdivision is not consistent with the outcomes sought unless it is required to facilitate or catalyse particular development which accords with the precinct intent. (c) Development must be compatible with the safety, security and operational requirements of the Brisbane Airport. (d) This precinct provides the location of a potential port services facility (cruise ship terminal) to cater for mega cruise ships unable to access the Brisbane River reaches west of the Sir Leo Hielscher Bridge. Refer to Figure b. (e) Development extends riparian open space along Boggy Creek to allow greater public access and enjoyment of the Brisbane River and its tributaries. (f) Development along Boggy Creek contributes to improved water quality and estuarine ecosystem health of Boggy Creek and minimises the risks to buildings or structures in areas affected by coastal erosion by maintaining a building setback of at least 50m from the coastline and on sites adjacent to the creek. (g) Development obtains principal access from either Main Beach Road or Sandmere Road where sites have frontage to either of these roads. (h) Activities that are not high impact industry or special industry uses, and other impact assessable uses, are not consistent with the outcomes sought.	within the Australia TradeCoast. The development comprises industrial-type uses, does not introduce sensitive or incompatible uses, and does not involve additional built form that would prejudice future high impact or special industry uses. The proposal maintains appropriate separation from sensitive land uses, is compatible with the operational requirements of the Brisbane Airport, and provides access from Sandmere Road consistent with the precinct framework.	☐ N/A ☐ Performance Solution

2.1.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO1 Development ensures: (a) lot size, dimensions and levels allow a range of uses; (b) lot size is sufficient to enable storm surge and river flooding risks to be mitigated.	AO1.1 Development has a minimum lot size that complies with Table 7.2.16.2.3.B.	AO1 The development complies with the minimum lot size.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO1.2 Development contains a minimum square or rectangular area and minimum frontage in accordance with Table 7.2.16.2.3.B.	AO1.2 The development complies with lot dimensions.	☒ Compliant ☐ N/A ☐ Performance Solution
PO2 Development provides an attractive and coherent streetscape along major roads .	AO2.1 Development provides a landscaped buffer with a minimum width of 3m along the full site frontage to Kingsford Smith Drive and Eagle Farm Road excluding vehicle access points.	AO2.1 Not applicable, the subject site is located within the Myrtletown precinct	☐ Compliant ☒ N/A ☐ Performance Solution
	AO2.2 Development orientates office components to address Kingsford Smith Drive and Eagle Farm Road.	AO2.2 Not applicable, the subject site is located within the Myrtletown precinct	☐ Compliant ☒ N/A ☐ Performance Solution
PO3 Development provides high-quality landscaping along site boundaries shared with the Royal Queensland Golf Course to effectively screen the use including buildings, parking, vehicle manoeuvring, outdoor storage, hard-stands and outdoor fabrication areas.	AO3 Development provides a densely planted landscaped buffer with a minimum width of 3m along the whole shared boundary of the property with the Royal Queensland Golf Course.	AO3 Not applicable, the subject site is located within the Myrtletown precinct	☐ Compliant ☒ N/A ☐ Performance Solution
PO4 Development ensures commercial offices, if conducted in association with an industrial use on the site, are ancillary to the industrial use.	AO4 Development of commercial offices where conducted in association with an industrial use on the site do not exceed the lesser of: (a) 30% of the gross floor area; or	AO4 Not applicable, the subject site is located within the Myrtletown precinct	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	(b) 100m ² .		
PO5 Development provides for safe rail crossings.	AO5 Development accommodates a controlled rail crossing near the intersection of Eagle Farm Road and Farrer Street. Refer to Figure a.	AO5 Not applicable, the subject site is located within the Myrtletown precinct	☐ Compliant ☒ N/A ☐ Performance Solution
If in the Pinkenba village precinct (Pinkenba—Eagle Farm neighbourhood plan/NPP-002)			
PO6 Development does not: (a) significantly obstruct the outlook from adjoining land in the Low density residential zone; (b) result in significant overshadowing of adjoining land in the Low density residential zone.	AO6 Development for a house, where raised to avoid flood inundation, has a maximum building height of 11m.	AO6 Not applicable, the subject site is located within the Myrtletown precinct	☐ Compliant ☒ N/A ☐ Performance Solution
PO7 Development is clustered near existing shop and office uses and does not adversely impact on the existing road networks of the locality.	AO7.1 Non-residential development has a maximum gross floor area of 250m ² .	AO7.1 Not applicable, the subject site is located within the Myrtletown precinct	☐ Compliant ☒ N/A ☐ Performance Solution
	AO7.2 Non-residential development adjoins an existing food and drink outlet, medical centre or shop.	AO7.2 Not applicable, the subject site is located within the Myrtletown precinct	☐ Compliant ☒ N/A ☐ Performance Solution
	AO7.3 Non-residential development for a vehicular access is not provided from an arterial, suburban or district road.	AO7.3 Not applicable, the subject site is located within the Myrtletown precinct	☐ Compliant ☒ N/A ☐ Performance Solution
If in the Myrtletown precinct (Pinkenba—Eagle Farm neighbourhood plan/NPP-006)			
PO8 Development achieves an integrated long-term vision for the area and:	AO8 No acceptable outcome is prescribed.	AO8 The proposal is consistent with the long-term intent of the Myrtletown precinct, supporting industrial	☒ Compliant ☐ N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(a) successfully integrates heavy industry activities, trunk infrastructure and essential services with sensitive environmental features to capitalise on the area's locational and competitive advantage; (b) caters for high impact industry and special industry uses that require separation from sensitive uses; (c) avoids adverse effects on the values of areas of high ecological significance or high strategic biodiversity value in a coastal management district and other significant environmental features to protect the area's biodiversity, physical coastal processes and coastal landforms; (d) occurs in accordance with a sequencing plan to ensure the precinct is properly drained and provides adequate flood immunity and coordinates infrastructure provision in a timely and cost-efficient manner; (e) provides a minimum buffer width of 50m along the Brisbane River measured from the mean high water spring tide mark; (f) principally caters for high impact industry and special industry uses; (g) is adequately serviced and provides for appropriate road		activities within the Australia TradeCoast. The development comprises industrial-type uses on an existing site, does not introduce sensitive uses, and does not involve additional built form that would prejudice future high impact or special industry uses. The proposal is appropriately serviced, maintains access from Sandmere Road, and does not adversely impact environmental features or constrain future infrastructure provision.	☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
connections and access to public transport services and bicycle paths; (h) maintains Bancroft Road, north of Brownlee Street, as a limited access road with ingress and egress being primarily obtained from either Main Beach Road or Sandmere Road; (i) encompasses all lots within the precinct in a structure plan, if prepared; (j) facilitates the development of the cruise- ship terminal. <i>Note—This can be demonstrated through a structure plan.</i> <i>Note—Guidance for preparing a structure plan is provided in the Structure planning scheme policy.</i>			
PO9 Development does not result in the alienation of land from its potential long-term use.	AO9 Development ensures lot sizes cater for high impact industry and special industry uses.	AO9 The proposal does not result in the alienation of the land from its long-term industrial use. No additional built form or subdivision is proposed, and the site remains capable of accommodating future high impact or special industry uses, including appropriate lot configuration.	☐ Compliant ☐ N/A ☒ Performance Solution
PO10 Development fronting the Brisbane River enhances this waterway.	AO10	AO10 The proposal does not detract from the amenity or function of the	☒ Compliant

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	Development with an interface to the Brisbane River or adjoining open space along the Brisbane River provides: (a) an articulated building facade to the river; (b) a landscaped buffer with a minimum width of 50m where land directly adjoins the Brisbane River; (c) high-quality building finishes which incorporate a variety of materials such as brick, painted concrete or masonry and glass. Refer to Figure b.	Brisbane River corridor and is consistent with the intent of the outcome. No built form is proposed as part of this change.	☐ N/A ☐ Performance Solution
PO11 Development provides access from an all-weather access road.	AO11 Development ensures vehicular access is provided from Main Beach Road or Sandmere Road.	AO11 Vehicular access to the site is provided from Sandmere Road, being an all-weather access road consistent with the requirements of the precinct.	☒ Compliant ☐ N/A ☐ Performance Solution

3. USE / DEVELOPMENT CODES

3.1 Industry code

Effective V35 – 05 December 2025

3.1.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
1. The purpose of the Industry code is to assess the suitability of development to which this code applies. 2. The purpose of the code will be achieved through the following overall outcomes:		
a. Development is appropriately located and carefully designed to mitigate the impacts of industrial activities. b. Development achieves environmental performance of a satisfactory standard. c. Development is compatible with a sensitive use in the vicinity of the development. d. Development avoids or minimises the release of harmful pollutants and protects the health and safety of the occupants of a sensitive use or a zone or a zone precinct intended for sensitive uses. e. Development ensures that buildings which are located near residential and other sensitive uses can accommodate a range of industrial type uses without causing an unacceptable impact on the amenity of the area. f. Development locates renewable energy facilities in an industrial location that is consistent with the amenity of the area and does not impact on the sensitive use. g. Development is designed to accommodate the social and environmental needs of persons working within or visiting these areas, including the co-location of administrative services and the optimisation of personal safety. h. Development for a food and drink outlet or shop:	The proposal is consistent with the overall outcomes of the Industry Code as it comprises industrial-type uses within an established industrial area and does not introduce sensitive or incompatible land uses. The development does not involve additional built form and is not expected to generate adverse environmental or amenity impacts. The proposal is compatible with surrounding uses, avoids the release of harmful pollutants, and supports the ongoing function and viability of the industrial area without compromising its long-term intent.	☒ Compliant ☐ N/A ☐ Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
i. is of a small-scale that supports industry uses or serves local industrial workers; ii. is not located in proximity to an established non-industrial use of a similar nature; iii. does not create an unplanned centre through a clustering of non-industrial uses; iv. does not compromise the industrial function of an industrial area. i. Development for indoor sport and recreation: i. is only located in the low impact industry zone; ii. is of a small-scale that serves local industrial workers; iii. is not located in proximity to an established indoor sport and recreation use; iv. does not create an unplanned centre through a clustering of non-industrial uses; v. does not compromise the industrial function of an industrial area; vi. is compatible with nearby existing uses and does not adversely impact on the continued operation of those existing uses that have the potential for off-site air emissions. j. Development for an educational establishment: i. is only for trade or industry related training; ii. does not involve overnight accommodation on premises; iii. does not compromise the industrial function of an industrial area.		

3.1.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development			
PO1 Development: (a) avoids or minimises air emissions; (b) complies with the following criteria in a sensitive zone, and at a sensitive use in a rural zone: i. air quality (planning) criteria in Table 9.3.12.3.B; ii. the odour criteria in Table 9.3.12.3.C; iii. the health risk assessment criteria in Table 9.3.12.3.D. Note—An air quality impact report prepared in accordance with the Air quality planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO1.1 Development for a warehouse in the Low impact industry zone or General industry A zone precinct of the Industry zone: (a) does not involve activities that generate air emissions from the site; (b) does not involve unsealed roads, driveways and vehicle manoeuvring areas.	AO1.1 Not applicable. The site is located within the Industry investigation zone.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO1.2 Development for low impact industry in the Low impact industry zone or General industry A zone precinct of the Industry zone or Mixed industry and business zone precinct or Major education and research facility zone precinct of the Specialised centre zone: (a) does not involve activities that generate air emissions from the site; (b) does not involve unsealed roads, driveways and vehicle manoeuvring areas.	AO1.2 Not applicable. The site is located within the Industry investigation zone.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO1.3 Development for research and technology industry in the Mixed use zone or Mixed industry and business zone precinct or Major education and research facility zone precinct of the Specialised centre zone: (a) does not involve activities that generate air emissions from the site; (b) does not involve unsealed roads,	AO1.3 Not applicable. The site is located within the Industry investigation zone.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	driveways and vehicle manoeuvring areas.		
	AO1.4 Development for educational establishment in the Low impact industry zone or General industry A zone precinct of the Industry zone: (a) does not involve activities that generate air emissions from the site; (b) does not involve unsealed roads, driveways and vehicle manoeuvring areas.	AO1.4 Not applicable. The site is located within the Industry investigation zone.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO1.5 Development for a medium impact industry A does not involve unsealed roads and: (a) does not involve activities that generate air emissions from the site; or (b) is located at least 150m from a sensitive zone.	AO1.5 Not applicable. The proposal is not for medium impact industry.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO1.6 Development for a medium impact industry B does not involve unsealed roads and: (a) does not involve activities that generate air emissions from the site; or (b) is located at least 250m from a sensitive zone.	AO1.6 Not applicable. The proposal is not for medium impact industry.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	AO1.7 Development for a high impact industry where not a concrete batching plant, does not involve an activity which generates air emissions from the site.	AO1.7 Not applicable. The proposal is not for high impact industry.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO1.8 Development for a concrete batching plant: (a) complies with the air quality and dust section of the Concrete batching plants planning scheme policy; (b) is located a minimum of 250m from a sensitive zone or sensitive use.	AO1.8 Not applicable. The proposal is not for a concrete batching plant.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO1.9 Development for a renewable energy facility does not involve an activity which generates air emissions beyond the site.	AO1.9 Not applicable. The proposal does not include a renewable energy facility.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO1.10 No acceptable outcome is prescribed for development for a special industry.	AO1.10 Not applicable. No special industry is proposed.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO1.11 No acceptable outcome is prescribed for development in any other zones not listed above.	AO1.11 The proposal avoids and minimises air emissions noting that the proposed uses do not involve emitting pollutants into the air.	☒ Compliant ☐ N/A ☐ Performance Solution
PO2 Development complies with the noise (planning) criteria in Table 9.3.12.3.E, low frequency noise criteria in Table 9.3.12.3.F and night-time noise	AO2.1 Development for a warehouse in the Low impact industry zone or General industry A zone precinct of the Industry zone: (a) operates:	AO2.1 Not applicable. The site is located within the Industry investigation zone.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
criteria in Table 9.3.12.3.G. <i>Note—A noise impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.</i>	i. between 7am and 7pm Monday to Saturday excluding public holidays; or ii. so it is not clearly audible from a residential zone, or a sensitive use in a centre zone; (b) is conducted wholly indoors except where located a minimum of 250m from a sensitive zone; (c) does not receive deliveries between 7pm and 7am.		
	AO2.2 Development for low impact industry in the Low impact industry zone or General industry A zone precinct of the Industry zone or Mixed industry and business zone precinct or Major education and research facility zone precinct of the Specialised centre zone: (a) operates: i. between 7am and 7pm Monday to Saturday excluding public holidays; or ii. so it is not clearly audible from a residential zone, or a sensitive use in a centre zone; (b) is conducted wholly indoors except where located a minimum of 250m from a sensitive zone;	AO2.2 Not applicable. The site is located within the Industry investigation zone.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	(c) does not receive deliveries between 7pm and 7am.		
	AO2.3 Development for medium impact industry A in the Low impact industry zone or General industry A zone precinct of the Industry zone: (a) operates: i. between 7am and 7pm Monday to Saturday excluding public holidays; or ii. so it is not clearly audible from a residential zone, or a sensitive use in a centre zone; (b) is conducted wholly indoors except where located a minimum of 250m from a sensitive zone; (c) does not receive deliveries between 7pm and 7am.	AO2.3 Not applicable. The site is located within the Industry investigation zone.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO2.4 development for medium impact industry B in the Low impact industry zone or General industry A zone precinct of the Industry zone: (a) operates: i. between 7am and 7pm Monday to Saturday excluding public holidays; or ii. so it is not clearly audible from a residential zone,	AO2.4 Not applicable. The site is located within the Industry investigation zone.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	or a sensitive use in a centre zone; (b) is conducted wholly indoors except where located a minimum of 250m from a sensitive zone; (c) does not receive deliveries between 7pm and 7am.		
	AO2.5 Development for research and technology industry in the Low impact industry zone or General industry A zone precinct of the Industry zone or Mixed use zone or Mixed industry and business zone precinct or Major education and research facility zone precinct of the Specialised centre zone:operates: (a) operates: i. between 7am and 7pm Monday to Saturday excluding public holidays; or ii. so it is not clearly audible from a residential zone, or a sensitive use in a centre zone; (b) is conducted wholly indoors except where located a minimum of 250m from a sensitive zone; (c) does not receive deliveries between 7pm and 7am.	AO2.5 Not applicable. The site is located within the Industry investigation zone.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO2.6 Development for an educational establishment in the Low impact industry	AO2.6 Not applicable. The site is located within the Industry investigation zone.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	zone or General industry A zone precinct of the Industry zone: (a) operates: i. between 7am and 7pm Monday to Saturday excluding public holidays; or ii. so it is not clearly audible from a residential zone, or a sensitive use in a centre zone; (b) is conducted wholly indoors except where located a minimum of 250m from a sensitive zone; (c) does not receive deliveries between 7pm and 7am.		
	AO2.7 Development for a car wash where in a zone in the Centre zones category only operates between 7am to 6pm, including deliveries.	AO2.7 Not applicable. The site is located within the Industry investigation zone.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO2.8 Development for a car wash in the Low impact industry zone or General industry A zone precinct of the Industry zone: (a) operates between 7am and 7pm Monday to Saturday excluding public holidays; or (b) is not clearly audible from a residential zone or sensitive use in a centre zone.	AO2.8 Not applicable. The site is located within the Industry investigation zone.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO2.9 Development for medium impact industry	AO2.9 Not applicable. The site is located within	☐ Compliant ☒ N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	in the General industry B zone precinct of the Industry zone: (a) does not involve outdoor activities between 7pm and 7am; or (b) is not clearly audible from a use in a residential zone, or a sensitive use in a centre zone; or (c) is in a location at least 500m from a sensitive zone.	the Industry investigation zone.	☐ Performance Solution
	AO2.10 Development for a high impact industry does not involve an activity that generates noise emissions from the site.	AO2.10 Not applicable. The proposed development is not for high impact industry.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO2.11 Development for a concrete batching plant is located a minimum of 500m from a sensitive zone.	AO2.11 Not applicable. The proposal does not include a concrete batching plant.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO2.12 No acceptable outcome is prescribed for development for a special industry.	AO2.12 Not applicable. The proposal is not for a special industry.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO2.13 Development for a renewable energy facility does not generate noise which is clearly audible and creates a disturbance at a sensitive zone.	AO2.13 Not applicable. The proposal is not for a renewable energy facility.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO2.14 No acceptable outcome is prescribed for development in any other zones not listed above.	AO2.14 The proposes uses are not noise generating uses, thus will not generate excessive noise.	☒ Compliant ☐ N/A ☐ Performance Solution
PO3 Development minimises the risk to	AO3 Development does not include the storage	AO3	☒ Compliant ☐ N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
public safety, property and the environment from technological hazards such as fire, explosion and toxic release and achieves the hazard and risk criteria in Table 9.3.12.3.I. <i>Note—A preliminary hazard analysis report prepared in accordance with the Industrial hazard and risk assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.</i>	of dangerous goods and combustible liquids above the volumes/quantities identified in Table 9.3.12.3.H.	The proposal does not include storage of dangerous goods and combustible liquids above the permitted amounts.	☐ Performance Solution
PO4 Development for a warehouse in the General industry C zone precinct of the Industry zone: (a) is limited to large format logistics and distribution centres; (b) requires separation from sensitive uses provided by the precinct due to potential amenity impacts from the scale and intensity of operation; (c) does not compromise the long-term capacity of the precinct to meet demand for high impact industry.	AO4 Development for a warehouse in the General industry C zone precinct of the Industry zone: (a) is a minimum gross floor area of 10,000m² (per tenancy/unit); (b) operates 24 hours a day and seven days a week; (c) involves access and servicing by B-double or Over-dimensional vehicles; (d) is described as a major development in the Transport, access, parking and servicing planning scheme policy; (e) does not involve a self-storage facility.	AO4 Not applicable. The site is located within the Industry investigation zone.	☐ Compliant ☒ N/A ☐ Performance Solution
PO5 Development on land used for urban purposes is serviced adequately with: (a) water supply which meets	AO5 Development provides all lots with: (a) reticulated water supply; (b) reticulated sewerage or an	AO5 The development provides all necessary infrastructure. Refer to civil drawings provided.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
the stated standard of service for intended use and fire-fighting purposes; (b) waste disposal.	appropriate on-site sewerage service where the development does not provide access to reticulated sewer for all lots		
PO6 Development in the City core and City frame area indicated in {Figure a} of the Transport, access, parking and servicing code provides car parking spaces at a rate which discourages private car use and encourages walking, cycling and the use of public transport.	AO6 Development in the City core and City frame area indicated in {Figure a} of the Transport, access, parking and servicing code provides car parking spaces at the maximum parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO6 Not applicable. The development is not located within the City core or City frame area.	☐ Compliant ☒ N/A ☐ Performance Solution
PO7 Development outside of the City core and City frame area indicated in {Figure a} of the Transport, access, parking and servicing code provides for the number of on-site parking spaces required to accommodate design peak parking demands without overflow parking to an adjoining premises or adjoining streets.	AO7 Development outside of the City core and City frame area indicated in {Figure a} of the Transport, access, parking and servicing code provides a number of on-site car parking spaces: (a) in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or (b) which does not result in on-street parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy.	AO7 The development proposes to maintain the approved car parking numbers on site. Specifically, the current approval requires 43 car parking spaces. Given the intent of the site is not significantly proposing to change, the retention of 43 car parking spaces in accordance with the approval is a suitable alternative outcome.	☐ Compliant ☐ N/A ☒ Performance Solution
PO8 Development provides for outdoor lighting which does not have an adverse impact on any person, activity or fauna because of light	AO8.1 Development provides for outdoor lighting with technical parameters, design, installation, operation and maintenance which is in compliance with the	AO8.1 Lighting, such as outdoor security lighting, will be maintained / provided in accordance with the current conditions of the approval.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
emissions, either directly or by reflection.	requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting.		
	AO8.2 Development ensures that floodlighting is restricted to the type that gives no upward component of light where mounted horizontally, such as a full cut off luminaire.	AO8.2 Lighting, such as outdoor security lighting, will be maintained / provided in accordance with the current conditions of the approval.	☒ Compliant ☐ N/A ☐ Performance Solution
Additional performance outcomes and acceptable outcomes where involving an extension to an existing premises or a new premises			
PO9 Development is designed and constructed to prevent the emission of contaminants to surface water or groundwater. <i>Note—For guidance on assessing potential impacts and performance requirements, refer to the Infrastructure design planning scheme policy.</i>	AO9.1 Development ensures that liquid or solid wastes, other than stormwater, are not discharged to land or waters.	AO9.1 The proposal does not intensify the use to a level that would result in adverse amenity or environmental impacts	☒ Compliant ☐ N/A ☐ Performance Solution
	AO9.2 Development where not for a concrete batching plant ensures that the storage of contaminating substances or areas where potentially contaminating activities are conducted, are: (a) roofed or covered to prevent the ingress of rainfall and run-off, and that roof water is piped away from an area of potential spills or contamination; (b) paved with an impervious surface and bunded so that any spills are retained on site for removal.	AO9.2 Any storage of contaminating substances will ensure compliance with the existing conditions of approval.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO9.3 Development for a concrete batching plant complies with the surface and groundwater protection section of the Concrete batching plant planning scheme policy.	AO9.3 Not applicable. The proposal does not involve a concrete batching plant.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	AO9.4 Development involving storing or dispensing of petroleum manages discharges to the stormwater system in compliance with the surface and groundwater protection section of the Storage and dispensing of petroleum products planning scheme policy.	AO9.4 Not applicable. The proposal does not involve storing or dispensing petroleum.	☐ Compliant ☒ N/A ☐ Performance Solution
PO10 Development includes spill management and stormwater treatment systems for fuel dispensing areas that achieve the stormwater treatment criteria in {Link,43038,Table 9.3.12.3.K}.	AO10 Development: (a) does not include fuel dispensing; or (b) complies with the surface water and groundwater protection standards of the Storage and dispensing of petroleum products planning scheme policy; (c) includes fuel dispensing areas that are drained to a containment vessel having no connection to sewer or stormwater in compliance with the fuel dispensing area standards of the Storage and dispensing of petroleum products planning scheme policy.	AO10 Not applicable. The proposal does not include fuel dispensing.	☐ Compliant ☒ N/A ☐ Performance Solution
PO11 Development is designed and constructed to prevent ground contamination.	AO11 Development: (a) ensures that there is no underground fuel storage on the site; or (b) where involving storing and dispensing of petroleum complies	AO11 Not applicable. The proposal does not involve storing or dispensing petroleum.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	with the surface and groundwater protection section of the Storage and dispensing of petroleum products planning scheme policy.		
PO12 Development: (a) is of a scale and design which contributes positively to the visual character of the area, especially as seen from the street; (b) is easily accessible and legible; (c) designs and locates vehicle unloading and outdoor storage areas to be unobtrusive from the street; (d) is designed to accommodate the car parking and servicing demands of the wide range of industry and warehouse uses supported in the relevant zone or zone precinct.	AO12.1 Development has a maximum site cover which is: (a) 75% in the Industry investigation zone, Low impact industry zone and Industry zone; (b) 25% in the Special industry zone and Extractive industry zone.	AO12.1 The proposal does not include additional built form. However, the existing built form is well under the maximum.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO12.2 Development has a maximum building height of 15m.	AO12.2 The proposal does not include additional built form. However, the existing built form is well under the maximum.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO12.3 Development ensures that no part of any building or structure is closer than 6m to any street frontage.	AO12.3 The proposal does not include additional built form closer than 6m to any street frontage.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO12.4 Development ensures that: (a) the main pedestrian entry to the building is: i. easily identifiable; ii. clearly visible; iii. directly accessible from the street; (b) the ground storey offices, display	AO12.4 The proposal does not include additional built form.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO13 Development provides landscaping: (a) areas in locations where planting will ameliorate the view of the development from major public vantage points; (b) to the site frontage which makes a positive contribution to the streetscape and incorporates bold landscape elements that complement the scale and bulk of the industrial form.	windows and entrance foyers are orientated towards the street frontage. Refer to Figure a.		
	AO12.5 Development provides street numbers and building and tenancy names which are displayed at the ground storey and are clearly identifiable from the street.	AO12.5 The proposal does not include additional built form.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO13.1 Development provides landscaping which: (a) covers a minimum of 3% of the site; (b) includes a landscaped strip along the site frontage with a minimum width of 2m; (c) includes a landscape strip along any frontage or boundary with a motorway or arterial road of 3m.	AO13.1 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO13.2 Development provides tree planting to site frontages which will achieve a canopy spread over 50% of the site frontage within 5 years of planting. <i>Note—Existing significant vegetation that already contributes to these requirements is to be retained.</i>	AO13.2 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO13.3 Development provides shade trees in a car parking area at a ratio of 1 tree for each 6 car parking spaces.	AO13.3 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO13.4	AO13.4	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	Development provides large trees and spreading ground covers in all landscape areas within the site.	This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO13.5 Development provides, in an area where screening or buffering is required, large screening shrubs of an appropriate density and size to complement the scale and bulk of the subject building.	AO13.5 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
PO14 Development creates a socially, visually and physically amenable work environment.	AO14 Development provides an on-site recreation area for staff which: (a) includes seating, tables and rubbish bins; (b) is adequately protected from the weather; (c) is safely accessible to all staff; (d) is separate and private from public areas; (e) is located away from a noisy or odorous activity. Refer to Figure b.	AO14 Not applicable. The proposal does not involve new buildings or staff facilities, and does not alter the existing operational arrangements of the site.	☐ Compliant ☒ N/A ☐ Performance Solution
PO15 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	AO15 Development incorporates the key elements of crime prevention through environmental design in its layout, building or structure design and landscaping by: (a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal	AO15 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	areas; (b) defining different uses and public and private ownerships through design and restricting access from non-residential uses into private residential dwellings; (c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; (d) ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; (e) including way-finding cues; (f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets and communal areas. <i>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.</i>		
PO16 Development minimises opportunities for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	AO16 Development incorporates graffiti and vandalism prevention techniques in its layout, building or structure design and landscaping, by: (a) denying access to potential canvases through access control	AO16 The proposal does not involve additional built form.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	techniques; (b) reducing potential canvases through canvas reduction techniques; (c) ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. <i>Note—For guidance on graffiti and vandalism prevention techniques refer to the Graffiti prevention planning scheme policy.</i>		
PO17 Development is serviced adequately with: (a) refuse disposal; (b) telecommunications; (c) energy supply.	AO17.1 Development is provided with and connected to electricity and telecommunications.	AO17.1 The site is connected to electricity and telecommunications infrastructure within an established industrial area.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO17.2 Development does not impede existing refuse removal provisions and provides for a dedicated area or system to ensure adequate access to and removal of refuse. <i>Note—Refer to the Refuse planning scheme policy for further guidance.</i>	AO17.2 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
PO18 Development is situated on a site which is provided with a constructed road access, frontage treatment and access crossings to an appropriate urban standard.	AO18 Development is provided with the following works which are constructed to the applicable design standard for comparable new subdivision requirements: (a) concrete kerb and channel;	AO18 The proposal includes frontage works to Sandmere Road and Marine Road, including road, drainage and footpath improvements in accordance with Council standards.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	(b) paved roadway; (c) a constructed walkway or repair of any damage to any walkway caused by construction or operational activities; (d) drainage works; (e) services conduits.		
PO19 Development is provided with adequate vehicle access to service the uses proposed for the site, including a safe and easily accessible vehicle movement layout.	AO19 Development provides for all vehicles, including servicing and waste disposal vehicles, to enter and exit the site in forward gear, and comply with the car parking design and site access guidelines in the Transport, access, parking and servicing planning scheme policy.	AO19 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution

4. SECONDARY CODES

4.1 Filling & Excavation Code

Effective V35 – 05 December 2025

4.1.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Filling and excavation code is to assess the suitability of development for filling or excavation.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Filling or excavation does not adversely affect the visual character and amenity of the site or the surrounding area and provides access for maintenance to any structure as a result of filling or excavation. (b) Filling or excavation does not adversely impact significant vegetation, water quality or drainage of upstream, downstream and adjoining land. (c) Filling or excavation effectively manages the impacts associated with the activity. (d) Filling or excavation and any retaining structure is designed and constructed to be fit for purpose and to protect services and utilities.	The proposed filling and excavation works are required to facilitate a level, stable and functional hardstand area suitable for the approved and proposed industrial uses on the site. The earthworks are appropriately designed to integrate with the existing topography and surrounding infrastructure network, ensuring that visual impacts are minimal and consistent with the established industrial character of the locality. The development does not impact on significant vegetation, with the site already cleared and developed as a hardstand area. The earthworks have been designed in accordance with relevant engineering standards and will be constructed to ensure long-term stability, functionality and safety. Any retaining structures will be appropriately engineered and located wholly within the site, ensuring no impacts on adjoining land or infrastructure. Importantly, filling and excavation works are consistent with the approval, therefore there is limited assessment of the changes in the context of the original approval.	☒ Compliant ☐ N/A ☐ Performance Solution

4.1.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO1 Development for filling or excavation minimises visual impacts from retaining walls and earthworks.	AO1 Development ensures that the total height of any cut and fill, whether or not retained, does not exceed: (a) 2.5m in a zone in the Industry zones category; (b) 1m in all other zones, or if adjoining a sensitive zone.	AO1 Cut and fill levels does not exceed 2.5m across the site.	☒ Compliant ☐ N/A ☐ Performance Solution
PO2 Development of a retaining wall proposed as a result of filling or excavation: (a) is designed and constructed to be fit for purpose; (b) does not impact adversely on significant vegetation; (c) is capable of easy maintenance. <i>Editor's note—A retaining wall also needs to comply with the Building Regulation and embankment gradients will need to comply with the Building Regulation.</i> <i>Note—Guidance on the protection of native vegetation is included in the Biodiversity areas planning scheme policy.</i>	AO2.1 Development of a retaining structure, including footings, surface drainage and subsoil drainage: (a) is wholly contained within the site; (b) if the total height to be retained is greater than 1m, then: (i) the retaining wall at the property boundary is no greater than 1m above the ground level; (ii) all further terracing from the 1m high boundary retaining wall is 1 vertical unit:1 horizontal unit; (iii) the distance between each successive retaining wall (back of lower wall to face of higher wall) is no less than 1m horizontally to incorporate planting areas.	AO2.1 All retaining structures associated with the earthworks will be wholly contained within the site boundaries. The retaining wall is designed fit for purpose, will not impact significant vegetation and capable of easy maintenance.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO2.2 Development of a retaining wall over 1m in height protects significant vegetation on the site and on adjoining land and is designed and constructed in accordance with the structures standards in the Infrastructure	AO2.2 Any retaining walls exceeding 1m in height will be designed and certified by a RPEQ. The site is devoid of significant vegetation, and	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	design planning scheme policy and certified by a Registered Professional Engineer Queensland.	therefore no impacts to vegetation are anticipated.	
	AO2.3 Development provides a retaining wall finish that presents to adjoining land that is maintenance free if the setback is less than 750mm from the boundary.	AO2.3 Where retaining walls are located near boundaries, finishes will be durable and low-maintenance, suitable for an industrial environment and ensuring no ongoing maintenance burden on adjoining land.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO2.4 Development for filling only uses clean fill that does not include any construction rubble, debris, weed seed or viable parts of plant species listed as an undesirable plant species in the Planting species planning scheme policy.	AO2.4 All fill material will comprise clean, uncontaminated material free from construction waste, debris, and declared plant species.	☒ Compliant ☐ N/A ☐ Performance Solution
PO3 Development ensures that a rock anchor is designed and constructed to be fit for purpose.	AO3 Development ensures that a rock anchor: (a) is constructed in accordance with the standards in the Infrastructure design planning scheme policy; (b) where it extends beyond the property boundary, is supported by a letter of consent from the adjoining land and building owners.	AO3 The proposed development does not include the use of rock anchors.	☒ Compliant ☐ N/A ☐ Performance Solution
PO4 Development protects all services and public utilities.	AO4 Development protects services and public utilities and ensures that any alteration or relocation of services or public utilities meets	AO4 Existing services and utilities will be identified and protected during construction.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	the standard design specifications of the responsible service authorities.		
PO5 Development provides surface and sub-surface drainage to prevent water seepage, concentration of run-off or ponding of stormwater on adjacent land.	AO5 Development ensures all flows and subsoil drainage are directed to a lawful point of discharge of a surface water diversion drain, including to the top or toe of a retaining wall in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy.	AO5 The development incorporates a formal stormwater drainage system, including swales and piped drainage, to direct surface and subsurface flows to lawful points of discharge. This ensures no ponding, seepage or concentration of runoff onto adjoining land.	☒ Compliant ☐ N/A ☐ Performance Solution
PO6 Development ensures that the design and construction of all open drainage works is undertaken in accordance with natural channel design principles, being the development of a stormwater conveyance system for major flows, by using a vegetated open channel or drain that approximates the features and functions of a natural waterway to enhance or improve riparian values of those stormwater conveyance systems. Editor's note—Guidance on natural channel design principles can be found in the Council's publication Natural channel design guidelines.	AO6 Filling or excavation does not involve the construction of open drainage.	AO6 The development includes formalised drainage infrastructure.	☒ Compliant ☐ N/A ☒ Performance Solution
PO7 Development for filling or excavation: (a) does not degrade water quality or adversely affect environmental values in receiving waters;	AO7.1 Development for filling or excavation provides water quality treatment that complies with the stormwater drainage section of the Infrastructure design planning scheme policy.	AO7.1 Stormwater quality treatment measures are incorporated into the design, ensuring no adverse impacts on downstream receiving waters.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(b) ensures site sediment and erosion control standards are best practice.	AO7.2 Development provides erosion and sediment control standards that are in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy.	AO7.2 Erosion and sediment control measures will be implemented during construction in accordance with best practice to prevent sediment export from the site.	☒ Compliant ☐ N/A ☐ Performance Solution
PO8 Development for filling or excavation is conducted such that adverse impacts at a sensitive use due to noise and dust are prevented or minimised.	AO8.1 Development ensures that no dust emissions extend beyond the boundary of the site, including dust from construction vehicles entering and leaving the site.	AO8.1 Construction activities will be managed to prevent dust emissions beyond the site boundary.	☒ Compliant ☐ N/A ☐ Performance Solution
Note—A noise and dust impact management plan prepared in accordance with the Management plans planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO8.2 Development for filling or excavation activity only occurs between the hours of 6:30am and 6:30pm Monday to Saturday, excluding public holidays.	AO8.2 Filling and excavation works will be undertaken during standard construction hours.	☒ Compliant ☐ N/A ☐ Performance Solution
PO9 Development ensures that vibration generated by the filling or excavation operation does not exceed the vibration criteria in Table 9.4.3.3.B, Table 9.4.3.3.C, Table 9.4.3.3.D and Table 9.4.3.3.E. Note—A noise management report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO9 Development involving filling or excavation does not cause a ground-borne vibration beyond the boundary of the site.	AO9 Earthworks will be undertaken in a manner that does not generate ground-borne vibration beyond the site boundary, ensuring no adverse impact on adjoining land.	☒ Compliant ☐ N/A ☐ Performance Solution
PO10 Development ensures that heavy trucks hauling material to and from the site do not affect the amenity of	AO10 Development ensures that heavy trucks hauling material to and from the site: (a) occur for a maximum of 3 weeks;	AO10 Heavy vehicle movements associated with earthworks will utilise the established road network, including Sandmere Road, and will	☒ Compliant ☐ N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
established areas and limits environmental nuisance impact on adjacent land.	(b) use a major road to access the site; (c) only use a minor road for the shortest-most-direct route that has the least amount of environmental nuisance if there is no major road alternative.	follow the most direct route to minimise impacts on surrounding land. The works are temporary in nature and will not result in ongoing amenity impacts.	☐ Performance Solution
PO11 Development for filling or excavation protects the environment and community health and wellbeing from exposure to contaminated land and contaminated material.	AO11 Development does not involve: (a) excavation on land previously occupied by a notifiable activity or on land listed on the Environmental Management Register or the Contaminated Land Register; (b) filling with material containing a contaminant.	AO11 The site is not identified as contaminated land and the development does not involve excavation of contaminated material or the import of contaminated fill.	☒ Compliant ☐ N/A ☐ Performance Solution
PO12 Development provides for: (a) landscaping for water conservation purposes; (b) water sensitive urban design measures which are employed within the landscape design to maximise stormwater use and to reduce any adverse impacts on the landscape; (c) drainage and stormwater measures to reduce and adverse impacts on the landscape; (d) stormwater harvesting to be maximised and any adverse impacts of stormwater minimised.	AO12.1 Development provides drainage for artificial growing environments which is connected to stormwater drain.	AO12.1 Not applicable. The development does not include artificial growing environments.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO12.2 Development ensures that the maximum site stormwater harvest capacity is utilised to meet the irrigation demand of the development before alternative irrigation sources are utilised and is in compliance with the standards in the Landscape design planning scheme policy.	AO12.2 Not applicable. The proposal does not include irrigation-dependent landscaping or stormwater harvesting systems.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO12.3 Development provides areas of pavement, turf, landscaping and mulched garden beds which are drained.	AO12.3 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(e) reticulated irrigation to all artificial growing environments. <i>Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.</i>	Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections. AO12.4 Development provides a reticulated irrigation system to all landscaping areas in accordance with the Landscape design planning scheme policy.		
PO13 Development ensures cutting and filling for the development of canals or artificial waterways avoids adverse impacts on coastal resources and processes.	AO13 Development does not involve the creation of canals or artificial waterways.	AO12.4 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval. AO13 The development does not involve the creation of canals or artificial waterways.	☐ Compliant ☒ N/A ☐ Performance Solution ☐ Compliant ☒ N/A ☐ Performance Solution

4.2 Outdoor Lighting Code

Effective V35 – 05 December 2025

4.2.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Outdoor lighting code is to assess the suitability of outdoor lighting.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Outdoor lighting efficiently lights a desired area while minimising the adverse impacts of spill lighting on adjoining uses. (b) Outdoor lighting does not create an adverse impact on the behaviour of native fauna.	This Outcome is not relevant to the assessment of the changes in the context of the original approval. Notwithstanding, any proposed outdoor lighting will avoid adverse impact on adjoining uses or on the behaviour of native fauna.	☐ Compliant ☒ N/A ☐ Performance Solution

4.2.2 Performance Outcomes & Acceptable Outcomes

PO1 Development provides outdoor lighting that does not have an adverse impact on any person, activity or fauna because of light emissions, either directly or by reflection.	AO1.1 Development ensures that technical parameters, design, installation, operation and maintenance of outdoor lighting: (a) comply with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting; (b) maintain a minimum of 20lux at the footpath level where in a zone in the centre zones category or the Mixed use zone. <i>Note—The effects of outdoor lighting should be mitigated where a window of a habitable room of a nearby dwelling will be illuminated beyond maximum permissible values outlined in AS 4282-1997 Control of the obtrusive effects of outdoor lighting.</i>	AO1.1 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval. Notwithstanding, the development will ensure compliance with the existing conditions.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO1.2 Development provides floodlighting that is restricted to a type that gives no upward component of light where mounted horizontally, such as a full cut off luminaire.	AO1.2 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval. Notwithstanding, the development will ensure compliance with the existing conditions.	☐ Compliant ☒ N/A ☐ Performance Solution

4.3 Infrastructure Design Code

Effective V35 – 05 December 2025

4.3.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Infrastructure design code is to assess the suitability of infrastructure for development.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Development is provided with a safe, connected and efficient transport network for all modes that has a minimal whole-of-life cost. (b) Development provides for public utilities and services to the standards acceptable to the Council and the reasonable expectations of service providers. (c) Development involving infrastructure which is intended to become a Council asset is safe, aesthetically pleasing, functional, fit for purpose, durable, minimises environmental impacts and has minimal whole-of-life cost. (d) Development provides for a public space to be safe and inviting, allowing high levels of pedestrian activity. (e) Development ensures that the community and environment are not unreasonably disrupted or impacted by construction or demolition for the development. (f) Development involving infrastructure is designed with consideration of, and to integrate with, other related and interfacing infrastructure components. (g) Development accessed by common private title is provided with appropriate fire hydrant infrastructure and has unimpeded access for refuse vehicles and for emergency service vehicles to protect people, property and the environment.	The subject site is located within an established area and provides adequate access to all necessary services, including Council's reticulated water supply, electricity, sewer, telecommunications and transport. Specifically – ▪ The proposal provides safe, connected and efficient transport for the development; ▪ Where involving infrastructure intended to become a Council asset, will be designed in accordance with the relevant requirements; ▪ Will not impact upon the community nor environment; and ▪ Will be appropriately serviced in consideration with the relevant policies and regulations.	☒ Compliant ☐ N/A ☐ Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(h) Development ensures major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System is not compromised. (i) Development for major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System avoids or otherwise minimises adverse impacts on surrounding land uses.		

4.3.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO1 Development provides roads, pavement, edging and landscaping which: (a) are designed and constructed in accordance with the road hierarchy; (b) provide for safe travel for pedestrians, cyclists and vehicles; (c) provide access to properties for all modes; (d) provide utilities; (e) provide high levels of aesthetics and amenity, improved liveability and future growth; (f) provide for the amelioration of noise and other pollution; (g) provide a high-quality streetscape;	AO1 Development provides roads and associated pavement, edging and landscaping which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	AO1 Any roads and associated pavements, edging and landscaping will be designed in accordance with the Infrastructure Design Planning Scheme Policy. Refer to the enclosed Civil Drawings prepared by <i>Civil 360 Engineering</i>.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(h) provide a low-maintenance asset with a minimal whole-of-life cost. <i>Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.</i>			
PO2 Development provides road pavement surfaces which: (a) are well designed and constructed; (b) durable enough to carry the wheel loads of the intended types and numbers of travelling and parked vehicles; (c) ensures the safe passage of vehicles, pedestrians and cyclists, the discharge of stormwater run-off and the preservation of all-weather access; (d) allows for reasonable travel comfort.	AO2 Development provides road pavement surfaces which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	AO2 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
PO3 Development provides a pavement edge which is designed and constructed to: (a) control vehicle movements by delineating the carriageway for all users; (b) provide for people with disabilities by allowing safe	AO3 Development provides pavement edges which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	AO3 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
passage of wheelchairs and other mobility aids.			
PO4 Development provides verges which are designed and constructed to: (a) provide safe access for pedestrians clear of obstructions and access areas for vehicles onto properties; (b) provide a sufficient area for public utility services; (c) be maintainable by the Council.	AO4 Development provides verges which are designed and constructed in compliance with the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	AO4 Any upgrade or new verges will be designed in accordance with the Infrastructure Design Planning Scheme.	☒ Compliant ☐ N/A ☐ Performance Solution
PO5 Development provides a lane or laneway identified in a neighbourhood plan which: (a) allows equitable access for all modes; (b) is safe and secure; (c) has 24-hour access; (d) is a low-speed shared zone environment; (e) has a high-quality streetscape.	AO5 Development provides a lane or laneway identified in a neighbourhood plan which is embellished in compliance with the streetscape locality advice standards in the Infrastructure design planning scheme policy.	AO5 The proposed development does not involve a lane or laneway.	☐ Compliant ☒ N/A ☐ Performance Solution
PO6 Development of an existing premises provides at the frontage to the site, if not already provided, the following infrastructure to an appropriate urban standard: (a) an effective, high-quality paved roadway; (b) an effective, high-quality roadway kerb and channel;	AO6 Development of an existing premises provides at the frontage of the site, if not already existing, the following infrastructure to the standard that would have applied if the development involved new premises as stated in the road corridor design standards in the Infrastructure design planning scheme policy: (a) concrete kerb and channel; (b) forming and grading to verges;	AO6 Where infrastructure within the road corridor is required as part of the development, it will be designed and carried out in accordance with the relevant standards.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(c) safe, high-quality vehicle crossings over channels and verges; (d) safe, accessible, high-quality verges compatible and integrated with the surrounding environment; (e) safe vehicle access to the site that enables ingress and egress in a forward gear; (f) provision of and required alterations to public utilities; (g) effective drainage; (h) appropriate conduits to facilitate the provision of required street-lighting systems and traffic signals.	(c) crossings over channels and verges; (d) a constructed bikeway; (e) a constructed verge or reconstruction of any damaged verge; (f) construction of the carriageway; (g) payment of costs for required alterations to public utility mains, services or installations; (h) construction of and required alterations to public utility mains, services or installations; (i) drainage works; (j) installation of electrical conduits.		
PO7 Development provides both cycle and walking routes which: (a) are located, designed and constructed to their network classification (where applicable); (b) provide safe and attractive travel routes for pedestrians and cyclists for commuter and recreational purposes; (c) provide safe and comfortable access to properties for pedestrians and cyclists; (d) incorporate water sensitive urban design into stormwater drainage; (e) provide for utilities;	AO7 Development provides cycle and walking routes which are located, designed and constructed in compliance with the road corridor design and off-road pathway design standards in the Infrastructure design planning scheme policy.	AO7 Any proposed cycle or walking routes will be designed in accordance with the Infrastructure Design Planning Scheme Policy.	☒ Compliant ☐ N/A ☒ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(f) provide for a high level of aesthetics and amenity, improved liveability and future growth; (g) are a low-maintenance asset with a minimal whole-of-life cost; (h) minimise the clearing of significant native vegetation. <i>Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.</i>			
PO8 Development provides refuse and recycling collection, separation and storage facilities that are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised.	AO8.1 Development provides refuse and recycling collection and storage facilities in accordance with the Refuse planning scheme policy.	AO8.1 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO8.2 Development ensures that refuse and recycling collection and storage location and design do not have any adverse impact including odour, noise or visual impacts on the amenity of land uses within or adjoining the development. <i>Note—Refer to the Refuse planning scheme policy for further guidance.</i>	AO8.2 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval. Notwithstanding, the development will ensure compliance with the existing conditions.	☒ Compliant ☐ N/A ☐ Performance Solution
PO9 Development ensures that: (a) land used for an urban purpose is serviced adequately with regard	AO9.1 Development ensures that the reticulated water and sewerage distribution system for	AO9.1 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
to water supply and waste disposal; (b) the water supply meets the stated standard of service for the intended use and fire-fighting purposes.	all services is in place before the first use is commenced.		☐ Performance Solution
	AO9.2 Development provides the lot with reticulated water supply and sewerage to a standard acceptable to the distributor-retailer.	AO9.2 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
PO10 Development provides public utilities and street lighting which are the best current or alternative technology and facilitate accessibility, easy maintenance, minimal whole-of-life costs, and minimal adverse environmental impacts.	AO10.1 Development provides public utilities and street lighting which are located and aligned to: (a) avoid significant native vegetation and areas identified within the Biodiversity areas overlay map; (b) minimise earthworks; (c) avoid crossing waterways, waterway corridors and wetlands or if a crossing is unavoidable, tunnel-boring techniques are used to minimise disturbance, and a disturbed area is reinstated and restored on completion of the work. <i>Note—Guidance on the restoration of habitat is included in the Biodiversity areas planning scheme policy.</i>	AO10.1 Any proposed public utilities or street lighting is designed in accordance with the relevant requirements and minimises impacts to the natural environment.	☒ Compliant ☐ N/A ☒ Performance Solution
	AO10.2 Development provides compatible public utility services and street-lighting services which are co-located in common trenching for underground services.	AO10.2 Any proposed lighting or utility services will be co-located where possible.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO10.3 Development provides public utilities and street lighting which are designed and	AO10.3 Any proposed public utilities or lighting will be designed in accordance with the	☒ Compliant

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	constructed in compliance with the public utilities standards in the Infrastructure design planning scheme policy.	Infrastructure Design Planning Scheme Policy.	☐ N/A ☐ Performance Solution
PO11 Development ensures that land used for urban purposes is serviced adequately with telecommunications and energy supply.	AO11 Development provides land with the following services to the standards of the approved supplier: (a) electricity; (b) telecommunications services; (c) gas service where practicable.	AO11 The proposal will provide the development with the following services to the standards of the approved supplier: (a) electricity; (b) telecommunications services; and (c) gas service where practicable.	☒ Compliant ☐ N/A ☐ Performance Solution
PO12 Development ensures that major public projects promote the provision of affordable, high-bandwidth telecommunications services throughout the city.	AO12 Development provides conduits which are provided in all major Council and government works projects to enable the future provision of fibre optic cabling, if: (a) the additional expense is unlikely to be prohibitive; or (b) further major work is unlikely or disruption would be a major concern, such as where there is a limited capacity road; or (c) there is a clear gap in the telecommunications network; or (d) there is a clear gap in the bandwidth available to the area. <i>Editor's note—An accurate, digital 'as built' three-dimensional location plan is to be supplied for all infrastructure provided in a road.</i>	AO12 The proposed development will be provided with suitable connection to telecommunication services.	☒ Compliant ☐ N/A ☐ Performance Solution
PO13	AO13 Development provides public art identified in a neighbourhood plan or park concept plan	AO13 The proposal does not involve the provision of public art.	☐ Compliant

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Development provides public art identified in a neighbourhood plan or park concept plan which: (a) is provided commensurate with the status and scale of the proposed development; (b) is sited and designed: (i) as an integrated part of the project design; (ii) as conceptually relevant to the context of the location; (iii) to reflect and respond to the cultural values of the community; (iv) to promote local character in a planned and informed manner.	which is sited and designed in compliance with the public art standards in the Infrastructure design planning scheme policy.		☒ N/A ☐ Performance Solution
PO14 Development provides signage of buildings and spaces which promote legibility to help users find their way.	AO14 Development provides public signage: (a) at public transport interchanges and stops, key destinations, public spaces, pedestrian linkages and at entries to centre developments; (b) which details the location of the key destinations, public spaces and pedestrian linkages in the vicinity, the services available within the development and where they are located. <i>Editor's note—Signage is to be in accordance with Local Law Number 1 (Control of Advertisements Local Law).</i>	AO14 The proposal does not involve public signage.	☐ Compliant ☒ N/A ☐ Performance Solution
PO15	AO15	AO15	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Development that provides community facilities which form part of the development is functional, safe, low maintenance, and fit for purpose.	Development that provides community facilities which form part of the development is designed in compliance with the community facilities standards in the Infrastructure design planning scheme policy.	The proposed development does not involve community facilities.	☐ Compliant ☒ N/A ☐ Performance Solution
PO16 Development provides public toilets which: (a) are required as part of a community facility or park; (b) are located, designed and constructed to be: (i) safe; (ii) durable; (iii) resistant to vandalism; (iv) able to service expected demand; (v) fit for purpose.	AO16 Development that provides public toilets is designed and constructed in compliance with the public toilets standards in the Infrastructure design planning scheme policy.	AO16 The proposal does not involve public toilets.	☐ Compliant ☒ N/A ☐ Performance Solution
PO17 Development provides bridges, tunnels, elevated structures and water access structures that are designed and constructed using proven methods, materials and technology to provide for: (a) safe movement of intended users; (b) an attractive appearance appropriate to the general surroundings and any adjacent structures; (c) functionality and easy maintenance; (d) minimal whole-of-life cost;	AO17 Development that provides bridges, tunnels, elevated structures and water access structures is designed and constructed in compliance with the standards in the Infrastructure design planning scheme policy.	AO17 The proposal does not provide bridges, tunnels, elevated structures and water access structures.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(e) longevity; (f) current and future services. <i>Note—All bridges and elevated and associated elements must be designed and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.</i>			
PO18 Development provides culverts which are designed and constructed using proven methods, materials and technology to provide for: (a) safety; (b) an attractive appearance appropriate to the general surroundings; (c) functionality and easy maintenance; (d) minimal whole-of-life cost; (e) longevity; (f) future widening; (g) current and future services; (h) minimal adverse impacts, such as increase in water levels or flow velocities, and significant change of flood patterns. <i>Note—All culverts and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.</i>	AO18 Development that provides culverts is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.	AO18 Any culverts will be designed in accordance with the standards in the Infrastructure design planning scheme policy.	☒ Compliant ☐ N/A ☐ Performance Solution
PO19	AO19	AO19	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Development provides batters, retaining walls, and seawalls and river walls which are designed and constructed using proven methods, materials and technology to provide for: (a) safety; (b) an attractive appearance appropriate to the surrounding area; (c) easy maintenance; (d) minimal whole-of-life cost; (e) longevity; (f) minimal water seepage. <i>Note—All retaining walls and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.</i>	Development that provides batters, retaining walls, seawalls and river walls is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.	The proposal will ensure that the retaining walls will be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.	☒ Compliant ☐ N/A ☐ Performance Solution

4.4 Landscape Work Code

Effective V35 – 05 December 2025

4.4.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Landscape work code is to assess the suitability of the landscape work aspect of development.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Landscape work retains, protects and integrates significant on-site vegetation into development design. (b) Landscape work ensures acoustic barriers and landscaping create effective buffers to adjacent sites.	It is noted that this outcome is not relevant to the assessment of the changes in the context of the original approval as there are no changes proposed to the approved landscaping. Notwithstanding, the proposed development incorporates landscaping that is appropriate to the industrial context of the site and contributes	☒ Compliant ☐ N/A ☐ Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(c) Landscape work is sustainable, effective, functional and safe through appropriate maintenance, design for climate, structural considerations and growing media. (d) Landscape work ensures planting species selection is appropriate to the planting environment, climate and development setting, long-term performance, and balances the intended form and scale of the development. (e) Landscape work in artificial growing environments is designed, installed and maintained to ensure the intended functional and aesthetic outcomes required for the development are achieved and sustained over the long term.	positively to the streetscape and overall visual amenity of the locality. Landscaping is provided primarily along the site frontage and key interface areas to soften the appearance of the development when viewed from Sandmere Road and Marine Road, while maintaining functionality for industrial operations. Given the operational requirements of the site and the predominance of hardstand areas, landscaping is designed to be low-maintenance, durable and suitable for an industrial environment, without compromising vehicle manoeuvrability or site efficiency.	

4.4.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO1 Development ensures that trees are protected from development impacts.	AO1.1 Development ensures that trees identified in a landscape concept plan or development approval are retained and protected in accordance with AS 4970-2009 Protection of trees on development sites.	AO1.1 Not applicable. There are no trees identified for retention on the site.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO1.2 Development ensures that tree surgery and pruning is carried out in accordance with AS 4373-2007 Pruning of amenity trees for: (a) vegetation damaged as a result of the development; (b) vegetation requiring pruning of branches and/or roots.	AO1.2 Not applicable. The development does not involve tree removal requiring pruning.	☐ Compliant ☒ N/A ☐ Performance Solution
PO2	AO2.1 Development ensures that an acoustic barrier or fence which is required by a use	AO2.1 Not applicable. The development does not require an acoustic barrier or fence.	☐ Compliant ☒ N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Development provides acoustic barriers and long fences along street frontages which: (a) are enhanced by appropriate planting; (b) are of high visual quality; (c) are designed for longevity; (d) provide maintenance access and promote pedestrian permeability in appropriate circumstances.	code to be provided along a fence or within the site: (a) is designed in compliance with the standards in the Infrastructure design planning scheme policy; (b) incorporates elements of visual interest appropriate to the scale of the development for a fence or acoustic barrier over 40m long; (c) incorporates a gate for maintenance access to the street frontage side of the barrier or fence if a gate can open on to a publicly accessible area within the site; (d) incorporates a gate or appropriately designed opening for public pedestrian access where linking two publicly accessible areas.		☐ Performance Solution
	AO2.2 Development ensures that a planting buffer required by a use code for an acoustic barrier or fence incorporates: (a) species in accordance with the Planting species planning scheme policy; (b) a minimum of 2 tier planting.	AO2.2 Not applicable. No acoustic barrier or associated planting buffer is required.	☐ Compliant ☒ N/A ☐ Performance Solution
PO3 Development provides species as a screen or buffer which maintain the amenity of adjoining premises.	AO3 Development ensures that a landscape buffer required by a use code incorporates: (a) species in accordance with the Planting species planning scheme policy; (b) a minimum of 2 tier planting.	AO3 Not applicable. No landscape buffer is required for the development.	☐ Compliant ☒ N/A ☐ Performance Solution
PO4 Development provides growing media: (a) and volumes appropriate for landscape	AO4.1 Development provides growing media and volumes for landscape work in accordance	AO4.1 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(b) work to ensure the long-term performance, ease of maintenance and sustainability of plantings,	with the landscape design planning scheme policy. Note—Notations of proposed growing media and soil volume calculations for the documented mature vegetation size and scale may assist in demonstrating compliance with the acceptable outcome.		☐ Performance Solution
	AO4.2 Development provides species which are chosen to ensure the long-term performance and access requirements of the landscape.	AO4.2 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO4.3 Development provides podium planting in compliance with the Infrastructure design planning scheme policy.	AO4.3 Not applicable. The development does not include podium planting.	☐ Compliant ☒ N/A ☐ Performance Solution
PO5 Development provides landscaping in a common area which provides for clear sightlines and good visibility to entrance and exit points.	AO5.1 Development incorporates a plant selection along a pathway which ensures: (a) a clear trunk height of minimum 1.8m at maturity; (b) a shrub height of maximum 1m at maturity. <i>Refer to the Crime prevention through environmental design planning scheme policy.</i>	AO5.1 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO5.2 Landscaping and mounding do not interfere with visibility along a pathway.	AO5.2 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	Refer to the Crime prevention through environmental design planning scheme policy.		
PO6 Development provides landscaping which supports a legible environment that can be safely navigated by pedestrians and cyclists.	AO6 Development ensures that the landscape design provides cues to distinguish between a public area, a semi-public area and a private area. Note—Cues could include changes in levels, surface or landscape treatment or fencing.	AO6 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
PO7 Development provides a plant selection which achieves the functional and aesthetic outcomes to balance the form and scale of the development including: (a) screening and buffering; (b) street presentation; (c) shading; (d) amenity;	AO7 Development provides species in accordance with the Planting species planning scheme policy.	AO7 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
PO8 Development provides planting densities and stock sizes which are optimised to: (a) reduce maintenance and erosion; (b) achieve amenity and ecological outcomes; (c) provide the level of coverage for any green facades, green walls or green roofs to achieve the functional and aesthetic outcomes of the landscape	AO8.1 Development provides planting densities and stock sizes when planting in natural ground which achieves: (a) full coverage of the mulched planting areas within 2 year; (b) 95% coverage of the extent of the elevation within 2 years where for green facades.	AO8.1 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO8.2 Development achieves the minimum planting coverage for any artificial growing environment as specified in the Landscape design planning scheme policy.	AO8.2 Not applicable. The development does not include artificial growing environments.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
work for the life of the development. Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.			
PO9 Development provides planting areas in open-air car parking areas which are designed and constructed to ensure that landscaping and shade trees thrive and achieve a minimum 50% shade cover within 5 years of planting.	AO9.1 Development provides species in a car park that are selected in accordance with the Planting species planning scheme policy.	AO9.1 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO9.2 Development provides planting areas within car parking areas that are protected by wheel stops or bollards.	AO9.2 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
PO10 Development for a shade structure does not compromise landscape outcomes.	AO10 Development for a shade structure in a car park allows unimpeded access to natural sunlight and rainwater for landscaping and shade trees.	AO10 Not applicable. The development does not include shade structures.	☐ Compliant ☒ N/A ☐ Performance Solution
PO11 Development involving the construction of retaining walls provides for: (a) safety; (b) an attractive appearance appropriate to the surrounding area; (c) easy maintenance;	AO11 Development of a retaining wall: (a) is constructed in compliance with the structures standards in the Infrastructure design planning scheme policy and is certified by a Registered Professional Engineer Queensland; (b) incorporates planting areas.	AO11 Any retaining structures will be designed and constructed in accordance with relevant standards.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(d) longevity; (e) minimal water seepage impacts.			
PO12 Development provides for: (a) water sensitive urban design measures which are employed within the landscape design to maximise stormwater use; (b) drainage and stormwater management measures to reduce and adverse impacts on the landscape; (c) stormwater harvesting to be maximised and any adverse impacts of stormwater minimised; (d) reticulated irrigation to all artificial growing environments. <i>Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.</i>	AO12.1 Development provides drainage for artificial growing environments which is connected to the stormwater drain.	AO12.1 Not applicable. No artificial growing environments are proposed.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO12.2 Development ensures that the maximum site stormwater harvest capacity is utilised to meet the irrigation demand of the development before alternate irrigation sources are utilised and is in accordance with the standards in the Landscape design planning scheme policy.	AO12.2 Not applicable. The development does not include irrigation demand.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO12.3 Development provides areas of pavement, turf, landscaping and mulched garden beds which are adequately drained. <i>Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.</i>	AO12.3 The site incorporates appropriate drainage, including swales and formal stormwater infrastructure.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO12.4 Development provides a reticulated irrigation system to all landscaping areas in accordance with the Landscape design planning scheme policy.	AO12.4 Not applicable. No irrigation system is proposed.	☐ Compliant ☒ N/A ☐ Performance Solution
PO13 Development provides landscaping and supporting environments which: (a) are safe;	AO13.1 Development ensures that all turf areas on the site are accessible externally by standard	AO13.1 Not applicable. No turf areas are proposed.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(b) ensure efficient and effective maintenance; (c) ensure success and long-term performance	lawn maintenance equipment and receive adequate sunlight.		
	AO13.2 Development ensures that where landscape work on structures are serviced from tank water, the control devices are located in a common area.	AO13.2 Not applicable. No tank-serviced landscaping is proposed.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO13.3 Development provides one hose cock within each private landscape and recreation area.	AO13.3 Not applicable. No private landscaped areas are proposed.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO13.4 Development provides landscaping that uses appropriate materials to maintain the function of an overland flow path.	AO13.4 Landscaping is designed to maintain overland flow paths where applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO13.5 Development ensures that all artificial growing environments are accessible for safe and practical maintenance from within the site.	AO13.5 Not applicable. No artificial growing environments are proposed.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO13.6 Development ensures that all artificial growing environments are designed to be durable and to prevent material movement from structures.	AO13.6 Not applicable. No artificial growing environments are proposed.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO13.7 Development ensures that artificial growing environments are designed to allow for flush out.	AO13.7 Not applicable. No artificial growing environments are proposed.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	AO13.8 Irrigation systems are designed to prevent overspray outside of planting areas.	AO13.8 Not applicable. No irrigation system is proposed.	☐ Compliant ☒ N/A ☐ Performance Solution
PO14 Development ensures that the location and type of planting do not compromise the function and accessibility of services and facilities.	AO14 Development provides plant species which are selected and sited, taking into consideration the location and access requirements of overhead and underground services.	AO14 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
PO15 Development ensures that landscaping in artificial growing environments is appropriately designed, located and supported to ensure long-term performance, safety and function. <i>Note—Guidance is provided in the Landscape design planning scheme policy.</i>	AO15.1 Artificial growing environments are designed in accordance with the Landscape design planning scheme policy and are considered in the structural design of the development.	AO15.1 Not applicable. No artificial growing environments are proposed.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO15.2 Artificial growing environments include appropriate drainage and waterproofing in accordance with the Landscape design planning scheme policy.	AO15.2 Not applicable. No artificial growing environments are proposed.	☐ Compliant ☒ N/A ☐ Performance Solution
PO16 Development incorporating a rooftop garden provides landscaping that: (a) is integrated into the rooftop garden design (b) ensures that landscaped open spaces dominate the built form elements; (c) contributes to shade of communal open space;	AO16.1 Development incorporating a rooftop garden provides landscaping that includes: (a) planting at the perimeter of the rooftop for a minimum extent of 50% of the rooftop perimeter facing at least two different elevations of the building; (b) a diverse mix of suitable planting species including ground covers, shrubs and trees at different heights	AO16.1 Not applicable. No rooftop garden is proposed.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(d) enhances the visual amenity and function of different rooftop garden spaces; (e) contributes to greening the building appearance when viewed from external public vantage points. <i>Note—External public vantage points means from at least two mostly unobstructed views of the development from a public area.</i>	in accordance with the Planting species planning scheme policy; (c) suitable medium shrubs and small trees in accordance with the Planting species planning scheme policy providing a minimum 25% shade cover of rooftop communal open space within 5 years.		
	AO16.2 Development for a rooftop garden where Section 1.7.7(3) applies, or where exceeding maximum building height, provides soft landscaping features that are: (a) a minimum 75% open to the sky; (b) provided in addition to any artificial soft landscape features	AO16.2 Not applicable. No rooftop garden is proposed.	☐ Compliant ☒ N/A ☐ Performance Solution

4.5 Stormwater Code

Effective V35 – 05 December 2025

4.5.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Stormwater code is to assess the suitability of the stormwater aspects of development.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Development achieves acceptable levels of stormwater run-off quality and quantity by applying water sensitive urban design principles as part of an integrated stormwater management framework. (b) Development protects damage or nuisance caused by stormwater flows.	The proposed development will achieve acceptable levels of stormwater run-off and ensure that the environmental values of the city's waterways are protected or enhanced. The proposal protects public health and safety and protects against damage or nuisance caused by stormwater flows.	☒ Compliant ☐ N/A ☐ Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(c) Development has a stormwater management system which maintains, recreates or minimises impact to natural catchment hydrological processes. (d) Development ensures that the environmental values of the city's waterways are protected or enhanced. (e) Development minimises run-off, including peak flows. (f) Development maintains or enhances the efficiency and integrity of the stormwater infrastructure network. (g) Development minimises the whole of life cycle cost of stormwater infrastructure.	The proposed development has a stormwater management system which minimises impact to natural catchment hydrological processes. The proposal minimises run-off, including peak flows and maintains or enhances the efficiency and integrity of the stormwater infrastructure network. The proposal will minimise the whole of life cycle cost of stormwater infrastructure. Refer to the enclosed Stormwater Management Plan prepared by <i>Civil 360 Engineering</i> for further information.	

4.5.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Section A—If for a material change of use, reconfiguring a lot, operational work or building work			
Note—Compliance with the performance outcomes and acceptable outcomes in this section should be demonstrated by the submission of a site-based stormwater management plan for high risk development only.			
PO1 Development provides a stormwater management system which achieves the integrated management of stormwater to: (a) minimise flooding; (b) protect environmental values of receiving waters; (c) maximise the use of water sensitive urban design;	AO1 Development provides a stormwater management system designed in compliance with the Infrastructure design planning scheme policy.	AO1 The proposal will provide a lawful point of discharge for stormwater in compliance with the Infrastructure design planning scheme policy.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(d) minimise safety risk to all persons; (e) maximise the use of natural waterway corridors and natural channel design principles. <i>Editor's note—The stormwater management system to be developed to address PO1 is not intended to require management of stormwater quality.</i>			
PO2 Development ensures that the stormwater management system and site work does not adversely impact flooding or drainage characteristics of premises which are up slope, down slope or adjacent to the site.	AO2.1 Development does not result in an increase in flood level or flood hazard on up slope, down slope or adjacent premises.	AO2.1 The proposal has been designed to ensure that stormwater is be handled in a way that does not significantly impact upon downstream or upstream development.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO2.2 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	AO2.2 The proposal provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	☒ Compliant ☐ N/A ☐ Performance Solution
PO3 Development ensures that the stormwater management system does not direct stormwater run-off through existing or proposed lots and property	AO3.1 Development ensures that the location of the stormwater drainage system is contained within a road reserve, drainage reserve, public pathway, park or waterway corridor.	AO3.1 The development will ensure that the location of stormwater drainage system is contained in an appropriate location.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
where it is likely to adversely affect the safety of, or cause nuisance to properties.	AO3.2 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	AO3.2 The proposal will ensure that stormwater management system is designed in compliance with the Infrastructure design planning scheme policy.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO3.3 Development obtains a lawful point of discharge in compliance with the standards in the Infrastructure design planning scheme policy.	AO3.3 The proposal will provide a lawful point of discharge for stormwater in compliance with the Infrastructure design planning scheme policy.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO3.4 Where on private land, all underground stormwater infrastructure is secured by a drainage easement.	AO3.4 No existing or proposed council stormwater infrastructure is located within the site.	☒ Compliant ☐ N/A ☐ Performance Solution
PO4 Development provides a stormwater management system which has sufficient capacity to safely convey run-off taking into account increased run-off from impervious surfaces and flooding in local catchments.	AO4.1 Development provides a stormwater conveyance system which is designed to safely convey flows in compliance with the standards in the Infrastructure design planning scheme policy.	AO4.1 The proposed design provides a stormwater conveyance system to safely convey flows in accordance with the Infrastructure design planning scheme policy.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO4.2 Development provides sufficient area to convey run-off which will comply with the standards in the Infrastructure design planning scheme policy.	AO4.2 The development site has sufficient area to accommodate the stormwater conveyance system.	☒ Compliant ☐ N/A ☐ Performance Solution
PO5 Development designs stormwater channels, creek modification works, bridges, culverts and major drains to	AO5 Development ensures the design of stormwater channels, creek modifications or	AO5 The proposal does not include these works. As such, this outcome is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
protect and enhance the value of the waterway corridor or drainage path for fauna movement.	other infrastructure, permits terrestrial and aquatic fauna movement.		
PO6 Development ensures that location and design of stormwater detention and water quality treatment: (a) minimises risk to people and property; (b) provides for safe access and maintenance; (c) minimises ecological impacts to creeks and waterways.	AO6.1 Development locates stormwater detention and water quality treatment: (a) outside of a waterway corridor; (b) offline to any catchment not contained within the development.	AO6.1 The proposed stormwater detention and water quality treatment is located outside of a waterway corridor and offline to any external catchment.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO6.2 Development providing for stormwater detention and water quality treatment devices are designed in compliance with the standards in the Infrastructure design planning scheme policy.	AO6.2 The proposed stormwater detention and water quality treatment devices are designed in compliance with the standards in the Infrastructure design planning scheme policy.	☒ Compliant ☐ N/A ☐ Performance Solution
PO7 Development is designed, including any car parking areas and channel works to: (a) reduce property damage; (b) provide safe access to the site during the defined flood event.	AO7.1 Development (including any ancillary structures and car parking areas) is located above minimum flood immunity levels in Table 9.4.9.3.B, Table 9.4.9.3.C, Table 9.4.9.3.D, Table 9.4.9.3.E and Table 9.4.9.3.F. Note—Compliance with this acceptable outcome can be demonstrated by the submission of a hydraulic and hydrology report identifying flood levels and development design levels (as part of a site-based stormwater management plan).	AO7.1 The proposed development is located above the minimum flood immunity levels in the relevant tables specified.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	AO7.2 Development including the road network provides a stormwater management system that provides safe pedestrian and vehicle access in accordance with the standards in the Infrastructure design planning scheme policy.	AO7.2 The proposal ensures that safe pedestrian and vehicle access is provided in accordance with the standards in the Infrastructure design planning scheme policy.	☒ Compliant ☐ N/A ☐ Performance Solution
PO8 Development designs stormwater channels, creek modification works and the drainage network to protect and enhance the environmental values of the waterway corridor or drainage path.	AO8.1 Development ensures natural waterway corridors and drainage paths are retained.	AO8.1 The proposal ensures that natural waterway corridors and drainage paths are retained.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO8.2 Development provides the required hydraulic conveyance of the drainage channel and floodway, while maximising its potential to maximise environmental benefits and minimise scour. Editor's note—Guidance on natural channel design principles can be found in the Council's publication Natural channel design guidelines.	AO8.2 The site is not subject to stormwater channels or creeks. As such, this outcome is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO8.3 Development provides stormwater outlets into waterways, creeks, wetlands and overland flow paths with energy dissipation to minimise scour in compliance with the standards in the Infrastructure design planning scheme policy.	AO8.3 The site is not subject to waterways, creeks, wetlands or overland flow paths. As such, this outcome is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO8.4	AO8.4	☐ Compliant

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	Development ensures that the design of modifications to the existing design of new stormwater channels, creeks and major drains is in compliance with the standards in the Infrastructure design planning scheme policy.	The site is not subject to waterways, creeks, wetlands or overland flow paths. As such, this outcome is not applicable.	☒ N/A ☐ Performance Solution
PO9 Development is designed to manage run-off and peak flows by minimising large areas of impervious material and maximising opportunities for capture and re-use.	AO9 No acceptable outcome is prescribed.	AO9 Run off will be managed and re-used where possible.	☒ Compliant ☐ N/A ☐ Performance Solution
PO10 Development ensures that there is sufficient site area to accommodate an effective stormwater management system. Note—Compliance with the performance outcome should be demonstrated by the submission of a site-based stormwater management plan for high-risk development only.	AO10 No acceptable outcome is prescribed.	AO10 The site provides for a suitable stormwater management system.	☒ Compliant ☐ N/A ☐ Performance Solution
PO11 Development provides for the orderly development of stormwater infrastructure within a catchment, having regard to the:	AO11.1 Development with up-slope external catchment areas provides a drainage connection sized for ultimate catchment conditions that is directed to a lawful point of discharge.	AO11.1 The site does not have an up-slope external catchment and therefore this outcome is not applicable to the proposal.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(a) existing capacity of stormwater infrastructure within and external to the site, and any planned stormwater infrastructure upgrades; (b) safe management of stormwater discharge from existing and future up-slope development; (c) implication for adjacent and down-slope development.	AO11.2 Development ensures that existing stormwater infrastructure that is undersized is upgraded in compliance with the Local government infrastructure plan and the standards in the Infrastructure design planning scheme policy.	AO11.2 The site provides for a suitable stormwater management system.	☒ Compliant ☐ N/A ☐ Performance Solution
PO12 Development provides stormwater infrastructure which: (a) remains fit for purpose for the life of the development and maintains full functionality in the design flood event; (b) can be safely accessed and maintained cost effectively; (c) ensures no structural damage to existing stormwater infrastructure.	AO12.1 The stormwater management system is designed in compliance with the Infrastructure design planning scheme policy.	AO12.1 The stormwater management system has been designed in accordance with the Infrastructure design planning scheme policy.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO12.2 Development provides a clear area with a minimum of 2m radius from the centre of an existing manhole cover and with a minimum height clearance of 2.5m.	AO12.2 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
PO13 Development ensures that all reasonable and practicable measures are taken to manage the impacts of erosion, turbidity and sedimentation, both within and external to the development site from construction activities, including vegetation clearing, earthworks, civil construction, installation of services, rehabilitation, revegetation and landscaping to protect:	AO13 No acceptable outcome is prescribed.	AO13 The design will incorporate measures to mitigate the impacts of erosion and sedimentation arising from construction activities. Erosion and sediment control strategies will be developed during detailed design.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(a) the environmental values and water quality objectives of waters; (b) waterway hydrology; (c) the maintenance and serviceability of stormwater infrastructure. <i>Note—The Infrastructure design planning scheme policy outlines the appropriate measures to be taken into account to achieve the performance outcome.</i>			
PO14 Development ensures that: (a) unnecessary disturbance to soil, waterways or drainage channels is avoided; (b) all soil surfaces remain effectively stabilised against erosion in the short and long term.	AO14 No acceptable outcome is prescribed.	AO14 The design will incorporate measures to mitigate the impacts of erosion and sedimentation arising from construction activities. Erosion and sediment control strategies will be developed during detailed design.	☒ Compliant ☐ N/A ☐ Performance Solution
PO15 Development does not increase: (a) the concentration of total suspended solids or other contaminants in stormwater flows during site construction; (b) run-off which causes erosion either on site or off site.	AO15 No acceptable outcome is prescribed.	AO15 The proposed development is designed to minimise contaminants during a rain event.	☒ Compliant ☐ N/A ☐ Performance Solution
Section C—Additional performance outcomes and acceptable outcomes for assessable development for a material change of use or reconfiguring a lot			
PO18	AO18	AO18	☒ Compliant

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Development protects stormwater infrastructure to ensure the following are not compromised: (k) the long term infrastructure for the stormwater network in the Long term infrastructure plans; (l) the existing and planned infrastructure for the stormwater network in the Local government infrastructure plan; (m) the provision of long term, existing and planned infrastructure for the stormwater network which: (i) is required to service the development or an existing and future urban development in the planning scheme area; or (ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. <i>Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.</i>	Development protects stormwater infrastructure in compliance with the following: (a) for long term infrastructure for the stormwater network, the Long term infrastructure plans; (b) for existing and planned infrastructure for the stormwater network, the Local government infrastructure plan; (c) the standards for stormwater drainage in the Infrastructure design planning scheme policy.	The proposal does not involve additional built form or works that would compromise existing or planned stormwater infrastructure. Stormwater management is addressed through existing arrangements and proposed civil works, and the development does not impact the function or delivery of long-term stormwater infrastructure identified in the Local government infrastructure plan.	☐ N/A ☐ Performance Solution
PO19	AO19 No acceptable outcome is prescribed.	AO19 The proposal does not trigger the need for additional trunk infrastructure beyond that	☒ Compliant

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Development provides for the payment of extra trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: - trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; (iii) long term infrastructure for the stormwater network which is made necessary by development that is not assumed future urban development; (iv) other infrastructure for the stormwater network associated with development that is not assumed future urban development which is made necessary by the development. <i>Editor's note—The payment of extra trunk infrastructure costs for development completely inside the</i>		anticipated by the LGIP. Any infrastructure charges or contributions will be addressed in accordance with Council's Charges Resolution.	☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.			

4.6 Transport, Access, Parking & Servicing Code

Effective V35 – 05 December 2025

4.6.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Transport, access, parking and servicing code is to assess the suitability of the transport, access, parking and servicing aspects of development.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Development provides for access, circulation, parking and vehicle-based services for all relevant transport modes, including walking, cycling and public transport relevant to the nature of the proposed development and its location in relation to the transport network and surrounding existing and future land uses. (b) Development enhances the potential for trip making other than by private vehicle. (c) Development provides safe access for all transport modes that does not impact adversely on the efficiency and safety of the transport network or diminish the amenity of nearby land uses.	The proposal maintains existing access, parking and servicing arrangements within an established industrial site and includes minor frontage works. The development does not introduce additional built form or significant traffic generation and is consistent with the function and capacity of the surrounding transport network.	☒ Compliant ☐ N/A ☐ Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(d) Development ensures that impacts on amenity caused by traffic generation is consistent with the community's reasonable expectations for the intended use. (e) Development provides site access arrangements to ensure that any adverse impacts on other development, the transport network and those who use it, are minimised to maintain amenity of the area and the safety and efficiency of the transport system. (f) Development ensures that access, parking and servicing arrangements and impacts such as noise, are consistent with the community's reasonable expectations and avoid risk of damage to people, property and vehicles. (g) Development maximises safety in the use of the transport network, particularly for the most vulnerable users (children, pedestrians, persons with disabilities and cyclists) so that all transport modes are safe and convenient. (h) Development provides for walking and cycling routes and end-of-trip facilities for pedestrians and cyclists, designed and located to make walking and cycling attractive and viable transport options. (i) Development envisaged by the planning scheme, which will potentially have an adverse impact on the operation of the transport network, is designed and of a scale that maintains the safety and efficiency of the transport network. (j) Development provides for on-site parking and manoeuvring areas for cars, motorcycles, bicycles and service vehicles which: (i) are safe and convenient to use; (ii) if outside the City core and the City frame identified in Figure a are adequate to meet the design peak-parking demands without significant overflow to adjacent premises or the generation of excessive on-street car parking demand, taking into account the requirements of other road users.		

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(k) Development provides for on-site servicing that is safe, convenient to use, but discrete, and adequate to meet the reasonably expected demands generated by the development, without significant adverse impacts on the external road system or adjacent premises. (l) Development accommodates future road upgrades and widenings ensuring the ongoing capacity, efficiency and safety of the transport network.		

4.6.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO1 Development is designed: (a) to include a technically competent and accurate response to the transport and traffic elements of the development; (b) in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; (c) to ensure the efficient operation and safety of the development and its surrounds. <i>Note—The acceptable outcome and performance outcome can be demonstrated through a development application that:</i> <i>is accompanied by sufficient information, including computer modelling input and output data,</i>	AO1 Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	AO1 The proposal maintains approved access and servicing arrangements and is consistent with the Transport, access, parking and servicing planning scheme policy.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; - is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; - ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.			
PO2 Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the	AO2 No acceptable outcome is prescribed.	AO2 Not applicable. The proposal is not a major development and does not require integration with public transport infrastructure.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
transport network consistent with the planning by the Queensland Government and Council.			
PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.	AO3.1 Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO3.1 Approved site access is retained and is consistent with relevant design standards.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO3.2 Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.	AO3.2 Not applicable. The access does not service multiple premises.	☐ Compliant ☒ N/A ☐ Performance Solution
PO4 Development provides walking and cycle routes through the site which: (a) link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; (b) encourage walking and cycling; (c) ensure pedestrian and cyclist safety; (d) provide a direct and legible network. <i>Note—The Infrastructure design planning scheme policy provides additional</i>	AO4.1 Development provides walking and cycle routes which are constructed on the carriageway or through the site to: (a) create a walking or cycle route along the full frontage of the site; (b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.	AO4.1 Frontage works include pedestrian infrastructure consistent with Council standards.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO4.2 Development provides walking and cycle routes that are constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	AO.2 Pedestrian infrastructure is consistent with relevant standards.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO4.3	AO4.3	☒ Compliant

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<i>guidance on how to comply with this performance outcome.</i>	Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines.	The site layout maintains clear sightlines and safe movement.	☐ N/A ☐ Performance Solution
PO5 Development provides secure and convenient bicycle parking which: (a) for visitors is obvious and located close to the building's main entrance; (b) for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; (c) is easily and safely accessible from outside the site; (d) does not impact adversely on visual amenity; (e) does not impede the movement of pedestrians or other vehicles; (f) is designed to comply with a recognised standard for the construction of bicycle facilities. <i>Note—For a performance outcome relating to the number of bicycle parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.</i>	AO5.1 Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO5.1 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO5.2 Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities.	AO5.2 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO5.3 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.	AO5.3 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO5.4 Development provides visitor bicycle parking which does not impede pedestrian movement.	AO5.4 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO5.5 Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO5.5 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users. Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	AO6 Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO6 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
PO7 Development provides pedestrian and cyclist access to the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles.	AO7 Development provides pedestrian and cycle access that is designed and constructed in compliance with the site access design guidelines, pedestrian facilities standards and cyclist facilities standards in the Transport, access, parking and servicing planning scheme policy.	AO7 The site maintains safe separation between vehicles and pedestrians.	☒ Compliant ☐ N/A ☐ Performance Solution
PO8 Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities.	AO8 No acceptable outcome is prescribed.	AO8 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
PO9 Development provides access driveways in the road area that are located, designed and controlled to: (a) minimise adverse impacts on the safety and operation of the	AO9.1 No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).	AO9.1 Development is not for a major development.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO9.2	AO9.2	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
transport network, including the movement of pedestrians and cyclists; (b) ensure the amenity of adjacent premises, from impacts such as noise and light.	Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage.	A single access is provided consistent with the road hierarchy.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO9.3 Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO9.3 Adequate sight distances are maintained.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO9.4 Development provides access driveways in the road area which: (a) are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; (b) are not provided through a bus stop, taxi rank or pedestrian crossing or refuge.	AO9.4 Access is appropriately located and does not conflict with transport infrastructure.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	AO9.5 Not applicable. Shared access is not required.	☐ Compliant ☒ N/A ☐ Performance Solution
PO10 Redevelopment provides for: (a) the closure of all access driveways in the road area that no longer	AO10 No acceptable outcome is prescribed.	AO10 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
comply with the standards in the Transport, access, parking and servicing planning scheme policy; (b) the reinstatement of adjacent footpaths.			
PO11 Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.	AO11.1 Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO11.1 Safe sightlines are maintained at access points.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO11.2 Development ensures that convex mirrors are only used in a site: (a) as a secondary support at access driveways; (b) in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy.	AO11.2 Not applicable. Convex mirrors are not proposed.	☐ Compliant ☒ N/A ☐ Performance Solution
PO12 Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.	AO12 Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. Note—For accepted development subject to compliance with identified requirements including an existing premises, no	AO12 Not applicable. The site is not within the City Core or City Frame.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.		
PO13 Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.	AO13 Development outside of the City core and City frame as identified in Figure a: (a) provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or (b) for accepted development subject to compliance with identified requirements, does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy. <i>Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.</i>	AO13 Existing on-site parking and manoeuvring areas are retained and are sufficient for the proposed uses.	☒ Compliant ☐ N/A ☐ Performance Solution
PO14 Development ensures that the number of car parking spaces and design of the car parking area:	AO14.1 Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time.	AO14.1 Existing parking provision is adequate for the proposed uses.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO14.2	AO14.2	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(a) meet the combined design peak parking demand for residential, visitor and business parking; (b) allow for the temporal sharing of car-parking spaces for uses with different peak parking demands. <i>Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the Transport, access, parking and servicing planning scheme policy is to identify the appropriate number of car parking spaces to be provided.</i>	Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.	This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
PO15 Development provides a car park layout which allows for on-site vehicle parking that: (a) is clearly defined, safe and easily accessible; (b) is designed to contain potential adverse impacts within the site; (c) does not detract from the aesthetics or amenity of an area; (d) discourages on-street parking if parking has an adverse traffic management safety or amenity impact; (e) is consistent with safe and convenient pedestrian and cyclist movement.	AO15 Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy.	AO15 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
PO16	AO16	AO16	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by: (a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; (b) defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; (c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; (d) ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; (e) including way-finding cues; (f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas. <i>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.</i>	This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	AO17 Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by: (a) denying access to potential canvases through access control techniques; (b) reducing potential canvases through canvas reduction techniques; (c) ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. <i>Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.</i>	AO17 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
PO18 Development is serviced by an adequate number and size of service vehicles.	AO18 Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO18 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
PO19 Development layout provides for services which: (a) are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a minor road where use of	AO19.1 Development ensures that a service bay provided on site: (a) is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy;	AO19.1 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
the footpath is not adversely affected; (b) are clearly defined, safe and easily accessible; (c) are designed to contain potential adverse impacts of servicing within the site; (d) do not detract from the aesthetics or amenity of the surrounding area.	(b) is located away from street frontages and screened from adjoining premises.		
	AO19.2 Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy.	AO19.2 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO19.3 Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	AO19.3 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
PO20 Development provides service vehicle access routes to and from the site which minimise the impact on: (a) amenity and safety in residential areas; (b) streets not constructed to a standard that accommodate increased heavy vehicle movements.	AO20 Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	AO20 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensioned vehicle or any on vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)			
PO21 Development which is freight-dependent development ensures that the traffic	AO21.1 Development which is freight-dependent development is located on a site which:	AO21.1	☒ Compliant ☐ N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
generated by the development does not impact on: (a) the operation of the transport network; (b) the safety and amenity of a residential area; (c) a road not constructed to accommodate a non-standard vehicle such as a road only constructed to accommodate a vehicle that has a legal right of access to all roads including Austroads vehicles classes 1–9.	(a) has frontage to or direct access to the freight network in the Road hierarchy overlay via roads in a zone in the Industry zones category; or (b) can be serviced by a route that can act as a primary freight access route and connect to an existing primary freight route without impacting on the safe operation of the road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Performance Solution
	AO21.2 Development which is freight-dependent development provides any necessary upgrade to a road used as an access route in compliance with the Infrastructure design planning scheme policy.	AO21.2 Road upgrades are proposed to Sandmere Road to align with the requirements of the original approval and adjoining approvals.	☒ Compliant ☐ N/A ☐ Performance Solution

5. OVERLAY CODES

5.1 Airport Environs Overlay Code

Effective V35 – 05 December 2025

5.1.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Airport environs overlay code is to: (a) Implement the policy direction in the Strategic framework, in particular: (v) Theme 1: Brisbane’s globally competitive economy and Element 1.2 – Brisbane’s industrial economy; (vi) Theme 5: Brisbane’s CityShape and Element 5.1 – Brisbane’s City Centre and Element 5.2 – Brisbane’s Major Industry Areas. (b) Provide for the assessment of the suitability of development in the Airport environs overlay.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Development protects the safety and functioning of operational airspace of the Brisbane, Archerfield and Amberley airports. (b) Development protects the functioning of aviation facilities from incompatible land uses, buildings, structures and works. (c) Development within the vicinity of the Brisbane and Archerfield airports is appropriately located to prevent exposure to very high levels of aircraft noise and designed to adequately attenuate expected aircraft noise to protect the health and wellbeing of occupants. (d) Development ensures that operational airspace of the Brisbane, Archerfield and Amberley airports is not put at risk from light sources or wildlife interference generated by development. (e) Development minimises potential hazards to the safety and functioning of airport operations resulting from emissions from smoke, dust or any other airborne particulate or the creation of air turbulence.	The proposed development generally achieves compliance with the Overall Outcomes. Specifically, the proposal will not impact on the safety and functioning of operational airspace of the Brisbane, Archerfield and Amberley airports. Furthermore, the proposal will not create potential hazards to the safety and functioning of airport operations resulting from emissions from light, smoke, dust or any other airborne particulate or the creation of air turbulence.	☒ Compliant ☐ N/A ☐ Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(f) Development does not materially increase the number of people or the storage and handling of dangerous goods or combustible liquids within public safety areas. (g) Development minimises the potential hazard to safety of airport operators resulting from reflection of sunlight, and other potential threat of interference to pilot vision. (h) Development avoids increased risks to public safety near airport runways.		

5.1.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Section A—If in the OLS sub-categories, the PANS OPS sub-categories or the height restriction zone sub-categories			
General			
PO1 Development does not create or potentially create a permanent or temporary obstruction or hazard to operational airspace of Brisbane, Archerfield or Amberley airports.	AO1 Development does not penetrate or create any physical obstruction into the OLS, height restriction zone or PANS-OPS and create an obstacle to an aircraft operating to or from the Brisbane, Archerfield or Amberley airports unless approved in accordance with the relevant federal legislation. Editor's note— Where development intrudes into an airport's OLS or PANS-OPS, advice from the Civil Aviation Safety Authority should be sought.	AO1 The proposed development does not penetrate or create any physical obstruction into the OLS or PANS-OPS	☒ Compliant ☐ N/A ☐ Performance Solution
PO2 Development ensures that emissions do not significantly affect air turbulence, visibility or aircraft engine operation within the operational	AO2 Development does not emit into the OLS or height restriction zone: (a) a gaseous plume at velocity exceeding 4.3m/s, as determined in conjunction	AO2 The proposed development will not emit gaseous plume, smoke, dust, ash, stream or other airborne particulate into the OLS.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
airspace of Brisbane, Archerfield or Amberley airports. Editor's note— Where development does emit gases or particulates above those outlined in AO2, advice from the Civil Aviation Safety Authority should be sought.	with CASA Advisory Circular AC-139-05(1) Plume rise assessments; (b) smoke, dust, ash, steam or other airborne particulate.		
Additional performance outcomes and acceptable outcomes if involving air service			
PO3 Development does not create a hazard to aviation operations conducted to or from the Brisbane or Archerfield airports.	AO3 Development will not create a hazard to airport operations in accordance with the written confirmation of the Civil Aviation Safety Authority.	AO3 The proposed development does not involve air services.	☐ Compliant ☒ N/A ☐ Performance Solution
Section B—If in the Bird and bat strike zone sub-categories			
PO4 Development does not attract birds and bats into operational airspace in significant numbers likely to cause a safety hazard to airport operations.	AO4.1 Development within the Bird and bat strike zone sub-categories area ensures that waste is covered and collected so that it is inaccessible to birds and bats.	AO4.1 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO4.2 Development involving landscaping or drainage works, including artificial water bodies located within the distance from airport 0-3km sub-category, are designed and installed to minimise the potential to attract birds and bats.	AO4.2 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
Section C—If in the Public safety area sub-categories			
PO5 Development does not expose or increase the risk to public safety.	AO5.1 Development does not increase the number of people living, working or congregating in the Public safety area sub-categories.	AO5.1 The site is not in the Public safety area sub-categories.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	AO5.2 Development does not materially increase the storage and handling of dangerous goods or combustible liquids within the Public safety area sub-categories.	AO5.2 The site is not in the Public safety area sub-categories.	☐ Compliant ☒ N/A ☐ Performance Solution
Section D—If in the Light intensity sub-categories			
PO6 Development ensures that buildings and structures do not adversely impact airport operations or interfere with pilot vision.	AO6.1 Development ensures that outdoor lighting: (a) does not imitate the format of approach or runway lighting by configuring lights in straight parallel lines greater than 500m in length; (b) does not emit light that will exceed the maximum light intensity specified within the light intensity area identified on the Light intensity sub-categories. <i>Note—Compliance with this acceptable outcome may be demonstrated by complying with the standards specified in the Civil Aviation Safety Authority guideline Chapter 12—Aerodrome lighting, 1.2 Lighting in the vicinity of an aerodrome and written confirmation from the airport operator.</i>	AO6.1 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO6.2 Development in the Within 6km-Max intensity of light sources 3 degrees above horizon sub-category does not involve: (a) coloured flashing or sodium lighting; or (b) glare or upward shining lights; or (c) flare plumes.	AO6.2 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Section E—If in the Aviation facilities sub-categories			
PO7 Development is of an appropriate design or implements management measures that avoid potential adverse impacts on an aviation facility. Note—Development complies with this performance outcome where written confirmation from Air Services Australia confirms that the development will not impair the functioning of the aviation facility.	AO7 Development does not impair the functioning of an aviation facility by creating a permanent or temporary structure or any other physical line-of-sight obstruction between transmitting or receiving devices that: (a) transmits an electromagnetic field that will interfere with the functioning of the aviation facility; or (b) contains a reflective surface that will interfere with the functioning of the aviation facility. <i>Note—Advice from Air Services Australia should be sought when proposing development within the Aviation facility sub-category. The SPP guidance: Strategic airports and aviation facilities identifies development likely to impact certain aviation facilities.</i>	AO7 The site is not located within the Aviation facilities sub-categories.	☐ Compliant ☒ N/A ☐ Performance Solution
Section F—If in the Australian Noise Exposure Forecast (ANEF) contour sub-categories			
PO8 Development adequately attenuates for aircraft noise in buildings to protect the health and wellbeing of occupants by complying with the internal noise criteria in Table 8.2.2.3.B. Note—A noise impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in	AO8.1 Development for a caretaker's accommodation, childcare centre, community care centre, community residence, dual occupancy, dwelling house, dwelling unit, educational establishment, health care service, hospital, multiple dwelling, relocatable home park, residential care facility, retirement facility or rooming accommodation located in the ANEF 20-25 sub-category:	AO8.1 The proposed development is not located within the ANEF contour sub-categories.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
demonstrating achievement of this performance outcome.	(a) provides external windows and doors which are acoustically rated to a minimum of Rw 30; (b) ensures that the roof, ceiling and insulation combination is acoustically rated to a minimum of Rw 45; (c) ensures that external walls are acoustically rated to a minimum of Rw 50.		
	AO8.2 Development for a resort complex, rural workers' accommodation, short-term accommodation or tourist park located in the ANEF 25-30 sub-category: (a) provides external windows and doors which are acoustically rated to a minimum of Rw 30; (b) ensures that the roof, ceiling and insulation combination is acoustically rated to a minimum of Rw 45; (c) ensures that external walls are acoustically rated to a minimum of Rw 50.	AO8.2 The proposed development is not located within the ANEF contour sub-categories.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO8.3 Development for an office is not located in the ANEF 25-30 sub-category, ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category.	AO8.3 The proposed development is not located within the ANEF contour sub-categories.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO8.4 No acceptable outcome is prescribed where development for a community use, detention facility, funeral parlour, place of worship, theatre or veterinary service.	AO8.4 The proposed development is not located within the ANEF contour sub-categories.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	AO8.5 Development for a use not identified in AO8.1, AO8.2, AO8.3 or AO8.4 is not located in the ANEF 40-45 sub-category.	AO8.5 The proposed development is not located within the ANEF contour sub-categories.	☐ Compliant ☒ N/A ☐ Performance Solution
PO9 Development for a sensitive use is appropriately located to prevent inappropriate exposure to very high levels of aircraft noise.	AO9.1 Development for a caretaker's accommodation, childcare centre, community care centre, community residence, dual occupancy, dwelling house, dwelling unit, educational establishment, health care service, hospital, multiple dwelling, relocatable home park, residential care facility, retirement facility or rooming accommodation is not located within the ANEF 25-30 sub-category, ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category.	AO9.1 The proposed development is not located within the ANEF contour sub-categories.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO9.2 Development for a resort complex, rural workers' accommodation, short-term accommodation or tourist park is not located within the ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category.	AO9.2 The proposed development is not located within the ANEF contour sub-categories.	☐ Compliant ☒ N/A ☐ Performance Solution

5.2 Coastal Hazard Overlay Code

Effective V35 – 05 December 2025

5.2.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Coastal hazard overlay code is to: (a) Implement the policy direction in the Strategic framework, in particular: (i) Theme 2: Brisbane’s outstanding lifestyle, and Element 2.3 – Brisbane’s healthy and safe communities; (ii) Theme 3: Brisbane’s clean and green leading environmental performance, and Element 3.3 – Brisbane’s adaptation approaches; (iii) Theme 4: Brisbane’s highly effective transport and infrastructure networks, and Element 4.3 – Brisbane’s coordinated infrastructure planning and delivery. (b) Provide for the assessment of the suitability of development in the Coastal hazard overlay.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Development minimises exposure of people and property to unacceptable risks from coastal hazards including storm-tide and permanent tidal inundation.	The proposal comprises industrial-type uses on an existing hardstand site and does not involve new buildings or sensitive uses. The development is compatible with the coastal hazard context, does not increase risk to people or property, and does not adversely impact surrounding land, infrastructure or environmental values.	☒ Compliant ☐ N/A ☐ Performance Solution
(b) Development and infrastructure mitigates the risk of impacts from coastal hazard through its location, siting, design, construction and operation whilst maintaining amenity.		
(c) Development does not compromise the ability of the city's counter-disaster response capacity during a coastal hazard emergency.		
(d) Development provides for efficient evacuation and access for evacuation resources including emergency services during coastal hazard events or otherwise plans for the prospect and impact of isolation or hindered evacuation due to flooding from storm-tide and tidal inundation.		
(e) Development involving essential community infrastructure remains functional during and immediately after a coastal hazard event.		

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(f) Development ensures that essential building services or services essential for the development are designed, located and operated to minimise the coastal hazard risk to people, minimise damage to property, disruption to building function and the re-establishment time after a storm-tide or tidal inundation event.		
(g) Development ensures that emergency management plans respond to the number and capacity of future users of the development to safely participate in emergency measures such as evacuation.		
(h) Development involving hazardous materials manufactured, handled or stored in bulk does not adversely impact on public safety and the environment as a result of the impacts of storm-tide and tidal inundation.		
(i) Development does not cause or increase adverse impacts on other premises from coastal hazard.		
(j) Development does not impact adversely on the ability of adjoining sites to implement future coastal hazard mitigation measures.		
(k) Development and infrastructure avoids or mitigates the impacts of predictable future coastal hazard due to increases in sea-level rise and cyclonic intensity.		
(l) Development in areas subject to coastal hazards protects biodiversity, the integrity of environmental networks and coastal resources.		
(m) Development prioritises, in order, the safety of people, protection of public infrastructure and protection of private property, in the management of the economic, social and environmental impacts of coastal hazards.		
(n) Development is designed and operated to withstand coastal hazards in order to avoid or defer the need for emergency assistance.		

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(o) Development does not rely on Council undertaking specific coastal hazard mitigation actions or uncommitted future provision of services or infrastructure to ensure the protection of people, property or infrastructure, unless identified through an adaption strategy.		

5.2.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Section B—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development other than for a dwelling house			
PO1 Development involving any habitable or non-habitable part of the dwelling house, including any secondary dwelling, is: (a) located and designed to minimise the risk to people and structures from coastal hazards; (b) located to minimise amenity impacts, disruption to residents, recovery time and rebuilding and restoration costs after a coastal hazard event.	AO1 Development for a dwelling house including, any secondary dwelling, complies with the flood planning levels in Table 8.2.6.3.B. <i>Editor's note—Information about flooding from storm tide is provided in Council's FloodWise Property Report.</i>	AO1 Not applicable, the development is not for a dwelling house	☐ Compliant ☒ N/A ☐ Performance Solution
PO2 Development other than for a park is located and designed to: (a) minimise the risk to all persons from coastal hazards; (b) minimise flood damages to the development and contents of buildings; (c) provide suitable amenity;	AO2 Development achieves minimum flood planning levels consistent with Table 8.2.6.3.C. <i>Editor's note—Information about flooding from storm tide is provided in Council's FloodWise Property Report.</i>	AO2 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval. Specifically, the proposal does not include new buildings or habitable structures and is not expected to increase risk from coastal hazards or result in additional damage during a storm-tide event.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(d) minimise disruption to residents, recovery time, and rebuilding or restoration costs after coastal hazard events.			
PO3 Development for a park ensures that the design of the park and location of structures and facilities responds to coastal hazards and balances the safety of intended users with: (a) maintaining continuity of operations; (b) impacts of flooding on asset life and ongoing maintenance costs; (c) efficient recovery after flood events; (d) recreational benefits to the city; (e) availability of suitable land within the park.	AO3 Development involving a building or structure in a park: (a) complies with the minimum flood planning levels in Table 8.2.6.3.C; or (b) is not located below the 20% AEP storm-tide level if Table 8.2.6.3.C does not apply to the type of structure.	AO3 Not applicable. The proposal is not for a park.	☐ Compliant ☒ N/A ☐ Performance Solution
Section C—If assessable development other than for a dwelling house			
General			
PO4 Development has access which provides for safe vehicular and pedestrian movement in the development, including emergency services access during and after a coastal hazard event.	AO4 Development locates access points and driveways in the flood free area (or the area of the lowest flood risk) of the site.	AO4 Existing access arrangements are retained and are suitable for safe vehicle movement, including emergency access.	☒ Compliant ☐ N/A ☐ Performance Solution
PO5 Development for pedestrian and cyclist paths:	AO5.1 Development for off-road pedestrian and cyclist paths:	AO5.1	☒ Compliant ☐ N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(a) provides a suitable level of trafficability; (b) manages the impacts of flooding on asset life and ongoing maintenance costs; (c) balances route availability with recreational and transport connectivity benefits to the city.	(a) is not located in the Erosion prone area – coastal erosion subcategory; or (b) complies with the minimum flood planning levels in Table 8.2.6.3.H. <i>Note—If the site is subject to more than 1 type of flooding, the requirement that affords the highest flood planning level will apply.</i>	Any frontage works are consistent with Council standards and do not adversely impact flood behaviour or safety.	☐ Performance Solution
	AO5.2 All new on-road cyclist and pedestrian facilities comply with the road flood immunity and trafficability standards for the applicable category of road in Table 8.2.6.3.H or Table 8.2.6.3.I	AO5.2 Any frontage works are consistent with Council standards and do not adversely impact flood behaviour or safety.	☒ Compliant ☐ N/A ☐ Performance Solution
PO6 Development does not: (a) impact adversely on the safety or amenity of an adjoining site; (b) impact adversely on the ability of others to implement future coastal hazard adaptation actions.	AO6 Development does not concentrate, intensify or divert floodwater, erosion impacts or cause nuisance ponding onto other premises.	AO6 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
PO7 Development involving essential electrical services or a basement storage area is suitably located and designed to ensure public safety and minimise the need for flood recovery and economic consequences of damage during a flood.	AO7.1 Development ensures that: (a) all essential electrical services comply with the flood planning levels in Table 8.2.6.3.C; or (b) if a basement contains essential electrical services or a private basement storage area, the basement is a waterproof structure with walls and floors impermeable to the passage of water and all entry points and	AO7.1 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	services are located at or above the relevant flood immunity level in Table 8.2.6.3.C. <i>Note—A basement storage area is a basement-level area for private storage, other than a bike storage room, change room, building maintenance storage and non-critical electrical services.</i>		
	AO7.2 Development involving a basement that relies on a pumping solution to manage floodwater ingress or for dewatering after a flood, provides an appropriately flood protected backup power source for those pumps.	AO7.2 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
PO8 Development involving the storage and handling of hazardous materials avoids or minimises risks to public health and safety and the environment, by: (a) protecting underground tanks for hazardous materials against the forces of buoyancy, velocity flow and debris impacts; (b) securing above-ground tanks against flotation and lateral movement; (c) preventing damage to pipework or entry of floodwater into pipework; (d) preventing damage to or off-site release of packages, drums or containers.	AO8.1 Development does not include the storage or handling of hazardous chemicals that exceed the hazardous chemicals flood hazard threshold quantities in Table 8.2.6.3.J.	AO8.1 The proposal does not involve the storage or handling of hazardous materials in quantities that would pose a risk during a coastal hazard event. Any hazardous materials will be stored on site in accordance with the current conditions of approval.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO8.2 Development involving the processes listed in Table 8.2.6.3.F is consistent with the standards contained in the Management of hazardous chemicals in flood affected areas planning scheme policy and can operate without risk of environmental harm during a coastal hazard.	AO8.2 The proposal does not involve the storage or handling of hazardous materials in quantities that would pose a risk during a coastal hazard event. Any hazardous materials will be stored on site in accordance with the current conditions of approval.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<i>Note—A chemical hazards flood risk report prepared in accordance with the Management of hazardous chemicals in flood affected areas planning scheme policy can assist in demonstrating achievement of this performance outcome.</i> <i>Note—A pump drainage system is not an acceptable measure to meet the performance outcome.</i>	<i>Note—The Management of hazardous chemicals in flood affected areas planning scheme policy sets out further information and processes including risk assessment for the management of hazardous chemicals in coastal hazard areas.</i>		
PO9 Development involving essential community infrastructure: (a) maintains function during and immediately after a coastal hazard event or is part of a network that is able to maintain the function of the essential community infrastructure without parts of the development which are unable to function during a coastal hazard event; (b) is designed and sited to avoid adverse impacts on the community or the environment due to the impacts of coastal hazard on infrastructure, facilities or access and egress routes; (c) retains site access necessary to maintain function of the development during a coastal hazard event;	AO9 Development involving essential community infrastructure: (a) is ancillary and is not relied upon for the provision of the essential service during a coastal hazard event; or (b) is located above the flood immunity levels set out in Table 8.2.6.3.E; (c) has access to, or provides, the necessary backup emergency electricity and communications supply in times of flood; (d) if the essential community infrastructure has a city-wide emergency function, that part of the development is not located in an area that becomes isolated by a flood up to the event listed for that development type in Table 8.2.6.3.E.	AO9 Not applicable, the development is not for essential community infrastructure	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(d) maintains function or is part of a network which is able to remain functional even when other infrastructure may be compromised in a flood event; (e) contains mitigation measures which are not entirely dependent on human activation to respond to a flood event.			
PO10 Development for vulnerable or difficult to evacuate uses and assembly uses optimises vehicular access and efficient evacuation from the development to parts of the road network unaffected by coastal hazard. <i>Note—A coastal hazard risk assessment may be required to address the performance outcome or acceptable outcome that deals with evacuation and isolation arrangements, and the ability to take refuge in place.</i> <i>Editor's note—Further guidance for risk assessment is contained in the Coastal hazard planning scheme policy and the Flood planning scheme policy.</i>	AO10 Development for vulnerable uses, difficult to evacuate uses or assembly uses: (a) is not isolated in any event up to the relevant flood planning level as specified in Table 8.2.6.3.D; or (b) is supported by a critical route or interim critical route identified in the Critical infrastructure and movement network overlay; or (c) can achieve vehicular evacuation to a suitable coastal hazard-free location. <i>Note—A suitable coastal hazard-free location is of a size and nature appropriate to provide for the size and characteristics of the population likely to need evacuation to that area.</i>	AO10 Not applicable, the development is not for a vulnerable or difficult to evacuate use or an assembly use	☐ Compliant ☒ N/A ☐ Performance Solution
Section D – If for reconfiguring a lot			
General			

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO11 Development locates and designs all lots and roads resulting from reconfiguring a lot to: (a) ensure the safety of people; (b) minimise damage to property and services; (c) facilitate safe and efficient evacuation; (d) avoid isolation during a coastal hazard event; (e) provide suitable amenity in that it is not frequently flooded or subject to tidal inundation, or nuisance ponding. Note— • <i>Consideration of the 0.2% AEP flood is relevant to determining an acceptable level of safety for development.</i> • <i>Flood warning time is available for storm-tide flooding.</i> • <i>Filling for flood immunity cannot be assumed to mitigate the flood hazard for a flood event greater than the defined flood event.</i>	AO11.1 Development ensures that the road and lot layout does not create new lots isolated by storm-tide flooding at the defined flood event.	AO11.1 Not applicable, development is not for reconfiguring a lot	☐ Compliant ☒ N/A ☐ Performance Solution
	AO11.2 Development involving reconfiguring a lot ensures flood immunity for all lots is provided in compliance with Table 8.2.6.3.G.	AO11.2 Not applicable, development is not for reconfiguring a lot	☐ Compliant ☒ N/A ☐ Performance Solution
PO12 Development that results in 6 lots or less and no new road provides: (a) land with sufficient flood immunity to construct a dwelling house;	AO12 Development for reconfiguring a lot that results in 6 lots or less and no new road in the High storm-tide inundation area sub-category or the Medium storm-tide inundation area sub-category provides at	AO12 Not applicable, development is not for reconfiguring a lot	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(b) an open space area that is safe and has suitable amenity in that it is not frequently flooded or subject to tidal inundation, nuisance ponding or seepage; (c) a lot that is not substantially burdened by a stormwater easement or flood mitigation infrastructure; (d) appropriate amenity for any adjoining residential area.	least 80% of each new lot at or above the flood planning levels in Table 8.2.6.3.G. <i>Note—This is to ensure that each new lot will not be affected by tidal influences up to the highest astronomical tide event with an allowance for 800mm of sea level increase through climate change. The development will still need to meet the relevant flood immunity standards.</i>		
PO13 Development provides acceptable flood immunity for its purpose that minimises the risk to people from coastal hazard, creates safe access and evacuation routes, minimises damage to property and services, and provides suitable amenity.	AO13 Development involving reconfiguring a lot that results in more than 6 lots or a new road provides flood immunity for: (a) all lots in compliance with Table 8.2.6.3.G; (b) a new road in compliance with Table 8.2.6.3.H; (c) an existing road fronting the development, or providing primary access within 200m of the development, in compliance with Table 8.2.6.3.I. <i>Note—The Flood planning scheme policy contains supporting information about existing roads and serviceability during floods.</i>	AO13 Not applicable, development is not for reconfiguring a lot	☐ Compliant ☒ N/A ☐ Performance Solution
PO14 Development involving a new road, bridge or culvert is designed to minimise impacts to flood behaviour, minimise disruption to traffic during storm-tide	AO14 Development for a new road provides flood immunity in compliance with Table 8.2.6.3.H.	AO14 Not applicable, development is not for reconfiguring a lot	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
inundation and allow for emergency access and evacuation.			
PO15 Development for pedestrian and cyclist paths: (a) provides a suitable level of trafficability; (b) manages the impacts of flooding on asset life and ongoing maintenance costs; (c) balances route availability with recreational and transport connectivity benefits to the city.	AO15.1 Development for off-road pedestrian and cyclist paths: (a) are not located in the Erosion prone area – coastal erosion subcategory; or (b) complies with the minimum flood planning levels in Table 8.2.6.3.H. Note—If the site is subject to more than 1 type of flooding, the requirement that affords the highest flood planning level will apply.	AO15.1 Not applicable, development is not for reconfiguring a lot	☐ Compliant ☒ N/A ☐ Performance Solution
	AO15.2 All new on-road cyclist and pedestrian facilities comply with the road flood immunity and trafficability standards for the applicable category of road in Table 8.2.6.3.H or Table 8.2.6.3.I.	AO15.2 Not applicable, development is not for reconfiguring a lot	☐ Compliant ☒ N/A ☐ Performance Solution
Section E—If for a material change of use, reconfiguration of a lot or operational works on a premises in an erosion prone area in a coastal management district where the chief executive is not identified as a referral agency under the Regulation <i>Editor's note—Examples of development where the chief executive is not identified as a referral agency under the Regulation include operational work for:</i> - interfering with quarry material, as defined under the Coastal Act, on State coastal land above high-water mark; or - disposing of dredge spoil, or other solid waste material, in tidal water; or - constructing an artificial waterway; or - removing or interfering with coastal dunes on land other than State coastal land, <i>where that operational work only involves:</i> - prescribed tidal works in a canal; or - tidal works that is for the installation, maintenance or repair of overhead cables or lines that extend over tidal water; or - for tidal works that is boring or tunnelling under the bed of tidal water, works that do not disturb the bed of the tidal water.			

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO16 Development does not occur in an erosion prone area within a coastal management district unless the development cannot be feasible located elsewhere and is: (a) coastal dependant development; or (b) temporary, readily relocatable or able to be abandoned development; or (c) essential community infrastructure; or (d) minor redevelopment (as defined in the SPP) of an existing permanent building or structure that cannot be relocated or abandoned. The development mitigates the risks to people and property to an acceptable or tolerable level.	AO16 No acceptable outcome is prescribed.	AO16 Not applicable, development is not located in the coastal management district	☐ Compliant ☒ N/A ☐ Performance Solution

5.3 Potential & Actual Acid Sulfate Soils Overlay Code

Effective V35 – 05 December 2025

5.3.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Potential and actual acid sulfate soils overlay code is to: (a) Implement the policy direction in the Strategic framework, in particular Theme 2: Brisbane’s outstanding lifestyle and Element 2.3 – Brisbane’s healthy and safe communities. (b) Provide for the assessment of the suitability of development in the Potential and actual acid sulfate soils overlay.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Development ensures that the release of an acid and associated metal contaminant is avoided by not disturbing acid sulfate soils when excavating, removing soil or extracting groundwater or filling land. (b) Development ensures that disturbed acid sulfate soils or drainage waters are treated and, if required, ongoing management practices are adopted that minimise the potential for environmental harm from acid sulfate soil and protect corrodible assets from acid sulfate soil. (c) Development is located, designed and constructed to avoid the mobilisation and release of iron compounds for coastal algal blooms.	Earthworks are limited in extent and are not expected to significantly disturb potential acid sulfate soils or affect the water table. If required, any disturbance of soils will be managed to ensure no adverse impacts on water quality, environmental values or infrastructure. An acid sulfate soils investigation and management plan will be provided prior to site work commencing in accordance with the existing conditions of approval.	☒ Compliant ☐ N/A ☐ Performance Solution

5.3.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO1 Development protects the environmental values and ecological health of receiving waters and does not subject assets to accelerated corrosion.	AO1 Development ensures that: (a) no potential or actual acid sulfate soils are disturbed; or <i>Note—This can be demonstrated through the submission of an acid sulfate soil investigation</i>	AO1 Earthworks are limited in extent and are not expected to significantly disturb potential acid sulfate soils or affect the water table. If required, any disturbance of soils will be managed to ensure no adverse impacts on	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<i>report with reference to the Potential and actual acid sulfate soils planning scheme policy.</i> (b) the disturbance impacts in an area that hosts potential acid sulfate soils are appropriately managed, if less than 500m³ of soil is disturbed and the watertable is not affected; or <i>Note—This can be demonstrated through the submission of an acid sulfate soil investigation report and a preliminary acid sulfate soil management plan, with reference to the Potential and actual acid sulfate soils planning scheme policy.</i> (c) impacts are appropriately managed if 500m³ or more of soil is disturbed or the watertable in an area that hosts potential or actual acid sulfate soils is affected. <i>Note—This can be demonstrated through the submission of an acid sulfate soil investigation report and a full acid sulfate soil management plan, with reference to the Potential and actual acid sulfate soils planning scheme policy using levels of testing commensurate with the level of risk. If the investigation demonstrates that an acid sulfate soil management plan is not required, only an investigation report is required.</i>	water quality, environmental values or infrastructure. An acid sulfate soils investigation and management plan will be provided prior to site work commencing in accordance with the existing conditions of approval.	

5.4 Road Hierarchy Overlay Code

Effective V35 – 05 December 2025

5.4.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Road hierarchy overlay code is to: (a) Implement the policy direction in the Strategic framework, in particular: (i) Theme 4: Brisbane’s highly effective transport and infrastructure networks and Element 4.1 – Brisbane’s transport infrastructure networks; (ii) Theme 2: Brisbane’s outstanding lifestyle and Element 2.1 – Brisbane’s identity. (b) Provide for the assessment of the suitability of development in the Road hierarchy overlay.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Development contributes to the safe and efficient operation of the existing and planned road hierarchy and to the function of the road as part of Brisbane’s public domain. (b) Development accessing roads is consistent with and does not compromise the road hierarchy in its use, function, flow, or capacity by buses, pedestrians and cyclists. (c) Development that changes the function of a road by generating traffic does so such that the new function of the road in the hierarchy is compatible with the surrounding road hierarchy and where necessary is reconstructed to meet its new design parameters. (d) Development that provides a new road internal and connecting to the road hierarchy complements or completes the existing road hierarchy. (e) Development does not compromise the completion of the road hierarchy. (f) Development ensures that land uses are located to support and implement a safe and efficient road hierarchy facilitating the efficient movement of people and goods.	The proposal maintains existing access arrangements and does not compromise the function, safety or efficiency of the surrounding road network. The development is consistent with the role of the road hierarchy and does not generate traffic beyond the expected capacity of the network.	☒ Compliant ☐ N/A ☐ Performance Solution

5.4.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use			
PO1 Development ensures that: (a) vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of: (i) the road hierarchy shown on the Road hierarchy overlay map; (ii) public transport operations; (iii) pedestrian and cyclist movement; (b) the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas; (c) site access driveways in the road area accommodate all turns only when such arrangements are safe and can be demonstrated to not inhibit transport system operation.	AO1.1 Development ensures that an access driveway is provided from: (a) a minor road; (b) a district road or suburban road if the development has high traffic-generating potential.	AO1.1 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO1.2 Development ensures that an access driveway is not provided to or from a primary freight route identified on the Road hierarchy overlay map.	AO1.2 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO1.3 Development ensures that a use other than a use with high traffic-generating potential gains all vehicular access, other than for service vehicles, via the lowest order road in the road hierarchy to which the site has frontage.	AO1.3 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO1.4 Development ensures that a turn to and from a major road is restricted to a left turn only.	AO1.4 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO1.5 Development ensures that vehicle access is provided to an abutting site that only has frontage to an arterial road, to facilitate access to the abutting site via an alternative street.	AO1.5 This Acceptable Outcome is not relevant to the assessment of the changes in the context of the original approval.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Section B—If for assessable development for a material change of use			
PO2 Development does not compromise the safety, efficiency and function of the road hierarchy and addresses all the impacts to the road network.	AO2.1 Development ensures that the traffic generated by the development is consistent with the road hierarchy classification, function and expected traffic flows for the area.	AO2.1 The development does not generate additional traffic beyond that expected for the locality and is consistent with the road hierarchy.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO2.2 Development mitigates an impact on the road hierarchy if the development: (a) is for a major development; or (b) involves an access driveway to a major road; or (c) involves an access driveway within 100m of a signalised intersection. <i>Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy.</i>	AO2.2 Not applicable. The proposal is not a major development and does not require a transport impact assessment.	☐ Compliant ☒ N/A ☐ Performance Solution
Section C—If for assessable development for a material change of use or reconfiguring of a lot			
PO3 Development makes provision for the extension, expansion and widening of the existing and future road network where required.	AO3 No acceptable outcome is prescribed.	AO3 In accordance with the original approval and surrounding development, upgrades are proposed to Sandmere Road to support the future operations of Pinkenba.	☒ Compliant ☐ N/A ☐ Performance Solution
PO3A	AO3A	AO3A	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Development provides for the payment of extra trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: (i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the road network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development. (i) (ii) Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure	No acceptable outcome is prescribed.	Any infrastructure contributions will be addressed in accordance with Council's Charges Resolution.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. (iii) (iv) Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.			
If on a site in or adjacent to the District road sub-category which has a width less than 20 metres, or to the Suburban road sub-category or to the Arterial road sub-category			
PO4 Development protects a corridor for the road network shown on the Road hierarchy overlay map to ensure the following are not compromised: (a) the long term infrastructure for the road network in the Long term infrastructure plans; (b) the existing and planned infrastructure for the road network in the Local government infrastructure plan; (c) the provision of long term, existing and planned infrastructure for the road network which: (i) is required to service the development or existing and future urban development in the planning scheme area; or	AO4 Development protects a corridor for the road network shown on the Road hierarchy overlay map in compliance with the following: (a) for the long term infrastructure for the road network, the Long term infrastructure plans; (b) for existing and planned infrastructure for the road network, the Local government infrastructure plan; (c) the standards for the road network in the Infrastructure design planning scheme policy.	AO4 In accordance with the original approval and surrounding development, upgrades are proposed to Sandmere Road to support the future operations of Pinkenba.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.			
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy			
PO5 Development ensures that a new road connection provides: (a) safe, efficient and convenient connectivity of the new road to the major road network; (b) a minimum number of intersections to the major road network.	AO5 Development provides access to the road network in a manner that preserves the function of the road hierarchy and addresses all impacts to the road network.	AO5 Not applicable, no extension or change to the road hierarchy is proposed	☐ Compliant ☒ N/A ☐ Performance Solution
PO6 Development ensures that an extension of or change to the road network: (a) provides internal connectivity and connects to the external road network;	AO6.1 Development ensures that a new or upgraded road is designed and constructed in accordance with its road hierarchy classification as shown on the Road hierarchy overlay and the standards in the Infrastructure design planning scheme policy.	AO6.1 Not applicable, no extension or change to the road hierarchy is proposed	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(b) provides pedestrian connectivity to facilitate ease of access by the shortest reasonable route to neighbourhood facilities, parks, schools, shops, bus routes, transport facilities or open space systems; (c) provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route; (d) includes the provision of bus routes that provide ease of access to bus customers; (e) minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time; (f) provides a street layout that minimises travel time and traffic volumes on minor roads; (g) provides high permeability for pedestrian and cycle networks; (h) provides safe accessibility to lots by having more than one street providing access to the area; (i) preserves the function of the road hierarchy and addresses all impacts to the road network.	AO6.2 Development preserves the function of the road hierarchy and addresses all impacts on the road network. Note—This can be demonstrated in a transport impact assessment report prepared and certified by a <i>Registered Professional Engineer Queensland</i> in accordance with the <i>Transport, access, parking and servicing planning scheme policy</i> and the <i>Infrastructure design planning scheme policy</i> (Traffic impact assessment and definitions section).	A06.2 Not applicable, no extension or change to the road hierarchy is proposed	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO7 Development ensures that premises and vehicle access are located and controlled so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the major road network and preserves the function of the road hierarchy.	AO7 Development ensures that residential lots are laid out to ensure a future use does not directly ingress from or egress to a major road.	AO7 Not applicable, no extension or change to the road hierarchy is proposed	☐ Compliant ☒ N/A ☐ Performance Solution
PO8 Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay.	AO8 Development ensures that an intersection is designed to the standard of the highest order road at the point of intersection in accordance with the road design standard in the Infrastructure design planning scheme policy.	AO8 Not applicable, no extension or change to the road hierarchy is proposed.	☐ Compliant ☒ N/A ☐ Performance Solution

5.5 Streetscape Hierarchy Overlay Code

Effective V35 – 05 December 2025

5.5.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Streetscape hierarchy overlay code is to: (a) Implement the policy direction in the Strategic framework, in particular: (i) Theme 2: Brisbane's outstanding lifestyle and Element 2.1– Brisbane's identity; (ii) Theme 4: Brisbane's highly effective transport and infrastructure networks and Element 4.1 – Brisbane's transport infrastructure networks. (b) Provide for the assessment of the suitability of development in the Streetscape hierarchy overlay.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Development ensures that verges are wide enough to support high levels of pedestrian movement and have sufficient space to accommodate large subtropical street tree plantings.	The development provides streetscape improvements along Sandmere Road and Marine Road, including verge works, footpaths and drainage infrastructure. Where works are undertaken, they will be designed and constructed in accordance with Council	☒ Compliant ☐ N/A ☐ Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(b) Development ensures that existing street trees are retained and new subtropical tree species in the verge make a significant contribution to shade tree cover and carbon sequestration. (c) Development ensures that subtropical planting reinforces city gateways, thresholds and nodes. (d) Development ensures that verges comprise consistent and high-quality treatments with improved footpaths and increased shade and shelter appropriate to their anticipated pedestrian use and where the use will change from the current zone. (e) Development protects and contributes to safe, direct and convenient access for pedestrians and cyclists of all ages and abilities throughout sites and throughout neighbourhoods. (f) Development maintains options for the safe movement of wildlife along a corridor.	standards, ensuring consistency with the surrounding road network and streetscape outcomes.	

5.5.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development			
PO1 Development must improve pedestrian movement and amenity by providing for verges to a width that is appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.	AO1 Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as specified in Table 8.2.20.3.B and the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	AO1 Verge works are provided along the site frontage in accordance with Council requirements and the Infrastructure design planning scheme policy.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO2 Development must construct verges including street tree planting, street furniture, paving, lighting and verge and kerb treatments that establish a high-quality subtropical streetscape with a strong pedestrian amenity focus.	AO2.1 Development ensures that existing street trees are retained and protected.	AO2.1 Not applicable. There are no existing street trees along the site frontage requiring retention.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO2.2 Development ensures that street tree planting, street furniture, paving, lighting and verge and kerb treatment are designed and constructed in compliance with the specifications of the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	AO2.2 Verge footpath is proposed as required by the conditions of the original approval. Due to the change in the verge profile with the provision of a stormwater drain, minor amendments are proposed to the location of the footpath however the construction and width of the footpath is to be in accordance with the standards of the Infrastructure design planning scheme policy and the conditions of approval.	☒ Compliant ☐ N/A ☐ Performance Solution
Section B—If for assessable development			
PO3 Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map: (a) facilitates a high level of pedestrian movement and activity; (b) enforces the sense of arrival to individual precincts and major connections;	AO3.1 Development ensures that a corner land dedication is provided: (a) where identified in the Streetscape hierarchy overlay map; (b) in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	AO3.1 Not applicable. No corner land dedication is required for the development.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(c) provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the public realm.	AO3.2 Development ensures that landscaping including a large feature tree and seating is provided in a corner land dedication area in compliance with the specifications and standards in the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	AO3.2 Not applicable. No corner land dedication or associated landscaping is required.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO3.3 Development ensures that public art is provided in a corner land dedication area where identified in a neighbourhood plan and in compliance with the specifications and standards in the streetscape locality advice and public art standards in the Infrastructure design planning scheme policy.	AO3.3 Not applicable. No public art is required for the development.	☐ Compliant ☒ N/A ☐ Performance Solution
If in or on a site adjoining the Wildlife movement solution sub-category			
PO4 Development incorporates effective wildlife movement infrastructure that enables safe wildlife movement across and past transport infrastructure.	AO4 Development ensures that infrastructure solutions are: (d) provided at the locations identified on the Streetscape hierarchy overlay map; (e) designed to: (i) account for daily and seasonal movement needs of native wildlife, such as foraging, breeding, predator and natural disaster avoidance; (ii) achieve physical separation of native wildlife and the road; (iii) adopt designs and treatments known to be used by native species, including	AO4 Not applicable. The site is not identified within the Wildlife movement solution sub-category.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	significant fauna species listed in the Biodiversity area overlay code. (iv) (v) Note—Refer to the Infrastructure design planning scheme policy for further guidance of the design of wildlife movement solutions.		