



# PLANNING ASSESSMENT REPORT

**28 Waite Street, Norman Park QLD 4053**

Change Application (Other Change) under the *Planning Act 2016* to Change an Existing Development Permit for a Material Change of Use for a Multiple Dwelling (A006738808) at 28 Waite Street, Norman Park (Lot 489 on RP193406) for the SEQ Developments Pty Ltd



## DOCUMENT CONTROL SHEET

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### DOCUMENT DETAILS

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<b>Title</b>	Planning Assessment Report – Change Application (Other Change) to Change an Existing Development Permit for a Material Change of Use for a Multiple Dwelling (A006738808)
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## CONTENTS

<b>1.0</b>	<b>Executive Summary .....</b>	<b>1</b>
<b>2.0</b>	<b>Basic Information .....</b>	<b>2</b>
<b>3.0</b>	<b>Proposal .....</b>	<b>3</b>
<b>4.0</b>	<b>Characteristics of the Site .....</b>	<b>5</b>
4.1	Application History.....	5
<b>5.0</b>	<b>State Planning Instruments.....</b>	<b>6</b>
5.1	State Planning Policy.....	6
5.2	ShapingSEQ .....	6
5.3	Referral Agencies .....	6
<b>6.0</b>	<b>Local Planning Instruments.....</b>	<b>7</b>
6.1	City Plan 2014 .....	7
6.1.1	<i>Strategic Framework.....</i>	<i>7</i>
6.1.2	<i>Category of Assessment.....</i>	<i>7</i>
6.1.3	<i>Relevant Codes.....</i>	<i>7</i>
<b>7.0</b>	<b>Conclusion.....</b>	<b>9</b>
<b>8.0</b>	<b>Appendix A.....</b>	<b>10</b>
8.1	City Plan 2014 Assessment Benchmarks.....	10
8.1.1	<i>Low Density Residential Zone Code.....</i>	<i>10</i>
8.1.2	<i>Multiple Dwelling Code .....</i>	<i>14</i>
8.1.3	<i>Airport Environs Overlay Code .....</i>	<i>52</i>
8.1.4	<i>Bicycle Network Overlay Code .....</i>	<i>57</i>
8.1.5	<i>Coastal Hazard Overlay Code.....</i>	<i>62</i>
8.1.6	<i>Flood Overlay Code .....</i>	<i>70</i>
8.1.7	<i>Potential and Actual Acid Sulfate Soils Overlay Code .....</i>	<i>83</i>
8.1.8	<i>Road Hierarchy Overlay Code .....</i>	<i>84</i>
8.1.9	<i>Streetscape Hierarchy Overlay Code.....</i>	<i>89</i>

8.1.10	Transport Noise Corridor Overlay Code .....	92
8.1.11	Waterway Corridors Overlay Code.....	93
8.1.12	Filling and Excavation Code .....	103
8.1.13	Infrastructure Design Code .....	103
8.1.14	Landscape Works Code .....	103
8.1.15	Outdoor Lighting Code .....	103
8.1.16	Park Planning and Design Code .....	103
8.1.17	Stormwater Code .....	104
8.1.18	Transport, Access, Parking and Servicing Code.....	105
8.1.19	Wastewater Code.....	115

## 1.0 EXECUTIVE SUMMARY

Bartley Burns has been engaged by SEQ Developments Pty Ltd to prepare a Development Application for a Change Application (Other Change) to Change an Existing Development Permit for a Material Change of Use for a Multiple Dwelling (A006738808) in respect of land at 28 Waite Street, Norman Park.

This Planning Assessment Report provides details of the development proposal and how the proposal will comply with the relevant assessment benchmarks.

The proposal is considered to satisfy these assessment benchmarks and will be compatible in scale with other development in the immediate area. As a result, the proposal warrants approval and the issuing of the relevant approval documents.



## 2.0 BASIC INFORMATION

<b>Address</b>	28 Waite Street, Norman Park QLD 4170
<b>Real Property Description</b>	Lot 489 on Registered Plan 193406
<b>Site Area</b>	1610m <sup>2</sup>
<b>Zone</b>	Low Density Residential
<b>Precinct</b>	None Applicable
<b>Overlays</b>	Airport Environs Bicycle Network Coastal Hazard Critical Infrastructure and Movement Network Dwelling House Character Flood Potential and Actual Acid Sulfate Soils Road Hierarchy Streetscape Hierarchy Transport Noise Corridor Waterway Corridors
<b>Neighbourhood Plan</b>	None Applicable
<b>Approval Type</b>	Change Application (Other Change) to Change an Existing Development Permit for a Material Change of Use for a Multiple Dwelling (A006738808)



Figure 1: Site Location

Source: BCC 2025

## 3.0 PROPOSAL

The applicant, as the current owner of the site, proposes to modify the approved multiple dwelling development on land at 28 Waite Street, Norman Park. As a bit of background:

- Council approved the current multiple dwelling onsite – which comprises a single two storey building with six, one bedroom units – in 1964 (1403/64);
- Council then approved a change application (other change) for the currently approved multiple dwelling onsite – which comprises two, two storey buildings, each with two, three bedroom townhouses – in 2025 (A006738808).

Since the aforementioned change application was approved, the site has been sold to the applicant and in reviewing the approved design, it has come to their attention that there are some considerable constructability issues which require major redesign – hence the reason why this change application is being lodged. For Council’s reference, the applicant has given great consideration to not only the constructability, but the overall look, functionality, safety and resultant impacts of the development and, in turn, has come up with a proposal which now includes a single three storey building with four, two bedroom units and four, three bedroom units. In order to achieve flood immunity requirements, the lower level of this building will be used exclusively for parking/access, while the middle and upper levels will feature identical floor plates with two, two bedroom units and two, three bedroom units on each level.

### External Design

In regards to external design, the proposal will feature: a variety of building materials including two different types of lightweight vertical cladding, rendered masonry, horizontal balustrading, vertical screening and metal roof sheeting; a well-articulated built form with two different types of window hoods; and low profile hipped roof form – all of which will be respectful of the surrounding streetscape, while also reducing the building’s overall bulk and scale.

### Internal Layout

In terms of internal layout:

- Units 1, 4, 5 and 8 will contain an entryway, storeroom, laundry, study, open plan kitchen/dining/living area, three bedrooms – one of which will have its own walk-in robe and ensuite – and a side balcony;
- Units 2, 3, 6 and 7 will contain an open plan kitchen/dining/living area, study, laundry and two bedrooms – both of which will have their own ensuite and one of which will also have its own walk-in robe – and a side balcony;
- the building will otherwise have an enclosed lobby on the lower level and a semi-enclosed hall on the middle and upper levels with access between levels to be provided via a lift and two sets of stairs which will be located in these shared lobby/hall spaces.

### Access, Parking and Servicing

In terms of access, parking and servicing, the proposal will include:

- 19 onsite carparking spaces inclusive of two visitor spaces which will exceed the minimum requirement of 17 spaces total;
- ten onsite bicycle spaces inclusive of two visitor spaces;
- a new 6.7 metre wide crossover and associated driveway to/from Waite Street near the site's western side boundary (where both the existing and approved crossover are located);
- a delineated pedestrian pathway adjacent to this crossover and associated driveway which will provide access between Waite Street and the building's lobby;
- a dedicated/screened refuse area at the front of the site which will accommodate 6 x 660L bins with collection to occur on the kerbside.

### Landscaping

In regards to landscaping, the proposal will retain all existing vegetation onsite (in the drainage easement) and will provide a deep planting area along the Waite Street frontage, a landscape buffer along the western side boundary – all of which will help soften the overall 'look' of the development when viewed from the street *and* improve the overall visual/climatic amenity of the development.

## 4.0 CHARACTERISTICS OF THE SITE

The site is located at 28 Waite Street, Norman Park, otherwise described as Lot 489 on Registered Plan 193406. The site is an irregular shaped lot which has an area of 1610m<sup>2</sup>. It is bounded by dwelling houses and multiple dwellings to the north, east and west and a stormwater culvert and park to the south. Overall, the site is relatively flat except for where the aforementioned stormwater culvert becomes a gully through the site along the eastern side boundary.

In terms of existing development, the site contains a two storey multiple dwelling building which is comprised of six, one bedroom units (refer to Figures 2-3). In line with this, the site is currently connected to all necessary water, sewerage, stormwater, electricity and telecommunication infrastructure. As it stands, the site has vehicular access to/from Waite Street which is a constructed road with existing kerb and channel and a designated pedestrian pathway. In particular, an 11 metre crossover is provided near the western side boundary. As part of this proposal, the existing multiple dwelling building and vehicular access provisions are intended to be removed, while all existing infrastructure provisions are intended to be retained and modified to suit.

In regards to constraints, the site is not identified as containing protected vegetation under the relevant overlays in *City Plan 2014*. Almost the entirety of the site is, however, identified as being within a medium storm-tide inundation area under the Coastal Hazard Overlay in *City Plan 2014* and both Brisbane River and creek/waterway flood planning areas under the Flood Overlay in *City Plan 2014*. Beyond this, the western half of the site is identified as being within an overland flow flood planning area under the Flood Overlay in *City Plan 2014* and a local waterway corridor under the Waterway Corridors Overlay in *City Plan 2014*. In line with this, the western half of the site is also identified as being burdened by a drainage easement in favour of Council (Easement A on RP193406). As a result, the proposal has specifically been designed/sited to avoid and manage these constraints.

As part of this application, however, we respectfully seek consent from Council, as the grantee of the aforementioned easement, to construct cantilevered balconies and associated roofs/eaves within this easement – noting that the purpose of this easement will be unaffected by such works.

Meanwhile, in terms of zoning, the site is included within the Low Density Residential Zone under *City Plan 2014* with the proposal to represent a development outcome which will be very much in keeping with the intent of this zone to facilitate, “other housing types at a house scale to provide housing diversity offering choice to different household types and individuals to suit residents through different life-cycle stages.”

### 4.1 APPLICATION HISTORY

A development.i search reveals there have been no recent applications lodged/decided over the site other than the applications/approvals that this application relates to.

## 5.0 STATE PLANNING INSTRUMENTS

### 5.1 STATE PLANNING POLICY

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The proposal will not conflict with any of the policies in the *State Planning Policy*.

### 5.2 SHAPINGSEQ

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The site is included within the 'Urban Footprint' under the *South East Queensland Regional Plan 2017 (ShapingSEQ)* with the intent of this area is to:

*"The Urban Footprint identifies land within which the region's urban development needs to 2041 can be accommodated in a way consistent with the goals, elements and strategies of ShapingSEQ. The area incorporates the full range of urban uses including housing, industry, business, infrastructure, community facilities and other integral components of well-planned urban environments, such as local areas for sport and recreation and urban open space. The priority for developing land in the Urban Footprint is to accommodate urban growth."*

The proposal will, therefore, not conflict with the intent of the Urban Footprint as envisaged under *ShapingSEQ*.

### 5.3 REFERRAL AGENCIES

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The proposal is not identified as requiring a referral in the *Planning Regulation 2017*.

## 6.0 LOCAL PLANNING INSTRUMENTS

### 6.1 CITY PLAN 2014

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#### 6.1.1 Strategic Framework

The proposal will not conflict with any of the themes in the Strategic Framework of *City Plan 2014*.

#### 6.1.2 Category of Assessment

The site is located within the Low Density Residential Zone with Table 5.5.1 of *City Plan 2014* identifying that the proposal is 'impact assessable' development as it relates to a multiple dwelling.

This category of assessment is unchanged by the relevant overlays affecting the site with the proposal identified as being 'accepted' development under the Critical Infrastructure and Movement Network Overlay and Dwelling House Character Overlay in *City Plan 2014* and 'code assessable' development under the Airport Environs Overlay, the Bicycle Network Overlay, the Coastal Hazard Overlay, the Flood Overlay, the Potential and Actual Acid Sulfate Soils Overlay, the Road Hierarchy Overlay, the Streetscape Hierarchy Overlay, the Transport Noise Corridor Overlay and the Waterway Corridors Overlay in *City Plan 2014*.

#### 6.1.3 Relevant Codes

Under Part 5 of *City Plan 2014*, the proposal is identified as being 'code assessable' development with the applicable assessment benchmarks for this application deemed to be within the following codes:

- Low Density Residential Zone Code
- Multiple Dwelling Code
- Airport Environs Overlay Code (Section A)
- Bicycle Network Overlay Code
- Coastal Hazard Overlay Code (Sections B and C)
- Flood Overlay Code (Sections B and C)
- Potential and Actual Acid Sulfate Soils Overlay
- Road Hierarchy Overlay Code (Sections A, B and C)
- Streetscape Hierarchy Overlay Code
- Transport Noise Corridor Overlay Code
- Waterway Corridors Overlay Code (Sections A and C)
- Filling and Excavation Code
- Infrastructure Design Code

- Landscape Work Code
- Outdoor Lighting Code
- Park Planning and Design Code
- Stormwater Code
- Transport, Access, Parking and Servicing Code
- Wastewater Code

These codes are addressed in Appendix A of this report.

## 7.0 CONCLUSION

The proposal will be consistent with the intent the Low Density Residential Zone within *City Plan 2014* and represents substantial compliance with the assessment benchmarks of the applicable codes. The proposal will not cause any significant impact on the surrounding area – instead providing for a safe and functional development which will satisfy resident needs and protect the surrounding streetscape. In this regard, the proposal will demonstrate an acceptable development outcome and, therefore, warrants approval subject to reasonable and relevant conditions.

## 8.0 APPENDIX A

### 8.1 CITY PLAN 2014 ASSESSMENT BENCHMARKS

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#### 8.1.1 Low Density Residential Zone Code

- 1) The purpose of the Low Density Residential Zone is to provide for:
  - a) a variety of low density dwelling types, including dwelling houses; and
  - b) community uses, and small-scale services, facilities and infrastructure, to support local residents.

#### **Response**

The proposal relates to a multiple dwelling which will continue to contribute to a variety of low density dwelling types in the area.

- 2) The purpose of the zone will be achieved through overall outcomes for:
  - a) zone role;
  - b) development location and uses;
  - c) development form.

#### **Response**

The proposal relates to a multiple dwelling which will comply with the overall outcomes of the Low Density Residential Zone under *City Plan 2014*.

- 3) Zone role overall outcomes are:
  - a) development in the zone supports the implementation of the policy direction set in the Strategic Framework, in particular:
    - i) Theme 2: Brisbane's outstanding lifestyle, Element 2.1 – Brisbane's identity and Element 2.2 – Brisbane's housing and accommodation choices;

- ii) Theme 5: Brisbane's CityShape and Element 5.5 – Brisbane's Suburban Living Areas.

### Response

The proposal relates to a multiple dwelling which will comply with the Strategic Framework under *City Plan 2014*.

- 4) Development location and uses overall outcomes are:
- a) development provides for suburban living in dwelling houses of predominantly one or two storeys in height, on appropriately sized and configured vacant lots, which maintain the low density detached housing suburban identity of the Low Density Residential Zone;
  - b) development provides for other housing types at a house scale to provide housing diversity offering choice to different household types and individuals to suit residents through different life-cycle stages;
  - c) development maintains a low density character in which multiple dwellings are not accommodated;
  - d) development for other housing types, being a residential care facility or retirement facility together with ancillary convenience activities and allied services (care co-located uses), which provide housing diversity and enable people to remain within their local neighbourhood throughout their life cycle, may be accommodated at appropriate locations where development meets the bulk and building height requirements of the Retirement and Residential Care Facility Code;
  - e) development for a relocatable home park or tourist park may continue to operate and expand where on an existing site to provide housing diversity;
  - f) development for a dwelling unit may occur as part of a non-residential use;
  - g) development reflects and supports the high level of comfort, quiet, privacy and safety (including impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected within a predominantly low density permanent residential environment;
  - h) development for commercial character building activities on land within the Commercial Character Building Overlay is to comply with the Commercial Character Building (Activities) Overlay Code;
  - i) development for a compatible and individual small-scale non-residential use which is a community care centre, community use, health care service, office, shop or veterinary service (together with any associated caretaker's accommodation or dwelling unit), where not on land within the Commercial Character Building Overlay is to:

- i) have a gross floor area of less than 250m<sup>2</sup>;
  - ii) serve local residents' day-to-day needs;
  - iii) not undermine the viability of a nearby centre.
- j) development for a home-based business may operate in a dwelling house and is of a scale and nature that protects the amenity of adjoining residents;
- k) development for a non-residential use serves a local community facility need only, such as a child care centre or a substation, and is of a bulk and scale that is compatible with and integrates with the built form intent for the Low Density Residential Zone;
- l) development for rooming accommodation accommodates five persons or less.

### Response

The proposal relates to a multiple dwelling which will continue to provide housing diversity and offer choice to different household types and individuals. This multiple dwelling will accommodate residents through different life-cycle stages and maintain a low density character. Further to this, this multiple dwelling will reflect and support a high level of comfort, quiet, privacy and safety (including impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) which is to be reasonably expected within a predominantly low density permanent residential environment. And while multiple dwellings are generally not intended to be located within the Low Density Residential Zone, it is important to note that this site has existing lawful use rights for a multiple dwelling.

- 5) Development form overall outcomes are:
- a) development is of a form and scale that reinforces a distinctive subtropical character of low rise, low density buildings set in green landscaped areas;
  - b) development for a dwelling house is of a height, bulk, scale and form which is compatible with the low density detached housing suburban identity of the Low Density Residential Zone;
  - c) development for a dwelling house occurs on appropriately sized and configured lots, and:
    - i) where not on a rear lot, has a minimum lot size of 400m<sup>2</sup>;

- ii) where on a rear lot, has a minimum lot size of 600m<sup>2</sup>;
- iii) maintains a block pattern that accommodates traditional backyards and large trees;
- d) development supports a subtropical character by ensuring that a dwelling house on a small lot is of a size and scale that minimises negative impacts on amenity and private open space of other dwellings by maintaining access to sunlight, daylight and privacy;
- e) development of a dwelling house on a small lot comprising a new premises or an increase in gross floor area of an existing premises is located within a defined building envelope that:
  - i) provides safety from fire hazards;
  - ii) maximises the retention of backyard spaces as private landscaped space;
  - iii) avoids overbearing development involving bulk or setback which is inconsistent with the character of a dwelling house on an adjoining lot;
- f) 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.

### Response

The proposal relates to a multiple dwelling which will have a form and scale which will help to reinforce the distinctive subtropical character of low rise, low density buildings set in green landscaped areas. This multiple dwelling will respond to land constraints, mitigate adverse impacts on environmental values and address other specific characteristics, as identified by overlays and codes applicable to the proposal.

### 8.1.2 Multiple Dwelling Code

#### Performance Outcomes and Acceptable Outcomes

Performance Outcomes	Acceptable Outcomes	Compliance
<b>Site area and frontage</b>		
<p><b>PO1</b></p> <p>Development has a site area and frontage width that is sufficient to:</p> <ul style="list-style-type: none"> <li>(a) accommodate the scale and form of multiple dwelling buildings considering site features such as heritage or character buildings and slope;</li> <li>(b) deliver useable communal open space areas and private open spaces;</li> <li>(c) achieve viable areas of deep planting and landscaping to retain significant vegetation and protect or establish large subtropical shade trees;</li> <li>(d) achieve safe and convenient vehicle access to the site;</li> <li>(e) accommodate on-site parking and vehicle manoeuvring for residents, visitors and service providers;</li> <li>(f) accommodate the location and size requirements of service authorities and site services to minimise adverse visual and amenity impacts on neighbours and the streetscape;</li> <li>(g) minimise the impact of new driveways on the streetscape.</li> </ul>	<p><b>AO1</b></p> <p>Development has a site area and frontage width that meets the minimum requirements set out in:</p> <ul style="list-style-type: none"> <li>(a) a neighbourhood plan; or</li> <li>(b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.14.3.B.</li> </ul> <p>Note—The site frontage is measured at the property line on the primary road boundary.</p>	<p>The site has existing use rights for a multiple dwelling.</p>
<p><b>PO2</b></p> <p>Development in the High density residential zone or Medium density residential zone does not isolate or negatively impact on the potential for adjoining sites</p>	<p><b>AO2</b></p> <p>Development in the High density residential zone or the Medium density residential zone ensures that the site area and frontage width of an adjoining site in</p>	<p>The site is not located within the stipulated zones.</p>

<p>to develop to a scale and intensity envisaged for the zone or neighbourhood plan area.</p> <p>Note—An indicative concept plan that demonstrates compliant development can be achieved on the adjoining site may be required to demonstrate achievement of this outcome.</p>	<p>the High density residential zone or the Medium density residential zone meets the minimum requirements set out in:</p> <p>(a) a neighbourhood plan; or</p> <p>(b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.14.3.B.</p>	
<b>Building design and appearance</b>		
<p><b>PO3</b></p> <p>Development height, bulk and scale, siting and layout ensures that:</p> <p>(a) building height is consistent with the intended form and character of the local area including the predominant height of existing or approved buildings in the street;</p> <p>(b) where building height is greater than the acceptable outcome for building height on sites adjoining or opposite the subject site, the development sensitively reduces height towards site boundaries to a compatible scale;</p> <p>(c) impacts on residential amenity and privacy from overlooking, visual dominance and overshadowing are minimised and adequate levels of natural light and breezes are maintained to habitable rooms, private and communal open space for both the development and residences on adjoining and nearby sites;</p> <p>(d) sufficient visual and acoustic privacy is achieved between dwellings without reliance on screening;</p> <p>(e) the development is consistent with the setback pattern and contributes to the character of the streetscape;</p>	<p><b>A03</b></p> <p>Development is contained within the building envelope for the site created by applying:</p> <p>(a) the maximum building height in Table 9.3.14.3.B;</p> <p>(b) front, rear and side boundary setback requirements in Table 9.3.14.3.C;</p> <p>(c) car parking boundary setback requirements in Table 9.3.14.3.E;</p> <p>(d) building separation requirements in Table 9.3.14.3.F;</p> <p>(e) building height transitions specified in Table 9.3.14.3.I where applicable;</p> <p>(f) acceptable outcomes for deep planting and landscaping areas.</p> <p>Refer to Figure b and Figure c.</p> <p>Note—This acceptable outcome can be demonstrated by the preparation of a building envelope plan, elevations and sections.</p>	<p>The proposal will include a building height which will be consistent with the intended form and character of the local area – particularly in regard to the predominant height of existing/approved buildings in the street. This is evidenced by the streetscape analysis included in the attached architectural plans which shows the building height of the proposal will not be significantly more than say the building height of the existing dwelling house four doors down at 18-20 Waite Street. In line with this, the proposal will sensitively reduce height towards site boundaries to a compatible scale – noting that there is no adjoining dwelling house along Waite Street to the east, while to the west, the building height of the proposal will not exceed the maximum ‘allowable’ 9.5 metres.</p> <p>Further to this, the proposal will include setbacks which will comply with Tables 9.3.14.3.C and 9.3.14.3.E i.e. a front boundary balcony/car park setback of four metres, a front boundary wall setback of six metres, a rear boundary wall/car park setback of six metres and side boundary setbacks of at least 2.5 metres.</p>

<p>(f) adequate landscape buffering is achieved, including the retention and provision of large subtropical shade trees in deep planting areas.</p>		<p>Beyond this, the proposal will include building separation distances and building height transitions which will not only minimise impacts on residential amenity and privacy from overlooking, visual dominance and overshadowing, but maintain adequate levels of natural light and breezes to habitable rooms and private/communal open space areas both onsite and on adjoining sites. In line with this, the proposal will include sufficient visual/acoustic privacy between dwellings without reliance on screening <i>and</i> will be consistent with the setback pattern and character of the surrounding streetscape. It will also achieve adequate landscape buffering through the retention and provision of large subtropical shade trees in deep planting areas.</p>
<p><b>PO4</b>                  Development has a building height, scale and form that improves the amenity and achieves the intended outcomes of the zone or neighbourhood plan area, contributes to a cohesive streetscape and built form character and is:</p> <ul style="list-style-type: none"> <li>(a) consistent with the anticipated density and assumed infrastructure demand;</li> <li>(b) aligned to community expectations about the number of storeys to be built, having regard to the intent for the zone precinct and the predominant height of approved buildings in the street;</li> <li>(c) proportionate to and commensurate with the site area and frontage width so as not to be overbearing on the street or adjoining development;</li> <li>(d) designed to avoid a significant and undue adverse amenity impact to adjoining development;</li> <li>(e) sited to enable existing and future buildings to be well separated from each other and to avoid</li> </ul>	<p><b>AO4.1</b>                  Development has a maximum building height that complies with:</p> <ul style="list-style-type: none"> <li>(a) a neighbourhood plan; or</li> <li>(b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.14.3.B.</li> </ul>	<p>The proposal will include a building height, scale and form which will improve amenity and achieve the intended outcomes of the zone. In line with this, the proposal will contribute to a cohesive streetscape and built form character <i>and</i> will be: consistent with the anticipated density and assumed infrastructure demand; aligned to community expectations about the number of storeys to be built, having regard to the intent for the zone and the predominant height of approved buildings in the street; proportionate to and commensurate with the site area and frontage width so as not to be overbearing on the street or adjoining development; designed to avoid a significant and undue adverse amenity impact to adjoining development; sited to enable existing and future buildings to be well separated from each other and to avoid affecting the potential development of adjoining sites; considerate of street conditions, the topography of the area and site slope; designed to maintain significant view points and corridors; and</p>

<p>affecting the potential development of adjoining sites;</p> <p>(f) considerate of street conditions, the topography of the area and site slope;</p> <p>(g) designed to maintain significant view points and corridors;</p> <p>(h) designed and orientated to retain solar access to key public spaces and adjoining buildings.</p>	<p><b>AO4.2</b></p> <p>Development incorporates the building height transition requirements set out in Table 9.3.14.3.I.</p>	<p>designed and orientated to retain solar access to key public spaces and adjoining buildings.</p> <p>The proposal will include a building height, scale and form which will improve amenity and achieve the intended outcomes of the zone. In line with this, the proposal will contribute to a cohesive streetscape and built form character <i>and</i> will be: consistent with the anticipated density and assumed infrastructure demand; aligned to community expectations about the number of storeys to be built, having regard to the intent for the zone and the predominant height of approved buildings in the street; proportionate to and commensurate with the site area and frontage width so as not to be overbearing on the street or adjoining development; designed to avoid a significant and undue adverse amenity impact to adjoining development; sited to enable existing and future buildings to be well separated from each other and to avoid affecting the potential development of adjoining sites; considerate of street conditions, the topography of the area and site slope; designed to maintain significant view points and corridors; and designed and orientated to retain solar access to key public spaces and adjoining buildings.</p>
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<p><b>PO5</b></p> <p>Development for services and related structures, including electricity transformers, fire hydrant and booster assemblies, air conditioning and other mechanical plant, vents, exhausts and refuse and recycling storage areas:</p> <p>(a) are integrated into the development;</p> <p>(b) do not dominate the site frontage;</p> <p>(c) are compatible with the intended streetscape character;</p> <p>(d) ensure adverse amenity impacts to the streetscape and habitable spaces are ameliorated.</p>	<p><b>AO5</b></p> <p>Development ensures that where services and related structures, including electricity transformers, fire hydrants and booster assemblies, air conditioning and other mechanical plant, vents, exhausts and refuse and recycling storage areas, are located within 4 metres of the front boundary:</p> <p>(a) comprise no more than 5m or 10% of the street frontage, whichever is the lesser;</p> <p>(b) are orientated towards the internal driveways or footpaths onsite;</p> <p>(c) are located, screened or landscaped so as not to be visually obtrusive when viewed.</p>	<p>The proposal will include a refuse and recycling area within four metres of the front boundary which will occupy slightly more than 10% of the street frontage, but be less than five metres wide. This area will be orientated towards the internal driveway/footpath onsite and will be located and screened so as not to be visually obtrusive when viewed.</p>
<p><b>PO6</b></p> <p>Development provides a front boundary setback that:</p> <p>(a) defines the street edge;</p> <p>(b) creates a clear threshold and transition from public to private space;</p> <p>(c) assists in achieving visual privacy to ground-floor dwellings from the street;</p> <p>(d) supports the location of balconies for casual surveillance of the street and modulation of the facade;</p> <p>(e) allows for built form and facade articulation that contributes to the streetscape character and landscape;</p> <p>(f) is consistent with the intended streetscape and setback pattern;</p> <p>(g) facilitates landscaping appropriate to soften and screen the built form of the development from the street.</p>	<p><b>AO6</b></p> <p>Development provides setbacks to the primary and secondary frontages that complies with:</p> <p>(a) a neighbourhood plan; or</p> <p>(b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.14.3.C.</p> <p>Note—Roofing of terrace areas on car parking structures are to comply with boundary setback requirements for balconies.</p> <p>Note—Boundary setbacks are also influenced by minimum building separations considering the nature of the wall proposed and the number of openings or balconies.</p>	<p>Further to this, the proposal will include setbacks which will comply with Table 9.3.14.3.C i.e. a front boundary balcony setback of four metres and a front boundary wall setback of six metres.</p>

<p><b>PO7</b>                  Development provides side and rear boundary setbacks that:                  (a) consider future development;                  (b) minimise the impacts of development on the amenity and privacy of future and existing neighbourhood residents;                  (c) support the separation of building to provide visual and acoustic privacy without reliance on screening, and ensure access to natural light, sunlight and breezes;                  (d) contribute to the rhythm and pattern of the streetscape in keeping with the intended neighbourhood character;                  (e) maximise the opportunity to retain significant vegetation and protect or establish large subtropical shade trees in deep-planting areas.</p>	<p><b>A07.1</b>                  Unless greater setbacks are required to achieve adequate building separation, development provides a rear boundary and side boundary setback that complies with:                  (a) a neighbourhood plan; or                  (b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.14.3.C.                  Refer to Figure d.</p>	<p>Further to this, the proposal will include setbacks which will comply with Table 9.3.14.3.C i.e. a rear boundary wall setback of six metres and side boundary setbacks of at least 2.5 metres.</p>
	<p><b>A07.2</b>                  Development ensures that any built to boundary walls located in a zone in the residential zones category are:                  (a) not located along both side boundaries unless in the Low-medium density residential zone, Medium density residential zone or High density residential zone;                  (b) not located along a common boundary with a lot located in the Low density residential zone or Character residential zone;                  (c) for non-habitable rooms or spaces only;                  (d) not located within 1.5m of a habitable room in an adjoining dwelling house where not located in the Medium density residential zone or High density residential zone;                  (e) not located within the front or rear setback;                  (f) where on the side boundaries of a corner lot, located towards the front of the development and separated;                  (g) a maximum height of 3m;</p>	<p>The proposal will not include built to boundary walls.</p>

	<p>(h) low maintenance or constructed of prefinished materials.                  Refer to Figure e.</p>	
	<p><b>A07.3</b>                  Development ensures built to boundary walls:                  (a) have a maximum cumulative length along each side boundary of 15m, where located in the Low-medium density residential zone, Medium density residential zone or High density residential zone; or                  (b) have a maximum cumulative length of 9m, where permitted in the Infill housing zone precinct of the Character residential zone; or                  (c) do not exceed the length of an abutting and lawfully constructed built to boundary wall on an adjoining lot.</p>	<p>The proposal will not include built to boundary walls.</p>
<p><b>PO8</b>                  Development ensures that the proportion of buildings to open space and landscaping on a site:                  (a) is consistent with the intended form, character and intensity of the local area and immediate streetscape;                  (b) facilities modulation and articulation of the building form;                  (c) supports residential amenity for occupants and adjoining properties;                  (d) supports private outdoor subtropical living;                  (e) provides for well-located and functional communal open space areas;                  (f) provides for deep planting areas to retain significant vegetation and protect or establish large subtropical shade trees.</p>	<p><b>A08</b>                  Development has:                  (a) a building footprint within the building envelope;                  (b) a maximum site cover that:                  (i) complies with the requirements set out in a neighbourhood plan; or                  (ii) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan:                  (A) where in the Medium density residential zone, Low-medium density residential zone, the Infill housing zone precinct of the Character residential zone or Low density residential zone, is 45%; or                  (B) where in the High density residential zone, is 40%.</p>	<p>The proposal will include a building footprint within the 'allowable' building envelope and will have a site cover less than 45%.</p>

<p><b>PO9</b></p> <p>Development balances the height and footprint of the building, providing modulation and variation in the facades horizontal and vertical profiles that:</p> <p>(a) reduces the appearances of bulk through changes in building depth, length and articulated form;</p> <p>(b) maintains a human scale and is consistent with the form and character intent of the neighbourhood and street;</p> <p>(c) supports residential amenity to occupants and adjoining properties, including access to natural light and breezes;</p> <p>(d) provides opportunities for dual aspect dwellings;</p> <p>(e) incorporates changes in material, finish or texture at regular intervals;</p> <p>(f) provides expressive shadow casting elements;</p> <p>(g) provides opportunities for useable and functional open space.</p> <p>Refer to Figure i.</p>	<p><b>AO9.1</b></p> <p>Development where in the Medium density residential zone, Low-medium density residential zone, in the Infill housing zone precinct of the Character residential zone or Low density residential zone, the maximum length of a wall in any direction is 30m with substantial articulation provided every 15m.</p> <p>Note—Substantial articulation is a full building separation of 6m or a change in building line of plus or minus 2m for a length not less than 5m.</p>	<p>The proposal will include substantial articulation every 15 metres of an external wall.</p>
	<p><b>AO9.2</b></p> <p>Development where in the High density residential zone, the maximum length of a wall in any direction is 50m with substantial articulation provided every 15m.</p> <p>Note—Substantial articulation is a full building separation of 6m or a change in building line of plus or minus 2m for a length not less than 5m.</p>	<p>The site is not located within the stipulated zone.</p>
	<p><b>AO9.3</b></p> <p>Development incorporates the following design elements:</p> <p>(a) balconies, verandas or terraces on each level;</p> <p>(b) variation in the treatment and patterning of windows to bring visual interest and activation to each facade;</p> <p>(c) variation in building form, materials, colours, textures and finishes to articulate finer scale architectural features and building elements such as party walls and slab edges;</p> <p>(d) recessions and projections in the roof and wall plane, such as steps, slopes or splays which cast shadows.</p> <p>Refer to Figure l, Figure m and Figure n.</p>	<p>The proposal will include: balconies on each level (bar the ground car park level); variation in the treatment and patterning of windows to bring visual interest and activation to each facade; variation in building form, materials, colours, textures and finishes to articulate finer scale architectural features and building elements such as party walls and slab edges; and recessions and projections in the roof and wall plane, such as steps, slopes or splays which will cast shadows.</p>

	<p><b>AO9.4</b>                  Development of the first 3 storeys of the building includes:                  (a) balconies and outdoor living areas orientated to the street or public realm;                  (b) expression and promotion of pedestrian entries;                  (c) elements of a finer scale than the buildings main structure framing such as party walls and slab edges;                  (d) recesses in built form to allow natural light to access habitable rooms within the building.                  Refer to Figure j, Figure k and Figure l.</p>	<p>The proposal will include: balconies and outdoor living areas orientated to the street or public realm; expression and promotion of pedestrian entries; elements of a finer scale than the building’s main structure framing such as party walls and slab edges; and recesses in built form to allow natural light to access habitable rooms within the building.</p>
<p><b>PO10</b>                  Development for rooftops and building caps:                  (a) is contextually and climatically appropriate in form;                  (b) reduces the bulk and scale of development when viewed from the street;                  (c) is responsive to orientation and solar access;                  (d) is attractive and not marred by plant and equipment.</p>	<p><b>AO10.1</b>                  Development provides building caps and rooftops which:                  (a) contribute to the architectural distinction of the building and roofs;                  (b) include interesting forms created through pitches, gables, skillions or other features;                  (c) provides opportunity for landscaping, alternative water sources, solar energy and communal open space area.                  Refer to Figure m and Figure n.</p>	<p>The proposal will include a building cap/rooftop which will: contribute to the architectural distinction of the building; include interesting forms created through pitches and other features; and provide opportunities for alternative water sources and solar energy.</p>
	<p><b>AO10.2</b>                  Development for rooftop service structures, lift motor rooms and mechanical plant and equipment is:                  (a) designed as an architectural feature of the building;                  (b) incorporated into the roof form;                  (c) designed to enable future inclusion of plant and equipment such as telecommunications facilities in an unobtrusive manner;</p>	<p>The proposal will not include rooftop service structures, lift motor rooms or mechanical plant and equipment.</p>

	(d) visually and acoustically screened from any communal open space on the rooftop.	
<p><b>PO11</b></p> <p>Development provides a building that must define the street edge and reinforce the desired character of the neighbourhood through:</p> <p>(a) orientation to the street;</p> <p>(b) front boundary setback;</p> <p>(c) balconies and windows to provide overlooking and casual surveillance;</p> <p>(d) building entrances;</p> <p>(e) the treatment of retaining walls or basement car parking edges.</p> <p>Refer to Figure r and Figure u.</p>	<p><b>AO11.1</b></p> <p>Development provides a building front elevation that is parallel or nearly parallel to the street frontage.</p>	The proposal will include a front elevation which will be parallel to the street frontage.
	<p><b>AO11.2</b></p> <p>Unless required to achieve landscaping and streetscape outcomes, development provides a building that is not set back further than 2m beyond the minimum required street front setback.</p>	The proposal will include setbacks which will comply with Table 9.3.14.3.C i.e. a front boundary balcony setback of four metres and a front boundary wall setback of six metres.
	<p><b>AO11.3</b></p> <p>Development provides balconies and windows from the primary living area that face and overlook the street or public space.</p>	The proposal will include balconies and windows from primary living areas which will face/overlook the street and public spaces.
<p><b>PO12</b></p> <p>Development provides an entrance that must define the threshold between public and private space and provide:</p> <p>(a) safe, secure and convenient access to the site for residents and visitors;</p> <p>(b) a sufficiently scaled and sheltered entry and meeting space;</p> <p>(c) clear building signage and numbering for emergency access;</p> <p>(d) lighting to ensure the safety of residents and visitors whilst not causing undue nuisance to adjoining premises;</p> <p>(e) conveniently located mailboxes;</p> <p>(f) individual entrances to ground storey dwellings provide for a varied streetscape.</p>	<p><b>AO12.1</b></p> <p>Development of a small-scale multiple dwelling of 5 or fewer dwellings in attached form, such as townhouses, ensures access to the front door of each dwelling is at the ground storey and clearly identifiable and visible from the public street or internal driveway.</p>	The proposal does not relate to a small-scale multiple dwelling of five or fewer dwellings.
	<p><b>AO12.2</b></p> <p>Development where not a small-scale multiple dwelling of 5 or less dwellings, provides at least one prominent pedestrian entry that connects a foyer or building entry directly with the public verge, is separated from the vehicle entry and includes:</p> <p>(a) entry and waiting space off the footpath;</p> <p>(b) shelter;</p> <p>(c) lighting in accordance with Category P3 of the AS/NZS 1158.3.1:2005 Lighting for roads and public spaces and complying with Table 2.1 - Illuminance in</p>	The proposal will include a prominent pedestrian entry which will connect the building's entry foyer directly with the public verge. This entry will be delineated from the vehicle entry and include appropriate shelter and lighting which will comply with the relevant Australian standard. Meanwhile, mailboxes will be provided adjacent to this entry.

	<p>the vertical plane of AS 4282-1997 Control of the obtrusive effects of outdoor lighting;                  (d) mailboxes.                  Refer to Figure s.</p>	
	<p><b>AO12.3</b>                  Development provides direct entry from the street for ground storey dwellings adjacent to the street front and ensures that:                  (a) any steps are set back a minimum of 1m from the front boundary and perpendicular to the boundary;                  (b) retaining walls step to the street level and provide a transition from private outdoor space and the street level;                  (c) lighting is provided in accordance with Category P3 of the AS/NZS 1158.3.1:2005 Lighting for roads and public spaces and complying with Table 2.1 - Illuminance in the vertical plane of AS 4282-1997 Control of the obtrusive effects of outdoor lighting;                  (d) street numbering is provided to support visitor and emergency access.                  Refer to Figure t.</p>	<p>The proposal will not include ground storey dwellings.</p>
<b>Safety, privacy and amenity</b>		
<p><b>PO13</b>                  If:                  (a) identified in a neighbourhood plan as a building height transition; or                  (b) in the High density residential zone or the Medium density residential zone and sharing a common boundary with, or located fronting a minor road that is opposite, premises in the Low–medium density residential zone, Low density residential zone or Character residential zone.</p>	<p><b>AO13.1</b>                  Where identified in a neighbourhood plan, development provides a building height transition which ensures that buildings and structures comply with the requirements specified in the neighbourhood plan.</p>	<p>The site is not located within a neighbourhood plan area.</p>
	<p><b>AO13.2</b>                  Where no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, development in the high density or medium</p>	<p>The site is not located within the stipulated zones.</p>

<p>Development provides a transitional built form which protects the amenity of lower density residential areas by:</p> <ul style="list-style-type: none"> <li>(a) stepping down in height and scale;</li> <li>(b) heavily landscaping interface area;</li> <li>(c) minimising impacts including overlooking and visual dominance through building articulation;</li> <li>(d) maintaining adequate levels of natural ventilation and light penetration to habitable rooms and private open space;</li> <li>(e) avoiding large blank walls on steeply sloping sites.</li> </ul>	<p>density residential zones provides a building height transition that complies with the requirements specified in Table 9.3.14.3.I.</p> <p>Refer to Figure f.</p>	
<p><b>PO14</b></p> <p>Development separates buildings from existing or future buildings within a site or on an adjoining site to:</p> <ul style="list-style-type: none"> <li>(a) be consistent with the form and character intent for the local area;</li> <li>(b) protect residential amenity including access to natural light, sunlight and breeze;</li> <li>(c) provide visual privacy to reduce the need for fixed screening.</li> </ul>	<p><b>AO14.1</b></p> <p>Development provides building placement and design that:</p> <ul style="list-style-type: none"> <li>(a) complies with Table 9.3.14.3.F; or</li> <li>(b) positions the primary balcony or private open space to face the street frontage or rear boundary or adjoining public open space;</li> <li>(c) offsets balconies or habitable rooms so that they are positioned outside the cone of vision of existing or approved habitable rooms or outdoor spaces.</li> </ul> <p>Refer to Figure g and Figure h.</p> <p>Note—This is demonstrated by a site context plan that includes adjoining and adjacent buildings (including habitable rooms) and strategies to address separation issues.</p> <p>Note— Considered site planning and design and strategies such as offsetting balconies, the location of private space, selective screening or other design elements can reduce building separation requirements.</p>	<p>The proposal will separate buildings from existing or future buildings within a site or on an adjoining site to: be consistent with the form and character intent for the local area; protect residential amenity including access to natural light, sunlight and breeze; and provide visual privacy to reduce the need for fixed screening. In line with this, it is important to note that private open space areas will be orientated towards public open space areas, while habitable room windows will be positioned outside the cone of vision of existing or approved habitable rooms or outdoor spaces.</p>
	<p><b>AO14.2</b></p> <p>Development with a secondary private open space or balcony used for drying or services is located to the side boundary with fixed screens.</p>	<p>The proposal will not include secondary private open space areas/balconies.</p>

<p><b>PO15</b></p> <p>Development of a building 8 storeys and over ensures that the design mitigates the impacts of ground-level wind acceleration to ensure safe and amenable environment for pedestrians and building occupants.</p> <p>Note—Where building height exceeds 15 storeys, a wind impacts report prepared by a suitably qualified professional is required to be submitted to demonstrate achievement of the above outcome.</p>	<p><b>AO15</b></p> <p>Development with a building between 8 storeys and 15 storeys provides wind mitigation that uses at least 2 of the following strategies:</p> <p>(a) building orientation, plan shape, massing and facade articulation to avoid tall and wide facades that face prevailing winds;</p> <p>(b) a podium and tower building form with tower set back at least 10m from all streets above the podium level to deflect wind downdrafts from penetrating to street level;</p> <p>(c) canopies, roof structures and awnings to protect pedestrians and building occupants at ground and podium levels;</p> <p>(d) trellis structures and a dense network of trees onsite at ground or podium level.</p> <p>Note—No acceptable outcome is prescribed for a development if more than 15 storeys in height.</p> <p>Note—Where a podium provides for unroofed private or communal open space areas, a wind impact report prepared by a suitably qualified professional may be required to justify appropriate wind mitigation measures to ensure the safety of residents and visitors of the building.</p>	<p>The proposal will not include a building height between eight and fifteen storeys.</p>
<p><b>PO16</b></p> <p>Development provides screening and partial enclosure of balconies to:</p> <p>(a) balance the privacy needs of neighbouring dwellings with the comfort of building occupants;</p> <p>(b) ensure buildings are subtropical and climatically responsive;</p> <p>(c) reduce the appearance of excessive bulk;</p> <p>(d) provide opportunities for passive surveillance of the street or public spaces.</p>	<p><b>AO16.1</b></p> <p>Development where providing balconies with solid balustrades on the street frontage or visible from public space, limits solid balustrading to a maximum of:</p> <p>(a) 50% of the balconies on the first 3 storeys;</p> <p>(b) 25% on the 4th storey and above.</p> <p>Refer to Figure w.</p>	<p>The proposal will not include solid balustrading.</p>

<p>Note—Balconies use a combination of solid balustrades, operable screens and lightweight materials to provide a balance of privacy and engagement with the street and other public spaces.</p>	<p><b>AO16.2</b>                  Development where providing solid walls or fixed screening to balconies limits the walls and screening to:</p> <ul style="list-style-type: none"> <li>(a) the side directly adjoining another balcony or private open space within the same building;</li> <li>(b) a maximum of 20% or 1.0m of 1 external face, whichever is lesser, to screen utilities or private clothes lines;</li> <li>(c) the full extent of a secondary balcony on a side elevation where for utilities or services.</li> </ul> <p>Note—This excludes solid balustrades or screening where provided to reduce amenity or privacy impacts to nearby dwellings.</p>	<p>The proposal will include fixed screening on balconies where directly adjoining another balcony within the same building.</p>
	<p><b>AO16.3</b>                  Development where providing operable, moveable or adjustable screening of balconies, limits the screening to a maximum of:</p> <ul style="list-style-type: none"> <li>(a) 60% of the front side or rear boundary balconies to achieve visual privacy to an existing dwelling within 9m;</li> <li>(b) 100% of west-facing primary balconies.</li> </ul> <p>Refer to Figure w.</p>	<p>The proposal will not include operable, moveable or adjustable screening on balconies.</p>
<p><b>PO17</b>                  Development must minimise direct overlooking between buildings through appropriate building layout, location and the design of windows and balconies or screening devices.</p> <p>Note—Siting and building separation is used to minimise privacy screening requirements.</p>	<p><b>AO17.1</b>                  Development where the dwelling is located within 2m at ground storey or 9m above ground storey of a habitable room window or private open space of an existing dwelling house, ensures habitable rooms and any private outdoor spaces have:</p> <ul style="list-style-type: none"> <li>(a) an offset from the habitable room or private open space of the existing dwelling to limit direct outlook;</li> </ul> <p>or</p>	<p>The proposal will include measures to minimise direct overlooking between buildings through appropriate building layout, location, the design of windows/balconies and screening devices.</p>

	<p>(b) sill heights a minimum of 1.5m above floor level; or                  (c) fixed obscure glazing in any part of the window below 1.5m above floor level; or                  (d) fixed external screens; or                  (e) in the case of screening for a ground floor level, fencing to a minimum 1.8m above the ground storey floor level.                  Refer to Figure h.</p>	
	<p><b>AO17.2</b>                  Development where a direct view is available from balconies, terraces, decks or roof decks into windows of habitable rooms, balconies, terraces or decks in an adjacent existing dwelling house, is screened from floor level to a height above 1.5m above floor level.</p>	<p>The proposal will include balconies which will not have direct views in adjacent existing dwelling houses.</p>
	<p><b>AO17.3</b>                  Development provides screening devices that are solid translucent screens, perforated or slatted panels or fixed louvres that have a maximum of 25% openings, with a maximum opening dimension of 50mm, and that are permanently fixed and durable.                  Note—The screening device is offset a minimum of 0.3m from the wall around any window.                  Note—Screening devices may be hinged or otherwise attached to facilitate emergency egress.</p>	<p>The proposal will include fixed, durable screening devices comprising slatted panels which will have a maximum 25% opening with a maximum opening distance of 50mm.</p>
<p><b>PO38</b>                  Development minimises light nuisance to residents and adjoining premises whilst maintaining safety of publicly accessible areas of the development.</p>	<p><b>AO18</b>                  Development of outdoor lighting is in compliance with AS 4282-1997 Control of the obtrusive effects of outdoor lighting                  Note—This includes outdoor lighting to communal open spaces on the roof.</p>	<p>The proposal will include outdoor lighting which will comply with the relevant Australian standard.</p>

<p><b>PO19</b></p> <p>Development for a building must not incorporate any type of glass or other surface likely to reflect specular rays that could create undue nuisance, discomfort or hazard to the surrounding locality.</p>	<p><b>AO19</b></p> <p>Where development incorporates reflective glass material, it is to have:</p> <p>(a) a level of light reflectivity of not greater than 20%;                  (b) a level of heat transmission of not less than 20%.</p>	<p>The proposal will include glass which will have a light reflectivity level not greater than 20% and heat transmission level not less than 20%.</p>
<p><b>PO20</b></p> <p>Development is located, designed and constructed to achieve the:</p> <p>(a) air quality (planning) criteria in Table 9.3.14.3.G;                  (b) odour criteria in Table 9.3.14.3.H.</p> <p>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.</p>	<p><b>AO20.1</b></p> <p>Development in a zone in the centre zones category or the Mixed use zone, including any outdoor air intakes for the development, is separated from:</p> <p>(a) exhaust vent outlets of premises where food or cooking odour is released, by a minimum of 6m;                  (b) exhaust vent outlets from car parks or bus stations, by a minimum of 15m.</p>	<p>The site is not located within the stipulated zones.</p>
	<p><b>AO20.2</b></p> <p>Development is located no closer than 150m to a spray painting workshop.</p> <p>Note—This distance is to be measured between the building containing the spray painting workshop and the property boundary of the sensitive use.</p>	<p>The site is not located within 150 metres of a spray painting workshop.</p>
<p><b>PO21</b></p> <p>Development in a zone in the centre zones category or the Mixed use zone must:</p> <p>(a) be located, designed and constructed to protect bedrooms and other habitable rooms from exposure to noise arising from non-residential activities outside the building;                  (b) be designed and constructed to achieve a minimum reduction in sound pressure level between the exterior of the building and the bedrooms or indoor primary living areas of 30dBA.</p> <p>Note—A noise impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can</p>	<p><b>AO21</b></p> <p>Development in a zone in the centre zones category or the Mixed use zone has a minimum acoustic performance of:</p> <p>(a) Rw 35 for glazing (windows and doors) where total area of glazing is greater than 1.8m<sup>2</sup>;                  (b) Rw 32 for glazing (windows and doors) where total area of glazing is less than or equal to 1.8m<sup>2</sup>.</p>	<p>The site is not located within the stipulated zones.</p>

<p>assist in demonstrating achievement of this performance outcome.</p> <p>Note—Site-specific criteria will be identified in a neighbourhood plan for sites within a Special Entertainment Precinct Area or within the Transport noise corridor overlay.</p>		
<p><b>PO22</b></p> <p>Development that includes mechanical plant (including air-conditioning plant, heat pumps and swimming pool pumps) ensures it is located, designed and attenuated to achieve the following criteria:</p> <ul style="list-style-type: none"> <li>- <math>L_{Aeq,adj,T}</math> emitted from mechanical plant is not greater than the rating background level plus 3 at a sensitive use not associated with the development.</li> </ul> <p>Note—</p> <p>Where T is</p> <ul style="list-style-type: none"> <li>- Day (7am to 6pm): 11hr,</li> <li>- Evening (6pm to 10pm): 4hr,</li> <li>- Night (10pm to 7am): 9hr.</li> </ul> <p>Where—</p> <ul style="list-style-type: none"> <li>- <math>L_{Aeq,adj,T}</math> is the A-weighted equivalent continuous sound pressure level during measurement time T, adjusted for tonal and impulsive noise characteristics, determined in accordance with the methodology described in the Noise impact assessment planning scheme policy.</li> <li>- The rating background level is determined in accordance with the methodology described in the Noise impact assessment planning scheme policy.</li> </ul> <p>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.</p>	<p><b>AO22</b></p> <p>Development ensures mechanical plant is acoustically screened from nearby sensitive uses.</p>	<p>The proposal will include mechanical plant which will be acoustically screened from nearby sensitive uses.</p>
<p><b>PO23</b></p>	<p><b>AO23</b></p>	

<p>Development must create a safe environment by incorporating the key elements of crime prevention through environmental design in its layout, building or structure design and landscaping by:</p> <p>(a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets, and communal areas;</p> <p>(b) defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings;</p> <p>(c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages;</p> <p>(d) ensuring publicly accessible areas such as car parks, pathways, public toilets, and communal areas are well lit;</p> <p>(e) including way-finding cues;</p> <p>(f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs, communal areas.</p> <p>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.</p>	<p>No acceptable outcome prescribed.</p>	<p>The proposal will include key CPTED measures in order to ensure a safe and secure development.</p>
<p><b>PO24</b></p> <p>Development incorporates graffiti and vandalism prevention techniques in its layout, building or structure design and landscaping, by:</p> <p>(a) denying access to potential canvas through access control techniques;</p> <p>(b) reducing potential canvases through canvas reduction techniques;</p>	<p><b>AO24</b></p> <p>No acceptable outcome prescribed.</p>	<p>The proposal will include key CPTED measures in order to ensure a safe and secure development.</p>

<p>(c) ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques.</p> <p>Note—For guidance on graffiti and vandalism prevention techniques refer to the Graffiti prevention planning scheme policy.</p>		
<p><b>PO25</b></p> <p>Development has hours of operation which are controlled so that the use does not detrimentally impact on the amenity of adjoining residents.</p>	<p><b>AO25</b></p> <p>Development:</p> <p>(a) for accommodation activities, dwelling unit or emergency services has unlimited hours of operation;</p> <p>(b) for any other use, has hours of operation, including deliveries, which are limited to 6am to 8pm, or as otherwise identified in a neighbourhood plan.</p>	<p>The proposal will include unlimited hours of operation.</p>
<p><b>Subtropical design and landscaping</b></p>		
<p><b>PO26</b></p> <p>Development supports Brisbane's subtropical character and sustainable lifestyle through functional and climatically responsive building design, layout and orientation that:</p> <p>(a) reduces the need for mechanical heating, cooling and lighting;</p> <p>(b) ensures access to sunlight and natural heating, cooling and ventilation for residents;</p> <p>(c) provides protection and relief from the subtropical climate;</p> <p>(d) mitigates the impact of urban heat island.</p>	<p><b>AO26.1</b></p> <p>Development is designed to provide all dwellings with:</p> <p>(a) floor-to-ceiling heights of at least 2.7m;</p> <p>(b) habitable rooms with a minimum of 2 dual aspect windows or openings.</p> <p>Refer to Figure o and Figure p.</p>	<p>The proposal will support Brisbane's subtropical character and sustainable lifestyle through functional and climatically responsive building design, layout and orientation which will: reduce the need for mechanical heating, cooling and lighting; ensure access to sunlight and natural heating, cooling and ventilation for residents; provide protection and relief from the subtropical climate; and mitigates the impact of urban heat island. In line with this, it is important to note the proposal will be required to meet energy efficiency requirements under the National Construction Code as part of the required building approval (BA).</p>

	<p><b>AO26.2</b></p> <p>Development includes:</p> <p>(a) weather protection and sun shading to all external doors and windows to habitable rooms;</p> <p>(b) deep recesses, eaves and sun-shading devices on the north-facing building facades;</p> <p>(c) extensively shaded west-facing building facades using building and landscape elements such as adjustable screens, awnings or pergolas, green walls and planting.</p>	<p>The proposal will support Brisbane's subtropical character and sustainable lifestyle through functional and climatically responsive building design, layout and orientation which will: reduce the need for mechanical heating, cooling and lighting; ensure access to sunlight and natural heating, cooling and ventilation for residents; provide protection and relief from the subtropical climate; and mitigates the impact of urban heat island. In line with this, it is important to note the proposal will be required to meet energy efficiency requirements under the National Construction Code as part of the required building approval (BA).</p>
<p><b>PO27</b></p> <p>Development ensures significant vegetation and large subtropical shade trees are retained, or where retention is not possible, compensatory planting is established to balance the bulk, scale and form of the building and provide a subtropical landscape setting including natural shade to mitigate heat island effects.</p> <p>Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy.</p>	<p><b>AO27.1</b></p> <p>Development ensures that the location of new buildings, car parking, driveways, crossovers, retaining walls, filling and excavation, utilities or services will not adversely impact the long-term viability of significant vegetation, including large subtropical shade trees to be retained.</p> <p>Note—Invasive species listed as 'Undesirable plant species' in the Planting species planning scheme policy are not required to be retained unless the tree is a significant, mature and healthy shade tree.</p> <p>Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy.</p>	<p>The proposal will include the retention of all existing vegetation onsite.</p>
	<p><b>AO27.2</b></p> <p>Development provides or retains one tree within the site per 20m of frontage that is capable of growing to a minimum height of 15m at maturity.</p> <p>Note—Landscape design incorporates planting in accordance with the Planting species planning scheme policy.</p> <p>Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy.</p>	<p>The proposal will include at least two trees in the deep planting area along the site's frontage which will be capable of growing to a minimum height of 15 metres at maturity.</p>

	<p><b>AO27.3</b></p> <p>Development provides tree species that are selected and planted to provide a minimum 50% shade cover to a site’s open space within 10 years.</p> <p>Note—Shade cover is to be measured at 12pm on 21 December.</p>	<p>The proposal will include landscaping which will provide a minimum 50% shade cover to a site’s open space within ten years.</p>
<p><b>PO28</b></p> <p>Development provides landscaping that must:</p> <ul style="list-style-type: none"> <li>(a) provide shade to pedestrian pathways;</li> <li>(b) maintained sightlines and support personal safety by allowing for the overlooking of the street and public spaces from the site and balconies;</li> <li>(c) present an integrated landscape, neighbourhood and streetscape character;</li> <li>(d) contribute positively to amenity and the subtropical microclimate of the site, streetscape and public spaces;</li> <li>(e) reduce the appearance of building built and soften built form, driveways and hardstand areas from the street and adjoining properties;</li> <li>(f) contribute to privacy between residences;</li> <li>(g) provide natural shade to mitigate heat island impacts.</li> </ul> <p>Note—This is demonstrated by an overall site landscape concept plan.</p> <p>Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy.</p>	<p><b>AO28.1</b></p> <p>Development provides landscaping within the site along the frontage of the site that consists of:</p> <ul style="list-style-type: none"> <li>(a) a minimum of 1 area of deep planting with a dimension of 4m x 4m;</li> <li>(b) shade and/or rounded canopy trees located to cast a minimum of 50% shade over the adjacent verge within 5 years of planting;</li> <li>(c) a minimum of 50% of frontage length planted for a minimum width of 2m, excluding the driveway crossover and pedestrian access.</li> </ul> <p>Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy.</p> <p>Note—The above requirements do not apply where a front boundary setback of zero metres is required, such as in a zone in the centre zones category or Mixed use zone.</p> <p><b>AO28.2</b></p> <p>Development provides landscaping along side boundaries as follows:</p> <ul style="list-style-type: none"> <li>(a) a minimum of 1.5m wide landscaping for a side boundary excluding the area for built to boundary walls;</li> <li>(b) a minimum of 1.5m wide landscaping for a side boundary where a driveway, or at ground level open parking area, is located adjacent to the boundary.</li> </ul>	<p>The proposal will include a deep planting area along the site’s frontage which will be at least four metres wide by four metres deep <i>and</i> include trees which will cast a minimum of 50% shade over the adjacent verge within five years of planting. Beyond this, at least 50% of the street frontage will feature landscaping of some description – excluding the driveway and pedestrian access.</p> <p>The proposal will include landscaping along side boundaries which will: present an integrated landscape, neighbourhood and streetscape character; contribute positively to amenity and the subtropical microclimate of the site, streetscape and public spaces; reduce the appearance of building bulk and soften built form, driveways and hardstand areas from the street and adjoining properties; contribute to privacy between residences; and provide natural shade to mitigate heat island impacts.</p>

<p><b>PO29</b></p> <p>Development provides deep planting areas that:</p> <p>(a) are of sufficient size and dimension to contain large subtropical shade tree species;</p> <p>(b) are maintained exclusively for landscaping, with no underground development or infrastructure;</p> <p>(c) are open to the sky with access to light and rainfall into the natural ground;</p> <p>(d) are planted with subtropical tree species that at maturity are complementary in scale and height to the building form and respond to the site location and design needs;</p> <p>(e) soften the impact of building and hardstand areas and reduces impervious areas to improve stormwater;</p> <p>(f) provides natural shade to mitigate heat island effects;</p> <p>(g) provides informal recreation spaces that are easily accessible for building occupants;</p> <p>(h) is located to retain and protect existing site features such as significant vegetation or grouped with deep-planted areas on adjacent sites to maximise contiguous areas of deep planting.</p>	<p><b>AO29.1</b></p> <p>Development locates deep-planting areas:</p> <p>(a) to protect existing significant vegetation including large subtropical shade trees;</p> <p>(b) to provide an opportunity for the co-location of deep soil plants and large subtropical shade trees within the street or on adjoining premises;</p> <p>(c) within the front or rear set back to soften the built form for the street and adjoining premises.</p> <p>Note—In regards to (c) above, deep planting is not required within the front setback where a front boundary setback of zero metres is required, such as in a zone in the centre zones category or Mixed use zone.</p>	<p>The proposal will include a deep planting area in the front setback which will soften the building bulk when viewed from the street and adjoining premises. This deep planting area will provide an opportunity for the co-location of deep soil plants and large subtropical shade trees within the street. While this deep planting area will not protect existing vegetation, the proposal will include the retention of all existing vegetation onsite.</p>
	<p><b>AO29.2</b></p> <p>Development provides deep-planting areas that are:</p> <p>(a) a minimum of 10% of the site area;</p> <p>(b) a minimum unobstructed dimension of 4m in any direction;</p> <p>(c) able to accommodate trees planted in natural ground;</p> <p>(d) 100% open to the sky;</p> <p>(e) can be accessed for maintenance purposes.</p>	<p>The proposal will include a deep planting area which will: have an unobstructed dimension of four metres in any direction; accommodate trees planted in natural ground; be 100% open to the sky; be capable of being accessed for maintenance purposes. While this deep planting area will not be a minimum 10% of the site area, the fact that all existing vegetation, etc. within the easement area will be retained i.e. almost 50% of the site will effectively be a deep planting area means the proposal will achieve an appropriate outcome onsite.</p>
	<p><b>AO29.3</b></p> <p>Where there are no existing large subtropical shade trees on the site, development provides trees in the deep-planting areas which:</p> <p>(a) are capable of growing to a minimum canopy diameter of 5m and a minimum height of 5m within 5 years of planting;</p>	<p>The proposal will include a deep planting area with subtropical tree species which will be capable of growing to a minimum canopy diameter of five metres and a minimum height of five metres within five years of planting.</p>

	<p>(b) are subtropical tree species consistent with the Planting species planning scheme policy.</p> <p>Note—Tree species should be chosen to respond to particular site location or design needs. Where site circumstances permit, tree species that are complementary in scale and height to the building form should be selected. Tree height and canopy spread will be dependent on species.</p>	
	<p><b>AO29.4</b></p> <p>Development ensures that deep-planting areas are exclusively for landscaping and do not contain:</p> <p>(a) vehicle driveways, manoeuvring or hardstand areas and pedestrian paths;</p> <p>(b) surface structures and infrastructure such as water conservation services, refuse storage areas, fire hydrants or boosters, electrical transformers or other utilities;</p> <p>(c) sub-surface structures or infrastructure such as piping, bioretention pits, basement car parking structures.</p>	<p>The proposal will include a deep planting area which will be used exclusive for landscaping. This area will not contain: vehicle driveways, manoeuvring/hardstand areas or pedestrian paths; surface structures or infrastructure such as water conservation services, refuse storage areas, fire hydrants or boosters, electrical transformers or other utilities; or sub-surface structures or infrastructure such as piping, bioretention pits or basement car parking structures.</p>
<p><b>Private and communal open space</b></p>		
<p><b>PO30</b></p> <p>Development provides communal space that must be designed to provide:</p> <p>(a) residents with passive and active recreation opportunities;</p> <p>(b) a pleasant outlook for residents and maximise opportunities for shared views or access to viewing points;</p> <p>(c) opportunity for a range of uses and flexible use.</p>	<p><b>AO30.1</b></p> <p>Development consisting of 10 or more dwellings provides communal open space, that is clearly distinguished from deep planting areas and private open space, and:</p> <p>(a) is a minimum of 5% or 40m<sup>2</sup> of the site area, whichever is greater;</p> <p>(b) is one consolidated useable space, or where exceeding 100m<sup>2</sup>, two separate useable areas within the site;</p> <p>(c) is a minimum 50% open to the sky;</p> <p>(d) is a minimum of 25% landscaping;</p>	<p>The proposal will include ten or more dwellings and in turn, will not require a communal open space area.</p>

	<p>(e) is a minimum of 25% shaded by trees within 5 years;</p> <p>(f) is a maximum 25% as internal dedicated created space;</p> <p>(g) is designed to provide a range of recreational facilities such as seating, barbeque, swimming pool and vegetable gardens;</p> <p>(h) incorporates a flat paved or grassed area with a minimum dimension of 5m in any direction.</p> <p>Note—Deep planting areas can be located within communal open space. However, the minimum site percentage requirements for communal open space and deep planting must be calculated separately.</p> <p>Note—In regards to (b) above, one space may be provided on ground as a swimming pool and barbeque area with substantial landscaping, and another on the roof to take advantage of views.</p> <p>Note—Internal spaces may include a gymnasium, movie room or entertainment room.</p> <p>Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy.</p>	
	<p><b>AO30.2</b></p> <p>Development ensures that communal outdoor space areas do not contain:</p> <p>(a) vehicle driveways, manoeuvring or hardstand areas; or</p> <p>(b) surface structures and infrastructure such as rainwater tanks, transformers and water boosters.</p> <p>Note—Bioretention areas can form part of communal open space provided it is designed as a component of the landscape area but not any area of deep planting. Lightweight shade structures such as pergolas are able to be located within communal open space.</p>	<p>The proposal will include ten or more dwellings and in turn, will not require a communal open space area.</p>

<p><b>PO31</b></p> <p>Development must provide attractive and functional private open space for residents that:</p> <p>(a) is appropriately sized and located to enhance amenity and liveability for residents;</p> <p>(b) is designed to be functional for the use of the possible number of residents in each dwelling;</p> <p>(c) is designed to contribute to the form and detail of the building.</p> <p>Note—Private open space can be provided on ground, on balconies or in a structure over a platform, basement and on rooftops.</p>	<p><b>AO31.1</b></p> <p>Development provides private open space which comprises:</p> <p>(a) for ground storey dwellings, a minimum area of 35m<sup>2</sup> with a minimum dimension of 3m;</p> <p>(b) for dwellings above ground storey, a balcony with a minimum area of 12m<sup>2</sup> and a minimum dimension of 3m.</p> <p>Note—The measurement of minimum private open space requirements must be clear of utilities such as hot water systems, air-conditioning units, rainwater tanks, bicycle parking, fire hydrants or other utilities, as well as areas required for deep planting and communal open space.</p>	<p>The proposal will include private open space areas which will have a minimum area of 12m<sup>2</sup> and a minimum dimension of three metres.</p>
	<p><b>AO31.2</b></p> <p>Development provides for private open space areas that are:</p> <p>(a) for the primary area, directly accessible from the internal primary living areas of the dwelling;</p> <p>(b) provided with a screened area of 2m<sup>2</sup> minimum dimension capable of screening air-conditioning plant, private clothes drying, etc;</p> <p>(c) provided with adjustable, moveable or operable privacy screening where appropriate.</p>	<p>The proposal will include private open space areas which will be directly accessible from internal primary living areas. These areas will not contain air-conditioning plant, clothes drying, etc. provisions, but will be provided with screening where appropriate.</p>
	<p><b>AO31.3</b></p> <p>Development provides balconies that are located to the front or rear of a building except where adequate building separation and screen landscaping can be achieved to maintain privacy along side boundaries.</p>	<p>The proposal will include balconies along the eastern side façade as there is ample building separation to the eastern side boundary along with a significant landscape buffer.</p>
	<p><b>AO31.4</b></p> <p>Development ensures that private open space areas do not contain:</p> <p>(a) vehicle driveways, manoeuvring or hardstand areas; or</p>	<p>The proposal will include private open space areas which will not contain vehicle driveways, manoeuvring or hardstand areas or surface structures and infrastructure such as retaining walls, rainwater</p>

	<p>(b) surface structures and infrastructure such as retaining walls, rainwater tanks, electricity transformers and fire hydrants and boosters.</p> <p>Note—Water conservation services or utilities or stormwater treatment measures, such as bioretention areas, can form part of private open space provided they are designed as a component of the landscape area but not any area of deep planting. Lightweight shade structures, such as pergolas, are able to be located within at-grade and in-structure private open space.</p>	<p>tanks, electricity transformers or fire hydrants and boosters.</p>
	<p><b>AO31.5</b></p> <p>Development provides a minimum of 75% of a dwelling's outdoor living area positioned to the north or north-east. This is balanced with street interface desired outcomes.</p> <p>Note—Side boundary facing north or north-east facing windows or balconies may be permitted where this will significantly improve passive solar design, provided privacy for occupants and adjacent dwellings is maintained.</p>	<p>The proposal will include private open space areas which will be orientated to the north-east of each dwelling except where required to interface with the street.</p>
<b>Refuse storage and collection</b>		
<p><b>PO32</b></p> <p>Development provides refuse and recycling collection and storage facilities that:</p> <ul style="list-style-type: none"> <li>(a) are located conveniently in an unobtrusive dedicated storage room or separate screened structure;</li> <li>(b) are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised;</li> <li>(c) provide for refuse and recycling including source separation;</li> <li>(d) are of a design that allows low-frequency service collection;</li> <li>(e) minimise ongoing building management cost for occupants.</li> </ul>	<p><b>AO32</b></p> <p>Development provides refuse and recycling collection and storage facilities, including source separation, in accordance with the Refuse planning scheme policy.</p>	<p>The proposal will include refuse and recycling collection/storage facilities which will comply with the relevant requirements.</p>

<p>Note—Refer to the Refuse planning scheme policy for further guidance.</p>		
<p><b>Car parking, manoeuvring and hardstand areas</b></p>		
<p><b>PO33</b>                  Development provides car parking areas, vehicle site access, services and utilities that do not adversely impact on a positive streetscape character and interface being established.</p>	<p><b>AO33.1</b>                  Development ensures that vehicle access comprises no more than 30% of the street frontage width at the front boundary and is located away from the main pedestrian entry.                  Note—This excludes driveway splays to the kerb.</p>	<p>The proposal will include a vehicle access point which will be delineated from the main pedestrian entry <i>and</i> not exceed 30% of the street frontage.</p>
	<p><b>AO33.2</b>                  Development provides site access, combined with short-term parking, drop-off zones or porte-cochères, that does not dominate the street frontage or comprise more than 40% of the street frontage width.</p>	<p>The proposal will include a vehicle access point combined with other similar areas which will not exceed 40% of the street frontage.</p>
	<p><b>AO33.3</b>                  Development, where above-ground or partially above-ground car parking, is located so that:                  (a) the facade design and materials selection is extended to the car park entry and car park areas on all frontages and boundaries;                  (b) building services, pipes and ducts within the car park are not visible from the street and other public spaces or adjoining properties and are screened and landscaped.                  Refer to Figure v.</p>	<p>The proposal will include an above-ground car park which will feature a consistent façade design and materials with the rest of the building <i>and</i> ensure building services, pipes and ducts within the car park are not visible from the street, public spaces or adjoining properties through appropriate screening and landscaping.</p>

<p><b>PO34</b></p> <p>Development where not in a zone in the centre zones category or the Mixed use zone, provides car parking that is sited and of a bulk and form that:</p> <p>(a) does not dominate the street frontage of the development;</p> <p>(b) does not impact on the safety and efficiency of the road networks;</p> <p>(c) does not detract from the quality of adjoining streetscape or public spaces;</p> <p>(d) is safe and convenient for residents, visitors and service providers;</p> <p>(e) does not negatively impact on the amenity of adjoining residents by way of noise, odour or light having regard to:</p> <p>(i) the proximity of dwelling houses or existing multiple dwellings on adjoining sites;</p> <p>(ii) the scale and detail of any parking structure walls when viewed from the street and adjoining properties;</p> <p>(iii) setback distances to mitigate impacts;</p> <p>(iv) the location of active frontages and public spaces.</p> <p>Note—Where in a zone in the centre zones category or the Mixed use zone, the car parking provisions of the Centre or mixed use code apply.</p>	<p><b>AO34.1</b></p> <p>Development where not in a zone in the centre zones category or the Mixed use zone, provides car parking that is:</p> <p>(a) located:</p> <p>(i) below ground; or</p> <p>(ii) at ground level or above ground level only if contained within the development footprint and located behind the main building line, except where for visitor parking;</p> <p>(iii) set back from front, rear and side boundaries in accordance with a neighbourhood plan or if no neighbourhood plan applies or no requirements are specified in a neighbourhood plan, Table 9.3.14.3.E;</p> <p>(iv) landscaped and screened from view of the street, other public areas and adjoining properties;</p> <p>(v) not in conflict with required vehicle queuing distances.</p> <p>Note—Car parking within the building which extend 1m above ground level will be counted as a storey in the maximum height and will be subject to the relevant boundary setback requirements.</p>	<p>The proposal will include an above-ground car park which will: be contained within the development footprint and located behind the main building line; include setbacks which will comply with Table 9.3.14.3.E; be landscaped and screened from view of the street, public areas and adjoining properties; and not in conflict with required vehicle queuing distances.</p>
	<p><b>AO34.2</b></p> <p>Development, where not in a zone in the centre zones category or the Mixed use zone, of a basement car parking structure located between the street frontage and the main building line is no more than 1m above ground level at any point.</p>	<p>The proposal will not include a basement car park.</p>
	<p><b>AO34.3</b></p> <p>Development, where not in a zone in the centre zones category or the Mixed use zone, for a basement car parking structure that is 1m or less above ground and located on the side or rear</p>	<p>The proposal will not include a basement car park.</p>

	<p>boundary ensures that where retaining walls and fencing are proposed:</p> <p>(a) the maximum combined height of basement structure, retaining walls and fencing is 2m;</p> <p>(b) structures and fences are finished with low-maintenance and pre-finished materials.</p> <p>Note—Structures include car parking walls, retaining walls, fences, planters and roofing to terraces, balconies or patios that are part of or situated on a basement podium or car parking structure.</p>	
	<p><b>AO34.4</b></p> <p>Development where not in a zone in the centre zones category or the Mixed use zone, ensures that the location of visitor parking is:</p> <p>(a) clearly signposted;</p> <p>(b) located behind a security barrier;</p> <p>(c) not located on both sides of the driveway;</p> <p>(d) separated from the street frontage boundary by a 4m wide deep planting area.</p>	<p>The proposal will include visitor parking which will be: clearly signposted; not located behind a security barrier; not located on both sides of the driveway; and located well away from the front boundary.</p>
	<p><b>AO34.5</b></p> <p>Development, where not in a zone in the centre zones category or Mixed use zone, for a small-scale multiple dwelling, such as attached or townhouse dwellings, provides a tandem car parking space for those units which provide direct vehicle access from the street, that is designed in accordance with Figure q.</p> <p>Note—Direct vehicle access for individual units is subject to availability of on-street parking, street trees and general amenity impacts assessment and is generally not acceptable for development on major roads.</p>	<p>The proposal will not include tandem parking.</p>

<p><b>PO35</b></p> <p>Development where not in a zone in the centre zones category or the Mixed use zone, ensures that car parking, hardstand or manoeuvring areas are:</p> <p>(a) located to minimise noise and fumes disturbance on residents within and adjoining the site;</p> <p>(b) acoustically and visually screened to:</p> <p>(i) minimise the reflection of headlights into dwelling windows;</p> <p>(ii) attenuate noise impacts;</p> <p>(b) landscaped to:</p> <p>(i) soften the visual appearance of at grade hardstand areas;</p> <p>(ii) enhance pedestrian safety;</p> <p>(iii) improve visual amenity for the streetscape and urban area;</p> <p>(iv) provide shade for pedestrians and reduce the impact of glare and radiant heat from car parking areas.</p> <p>Note—where in a zone in the centre zones category or the Mixed use zone, the car parking provisions of the Centre or mixed use code apply.</p>	<p><b>AO35.1</b></p> <p>Development where not in a zone in the centre zones category or the Mixed use zone, ensures that a hardstand or manoeuvring area situated at or above ground level is:</p> <p>(a) located a minimum of 3 metres vertically and horizontally from any habitable window on site to minimise noise disturbance on residents;</p> <p>(b) screened to prevent the reflection of car headlights onto dwelling windows adjoining or opposite the site.</p>	<p>The proposal will include an above-ground car park which will be located a minimum of three metres vertically and horizontally from habitable windows onsite <i>and</i> screened to prevent the reflection of car headlights into dwelling windows adjoining or opposite the site.</p>
	<p><b>AO35.2</b></p> <p>Development where not in a zone in the centre zones category or the Mixed use zone ensures any vehicle movement or vehicle parking areas along the side or rear boundary are:</p> <p>(a) acoustically screened from adjoining dwellings to a minimum height of 1.8m;</p> <p>(b) provided with a vegetated buffer next to any movement or parking areas:</p> <p>(i) a minimum of 1m wide along the side boundary;</p> <p>(ii) a minimum of 2m wide along the rear boundary;</p> <p>(iii) planted at a pot size and density sufficient to screen up to 1.5m above ground level at establishment.</p>	<p>The proposal will include an above-ground car park which will be: located to minimise noise and fumes disturbance on residents within and adjoining the site; acoustically and visually screened to: minimise the reflection of headlights into dwelling windows <i>and</i> attenuate noise impacts; and landscaped to soften the visual appearance of at grade hardstand areas, enhance pedestrian safety, improve visual amenity for the streetscape and urban area <i>and</i> reduce the impact of glare and radiant heat from car parking areas.</p>
	<p><b>AO35.3</b></p> <p>Development, where not in a zone in the centre zones category or the Mixed use zone, and where car parking is above ground and uncovered, provides:</p> <p>(a) a minimum of 1 shade tree for every 6 car spaces;</p> <p>(b) which are planted to achieve a minimum 50% shade cover along internal pedestrian paths and</p>	<p>The proposal will not include an above-ground, uncovered car park.</p>

	<p>driveways within 5 years of certification in accordance with the Landscape work code and the Planting species planning scheme policy.</p> <p>Note—Trees which are planted to achieve a minimum 50% shade cover along internal pedestrian paths and driveways within 5 years of certification in accordance with the Landscape work code and the Planting species planning scheme policy.</p>	
	<p><b>AO35.4</b></p> <p>Development where not in a zone in the centre zones category or the Mixed use zone, provides:</p> <p>(a) landscaping that is used to delineate safe pedestrian movement through car parks;</p> <p>(b) exterior vehicle movement areas that are broken up by alternative materials, patterns or threshold treatments.</p>	<p>The proposal will include an above-ground car park which will be: located to minimise noise and fumes disturbance on residents within and adjoining the site; acoustically and visually screened to: minimise the reflection of headlights into dwelling windows <i>and</i> attenuate noise impacts; and landscaped to soften the visual appearance of at grade hardstand areas, enhance pedestrian safety, improve visual amenity for the streetscape and urban area <i>and</i> reduce the impact of glare and radiant heat from car parking areas.</p>
	<p><b>AO35.5</b></p> <p>Development of ground level or other above ground car parking, where not in a zone in the centre zones category or the Mixed use zone, provides densely planted setbacks.</p> <p>Note—Front boundary setbacks must be treated to address streetscape interface issues and be in accordance with the streetscape interface performance outcomes and acceptable outcomes.</p>	<p>The proposal will include an above-ground car park which will be: located to minimise noise and fumes disturbance on residents within and adjoining the site; acoustically and visually screened to: minimise the reflection of headlights into dwelling windows <i>and</i> attenuate noise impacts; and landscaped to soften the visual appearance of at grade hardstand areas, enhance pedestrian safety, improve visual amenity for the streetscape and urban area <i>and</i> reduce the impact of glare and radiant heat from car parking areas.</p>

Transit oriented development		
<p><b>PO36</b></p> <p>Development adjoining or in the immediate vicinity of a railway or busway station or in a location identified in a neighbourhood plan, supports a high level of personal and community safety, and promotes activity at the street front, in public spaces and at the interface with railway and busway stations through:</p> <p>(a) building design that enables future adaptation to facilitate non-residential uses;</p> <p>(b) provision or contribution towards safe, logical and direct pedestrian access to railway or busway station entry points;</p> <p>(c) enabling casual surveillance of the street, public spaces and immediate station environment, entries and platform;</p> <p>(d) creating vibrant and attractive street environments and active public spaces at the edge of the railway or busway station environment through pedestrian orientated building and landscape design.</p>	<p><b>A036</b></p> <p>Development within 200m walking distance of a dedicated public pedestrian access point of a railway or busway station or in a location identified in a neighbourhood plan, is designed to have an active frontage that:</p> <p>(a) includes ground storey tenancies, with commercial ceiling heights, increased glazing to front facades, and individual pedestrian entries, that can be adapted for conversion to and between non-residential and residential uses;</p> <p>(b) provides safe, logical and direct pedestrian access to and from the development to the street front or adjoining public areas;</p> <p>(c) provides or maintains safe, logical and direct pedestrian access to the railway or busway station entry points in accordance with the Infrastructure design planning scheme policy;</p> <p>(d) ensures that any screening and landscaping provided within the development creates vibrant and attractive street environments whilst not preventing casual surveillance of streets, public spaces and the immediate station environment, entries and platform.</p>	<p>The site is located within 200 metres walking distance of a dedicated public pedestrian access point of a railway. As such, the proposal will support a high level of personal and community safety <i>and</i> promote activity at the street front through: building design that enables future adaptation to facilitate non-residential uses (although this site is limited due to flooding, etc.); enabling casual surveillance of the street and public spaces; and creating vibrant and attractive street environments and active public spaces at the edge of the railway environment through pedestrian orientated building/landscape design.</p>

Fencing and retaining walls		
<p><b>PO37</b>                      Development provides fencing and retaining walls that must:</p> <ul style="list-style-type: none"> <li>(a) facilitate casual surveillance of the street and public space;</li> <li>(b) enable use of private open space;</li> <li>(c) assist in highlighting entrances to the property;</li> <li>(d) provide a positive interface to the streetscape;</li> <li>(e) protect the privacy and amenity for residents and dwellings adjoining the site.</li> </ul>	<p><b>AO37.1</b>                      Development ensures that, where fencing is provided:</p> <ul style="list-style-type: none"> <li>(a) along any common boundary to a street or public space, it is a maximum of:                             <ul style="list-style-type: none"> <li>(i) 1.2m in height, where fence construction is solid or less than 50% transparent;</li> <li>(ii) 1.5m in height, where fence construction is at least 50% transparent;</li> <li>(iii) 1.8m in height and solid only where setback behind landscaping and the site is on an arterial road;</li> </ul> </li> <li>(b) along any side or rear boundary, it is a minimum of 1.8m in height, except where forward of the main building line;</li> <li>(c) along any side boundary, where forward of the main building line to the front boundary, it is:                             <ul style="list-style-type: none"> <li>(i) a maximum of 1.2m in height, where fence construction is solid or less than 50% transparent; or</li> <li>(ii) a maximum of 1.5m in height, where fence construction is at least 50% transparent.</li> </ul> </li> </ul>	<p>The proposal will include front fencing up to 1.5 metres in height which will be at least 50% transparent. Beyond this, the proposal will include side/rear fencing with a minimum height of 1.8 metres except where forward of the main building line where it will be the same as the front fencing.</p>
	<p><b>AO37.2</b>                      Development incorporating solid front fences or walls that front the street or other public spaces 1.2m or more high and longer than 10m, indentations, material variation and landscaping is provided to add visual interest and soften the visual impact.</p>	<p>The proposal will not include solid front fencing.</p>
	<p><b>AO37.3</b>                      Development for a retaining wall is:</p> <ul style="list-style-type: none"> <li>(a) stepped to minimise impact on the streetscape and pedestrian environment;</li> </ul>	<p>The proposal will not include retaining walls.</p>

	(b) a maximum of 0.6m in height if directly abutting the edge of the adjoining road reserve verge.	
<b>Adaptable housing</b>		
<p><b>PO38</b></p> <p>Development meets a diverse range of community needs by providing adaptable housing that is responsive to changing community life-cycle needs.</p>	<p><b>AO38</b></p> <p>Where development provides housing, including associated outdoor living areas intended to be adaptable to different persons and households with differing mobility needs, the dwelling units and other site features are constructed in accordance with Table 9.3.14.3.D.</p>	<p>The proposal will not include adaptable housing.</p>
<b>Additional requirements for sites with an area of 7,000m2 or greater, or for 20 or more dwellings if in the Emerging community zone</b>		
<p><b>PO39</b></p> <p>Development contributes to contained, sustainable and functional communities and provides housing to suit residents through different life-cycle stages at a scale and density appropriate for the site's location and commensurate with ease of access to services, facilities and high quality public transport through:</p> <p>(a) inclusion of dwelling types, tenures, mix and forms consistent with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site;</p> <p>(b) retaining or respecting the character and environmental values of the site;</p> <p>(c) reflecting local streetscape forms, features and character;</p> <p>(d) contributing to the desired character and form of the locality;</p> <p>(e) the establishment or extension of public streets and pathways;</p> <p>(f) the provision of parks and other public spaces as appropriate to the scale of development;</p>	<p><b>AO39</b></p> <p>Development is designed and sited in compliance with a structure plan prepared in accordance with the Structure planning planning scheme policy.</p>	<p>The site is not located within the stipulated zone.</p>

<p>(g) buildings that address existing streets;                  (h) building height and setback transitions to an adjoining existing dwelling house and areas of lower density residential development.</p> <p>Note—A structure plan prepared in accordance with the Structure planning scheme policy can assist in demonstrating achievement of this performance outcome. A structure plan must be prepared where in the Emerging community zone.</p>		
<b>Additional criteria for development if identified in a neighbourhood plan</b>		
<p><b>PO40</b>                  Development on a landmark site provides a prominent visual reference and contribution to the city’s public realm by:</p> <p>(a) exhibiting subtropical architectural excellence through design, treatment and articulation;                  (b) defining the site and its setting through building form, expression, silhouette, scale, materials and landscaping;                  (c) reinforcing a sense of arrival to the neighbourhood plan area, precinct or sub-precinct through marking a node, an intersection or major connection point in the city;                  (d) respecting the prominence of any adjoining or nearby heritage place or local landmark;                  (e) corner land dedication, if required:                  (i) accommodates a deep-planted large feature tree within the dedication area;                  (ii) provides a building envelope that acknowledges and integrates the presence of the large feature tree canopy;</p> <p>(iii) accommodates high levels of pedestrian movement and a high quality pedestrian setting.</p>	<p><b>AO40.1</b>                  Development:</p> <p>(a) emphasises a landmark site identified in a neighbourhood plan and its setting;                  (b) addresses all elevations, with front, side and rear facades all displaying a high level of modulation and articulation;                  (c) both vertically and horizontally articulates building form and mass with proportions compatible with the height, scale and setting of the building;                  (d) provides an interesting and varied skyline and silhouette;                  (e) uses high-quality and durable materials and finishes;                  (f) integrates landscaping, building entries and the public realm at the ground plane.</p> <p>Note—The Council’s Independent Design Advisory Panel may be invited to provide advice on developments in accordance with the provisions of the Independent design advisory panel planning scheme policy.</p>	<p>The site is not located within a neighbourhood plan area.</p>
	<p><b>AO47.2</b>                  Development provides a corner land dedication adjacent to the existing verge area which:</p>	<p>The site is not located within a neighbourhood plan area.</p>

<p>Note—A neighbourhood plan may indicate whether or not a land dedication is required.</p>	<p>(a) complies with any dimensions identified in a neighbourhood plan;</p> <p>(b) accommodates a deep-planted feature tree in compliance with the Infrastructure design planning scheme policy;</p> <p>(c) is embellished in compliance with the Infrastructure design planning scheme policy.</p> <p>Note—A neighbourhood plan may indicate if a corner land dedication is to be truncated or inverted. If the configuration is not specified, a truncated land dedication is to be provided where the building or podium is 2 or less storeys height. Where an inverted corner land dedication is provided, the building design accommodates the feature tree canopy at maturity.</p>	
<p><b>PO41</b></p> <p>Development minimises visual impacts on a view corridor of local significance and enhances opportunities for observation of key vistas and views from identified view points.</p>	<p><b>AO41.1</b></p> <p>Development ensures building placement and design minimise visual impacts on a view corridor identified in a neighbourhood plan.</p> <p>Note—A neighbourhood plan may identify view corridors and may or may not identify any specific view points from which they are observed.</p>	<p>The site is not located within a neighbourhood plan area.</p>
	<p><b>AO41.2</b></p> <p>Development enhances opportunities for views and vistas from a view point identified in a neighbourhood plan.</p> <p>Note—A neighbourhood plan may identify view points and may or may not identify any specific view corridor that they observe.</p>	<p>The site is not located within a neighbourhood plan area.</p>
<p><b>PO42</b></p>	<p><b>AO42.1</b></p>	

<p>Development on a significant corner site provides a prominent visual reference and contribution to the neighbourhood’s public realm by:</p> <p>(a) accommodating high levels of pedestrian movement at the corner and enhancing the pedestrian experience;</p> <p>(b) emphasising the corner setting through building form, expression, silhouette, scale, materials and landscaping;</p> <p>(c) reinforcing a sense of arrival to the neighbourhood plan area, precinct or sub-precinct through marking a node, intersection or connection point in the neighbourhood;</p> <p>(d) respecting the prominence of any adjoining or nearby heritage places, traditional character buildings or local landmarks;</p> <p>(e) if a corner land dedication is required:</p> <p>(i) accommodating a deep-planted feature tree within the dedication area;</p> <p>(ii) providing a building envelope that acknowledges and respects the presence of the feature tree canopy.</p> <p>Note—A neighbourhood plan will indicate whether or not a land dedication is required.</p>	<p>Development is designed to emphasise the corner setting of a significant corner site identified in a neighbourhood plan and provides:</p> <p>(a) building entries on both street frontages; or</p> <p>(b) a single main entry at the corner.</p>	<p>The site is not located within a neighbourhood plan area.</p>
	<p><b>AO42.2</b></p> <p>Development provides a significant corner land dedication of a significant corner site identified in a neighbourhood plan, adjacent to the existing verge of the building which:</p> <p>(a) complies with any dimensions identified in the neighbourhood plan;</p> <p>(b) accommodates a deep-planted feature tree in compliance with the road corridor design section of the Infrastructure design planning scheme policy;</p> <p>(c) is embellished in compliance with the road corridor design section of the Infrastructure design planning scheme policy.</p> <p>Note—A neighbourhood plan may indicate if a corner land dedication is to be truncated or inverted. If the configuration is not specified, a truncated land dedication is to be provided where the building or podium is 2 or fewer storeys in height. Where an inverted corner land dedication is provided, the building design accommodates the feature tree canopy at maturity.</p>	<p>The site is not located within a neighbourhood plan area.</p>
	<p><b>AO42.3</b></p> <p>Development ensures that any part of the building, including the basement but excluding awnings, is outside the corner land dedication area.</p> <p>Note—A neighbourhood plan may indicate if a building is able to volumetrically extend into the corner land dedication area.</p>	<p>The site is not located within a neighbourhood plan area.</p>

**If in the Infill housing zone precinct of the Character residential zone**

<p><b>PO43</b>                  Development in the Infill housing zone precinct of the Character residential zone respects the intensity and form of the neighbourhood and demonstrates an appropriate site density.</p>	<p><b>AO43</b>                  Development in the Infill housing zone precinct of the Character residential zone does not exceed 1 dwelling per 300m<sup>2</sup> of site area.</p>	<p>The site is not located within the stipulated zone.</p>
<p><b>PO44</b>                  Development provides a side boundary setback that reflects the character and form intent of the area, generally characterised by the separation of buildings.</p>	<p><b>AO44</b>                  Development in the Character residential zone:                  (a) does not incorporate a built to boundary wall; or                  (b) matching the extent of an existing built to boundary wall on the adjoining property; or                  (c) incorporates a maximum of 1 built to the boundary wall on a side boundary where the owner of the adjoining premises does not object.                   Editor's note—Confirmation in writing in the form of a statutory declaration from the registered owner of the adjoining premises is required to be submitted to demonstrate compliance.</p>	<p>The site is not located within the stipulated zone.</p>

### 8.1.3 Airport Environs Overlay Code

#### Performance Outcomes and Acceptable Outcomes

Performance Outcomes	Acceptable Outcomes	Compliance
<b>Section A—If in the OLS sub-categories or the PANS-OPS sub-categories</b>		
<b>General</b>		
<p><b>PO1</b></p> <p>Development does not create or potentially create a permanent or temporary obstruction or hazard to operational airspace of Brisbane or Archerfield airports.</p>	<p><b>AO1</b></p> <p>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.</p> <p>Editor's note— Where development intrudes into an airport's OLS or PANS-OPS, advice from the Civil Aviation Safety Authority should be sought.</p>	<p>The proposal will not penetrate or create any physical obstruction into the OLS or PANS-OPS, nor will it create an obstacle to an aircraft operating to or from the Brisbane or Archerfield airports.</p>
<p><b>PO2</b></p> <p>Development ensures that emissions do not significantly affect air turbulence, visibility or aircraft engine operation within the operational airspace of Brisbane or Archerfield airports.</p> <p>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.</p>	<p><b>AO2</b></p> <p>Development does not emit into the OLS or height restriction zone:</p> <p>(a) a gaseous plume at velocity exceeding 4.3m/s, as determined in conjunction with CASA Advisory Circular AC-139-05(1) Plume rise assessments;</p> <p>(b) smoke, dust, ash, steam or other airborne particulate.</p>	<p>The proposal will not emit emissions into the OLS.</p>
<b>Additional criteria if involving air services</b>		
<p><b>PO3</b></p> <p>Development does not create a hazard to aviation operations conducted to or from the Brisbane or Archerfield airports.</p>	<p><b>AO3</b></p> <p>Development will not create a hazard to airport operations in accordance with the written confirmation of the Civil Aviation Safety Authority.</p>	<p>The proposal will not include an air service.</p>

Section B—If in the Bird and bat strike zone sub-categories		
<p><b>PO4</b>                      Development does not attract birds and bats into operational airspace in significant numbers likely to cause a safety hazard to airport operations.</p>	<p><b>AO4.1</b>                      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.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>
	<p><b>AO4.2</b>                      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.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>
Section C—If in the Public safety area sub-categories		
<p><b>PO5</b>                      Development does not expose or increase the risk to public safety.</p>	<p><b>AO5.1</b>                      Development does not increase the number of people living, working or congregating in the Public safety area sub-categories.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>
	<p><b>AO5.2</b>                      Development does not materially increase the storage and handling of dangerous goods or combustible liquids within the Public safety area sub-categories.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>
Section D—If in the Light intensity sub-categories		
<p><b>PO6</b>                      Development ensures that buildings and structures do not adversely impact airport operations or interfere with pilot vision.</p>	<p><b>AO6.1</b>                      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.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>

	<p>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.</p>	
	<p><b>AO6.2</b></p> <p>Development in the Within 6km-Max intensity of light sources 3 degrees above horizon sub-category does not involve:</p> <p>(a) coloured flashing or sodium lighting; or          (b) glare or upward shining lights; or          (c) flare plumes.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>
<p><b>Section E—If in the Aviation facilities sub-categories</b></p>		
<p><b>PO7</b></p> <p>Development is of an appropriate design or implements management measures that avoid potential adverse impacts on an aviation facility.</p> <p>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.</p>	<p><b>A07</b></p> <p>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:</p> <p>(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.</p> <p>Note—Advice from Air Services Australia should be sought when proposing development within the Aviation facility sub-category. Appendix 2 contained in the SPP Guideline, State interest—infrastructure, Guidance on strategic airports and aviation facilities identifies development likely to impact certain aviation facilities.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>

Section F—If in the Australian Noise Exposure Forecast (ANEF) contour sub-categories		
<p><b>PO8</b></p> <p>Development for a sensitive use 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.</p> <p>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.</p>	<p><b>AO8.1</b></p> <p>Development for a childcare centre, community care centre, community residence, dual occupancy, dwelling house, dwelling unit, educational establishment, health care services, hospital, multiple dwelling, relocatable home park, residential care facility, retirement facility or rooming accommodation located in the ANEF 20-25 sub-category:</p> <p>(a) provides external windows and doors which are acoustically rated to a minimum of Rw 30;</p> <p>(b) ensures that the roof, ceiling and insulation combination is acoustically rated to a minimum of Rw 45;</p> <p>(c) ensures that external walls are acoustically rated to a minimum of Rw 50.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>
	<p><b>AO8.2</b></p> <p>Development for a resort complex, rural workers' accommodation, short-term accommodation or tourist park located in the ANEF 25-30 sub-category:</p> <p>(a) provides external windows and doors which are acoustically rated to a minimum of Rw 30;</p> <p>(b) ensures that the roof, ceiling and insulation combination is acoustically rated to a minimum of Rw 45;</p> <p>(c) ensures that external walls are acoustically rated to a minimum of Rw 50.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>
	<p><b>AO8.3</b></p> <p>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.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>

	<p><b>AO8.4</b>          No acceptable outcome is prescribed where development for a community use, detention facility, funeral parlour, place of worship, theatre or veterinary service.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>
	<p><b>AO8.5</b>          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.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>
<p><b>PO9</b>          Development for a sensitive use is appropriately located to prevent inappropriate exposure to very high levels of aircraft noise.</p>	<p><b>AO9.1</b>          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.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>
	<p><b>AO9.2</b>          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.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>

### 8.1.4 Bicycle Network Overlay Code

#### Performance Outcomes and Acceptable Outcomes

Performance Outcomes	Acceptable Outcomes	Compliance
<b>General</b>		
<p><b>PO1</b>            Development contributes to the safe and efficient provision and operation of the bicycle network.</p>	<p><b>AO1.1</b>            Development provides cycle routes in accordance with the bicycle network classification and design standard identified on the Bicycle network overlay map and set out in the road corridor design and off-road pathways standards of the Infrastructure design planning scheme policy.             Note—On a site not traversed or adjoining a route on the Bicycle network overlay map, pedestrian and cyclist movement and permeability is addressed by the Subdivision code (for reconfiguring a lot) and Centre or mixed use code or residential codes (for material change of use).</p>	<p>The proposal will not include or require new/altered bicycle network provisions.</p>
	<p><b>AO1.2</b>            Development does not compromise the provision of the bicycle network as identified on the Bicycle network overlay map.</p>	<p>The proposal will not include or require new/altered bicycle network provisions.</p>

<p><b>PO1A</b></p> <p>Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map to ensure the following are not compromised:</p> <p>(a) the long term infrastructure for the bicycle network in the Long term infrastructure plans;</p> <p>(b) the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan;</p> <p>(c) the provision of long term, existing and planned infrastructure for the bicycle network which:</p> <p>(i) is required to service the development or existing and future urban development in the planning scheme area; or</p> <p>(ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.</p> <p>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.</p>	<p><b>AO1A</b></p> <p>Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map in compliance with the following:</p> <p>(a) for long term infrastructure for the bicycle network in the Long term infrastructure plans;</p> <p>(b) the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan;</p> <p>(c) the standards for the bicycle network in the Infrastructure design planning scheme policy.</p>	<p>The proposal will protect existing bicycle network facilities.</p>
<p><b>PO1B</b></p> <p>Development provides for the payment of extra trunk infrastructure costs for the following:</p> <p>(a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan;</p> <p>(b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving:</p>	<p><b>AO1B</b></p> <p>No acceptable outcome is prescribed.</p>	<p>The proposal will not necessitate payment for extra trunk infrastructure.</p>

<p>(i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan;</p> <p>(ii) long term infrastructure for the bicycle network which is made necessary by development that is not assumed future urban development;</p> <p>(iii) other infrastructure for the bicycle network associated with development that is not assumed future urban development which is made necessary by the development.</p> <p>Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution.</p> <p>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.</p>		
<p><b>Additional criteria for a site adjacent to or traversed by the Riverwalk—Typology 1 sub-category or Riverwalk—Typology 2 sub-category</b></p>		
<p><b>PO2</b></p> <p>Development contributes to the creation of publicly accessible riverfront by providing a shared, continuous riverside pathway.</p>	<p><b>AO2</b></p> <p>Development fronting the river provides a publicly accessible riverfront pathway via a linear land dedication of 10m width as measured from the riverfront ambulatory boundary.</p>	<p>The site is not located adjacent to or traversed by the Riverwalk.</p>
<p><b>PO3</b></p> <p>Development provides a high-quality, vibrant and safe riverside path with a strong pedestrian and cyclist amenity focus.</p>	<p><b>AO3.1</b></p> <p>Development designs and constructs Riverwalk for the full river frontage of its site, including tree planting, furniture, lighting, balustrading and pavement treatments in compliance with the off-road pathways and public riverside facilities standards in the Infrastructure design planning scheme policy.</p>	<p>The site is not located adjacent to or traversed by the Riverwalk.</p>

	<p><b>A03.2</b>          Development ensures that new Riverwalk sections are designed and constructed to connect to existing adjoining sections of the Riverwalk.</p>	<p>The site is not located adjacent to or traversed by the Riverwalk.</p>
	<p><b>A03.3</b>          Development provides connections between the Riverwalk and adjoining riverfront premises, street networks, pathways and cross block links, public infrastructure and other destinations in compliance with the public riverside facilities standards in the Infrastructure design planning scheme policy.</p>	<p>The site is not located adjacent to or traversed by the Riverwalk.</p>
<p><b>PO4</b>          Development ensures that Riverwalk contributes to the sense of place and cultural significance of the river with inclusion of public art to highlight:          (a) activity nodes;          (b) entrances and gateways;          (c) landmarks and features of interest;          (d) visual connectors to the river.</p>	<p><b>A04</b>          Development includes public art along the Riverwalk where specified in a neighbourhood plan, in compliance with the public art standards in the Infrastructure design planning scheme policy.</p>	<p>The site is not located adjacent to or traversed by the Riverwalk.</p>
<p><b>PO5</b>          Development protects existing native riparian vegetation and enhances the Brisbane River's landscape values.</p>	<p><b>A05.1</b>          Development provides for all lots to be provided with reticulated water supply and sewerage.</p>	<p>The site is not located adjacent to or traversed by the Riverwalk.</p>
	<p><b>A05.2</b>          Riverwalk and adjoining development is planted with large subtropical riparian tree species that are complementary in scale and height to the adjacent built form.           Note—For suitable plant species, refer to the Planting species planning scheme policy.</p>	<p>The site is not located adjacent to or traversed by the Riverwalk.</p>

<p><b>PO6</b></p> <p>Development adjoining Riverwalk:</p> <p>(a) contributes to the creation of a vibrant and active waterfront;</p> <p>(b) provides direct access to Riverwalk;</p> <p>(c) allows for visual interaction and surveillance of the public domain.</p>	<p><b>AO6.1</b></p> <p>Development adjoining land in the Riverwalk – Typology 1 sub-category incorporates active frontages at the ground storey for a minimum of 90% of the riverside frontage.</p>	<p>The site is not located adjacent to or traversed by the Riverwalk.</p>
	<p><b>AO6.2</b></p> <p>Development adjoining land in the Riverwalk – Typology 2 sub-category orientates living areas, balconies and private open space at the ground storey to the Riverwalk frontage for passive surveillance.</p>	<p>The site is not located adjacent to or traversed by the Riverwalk.</p>
<p><b>PO7</b></p> <p>Development ensures that the interface between the Riverwalk and the Brisbane River:</p> <p>(a) supports a safe and publicly accessible waterfront;</p> <p>(b) enhances the views of the river, both near and far.</p>	<p><b>AO7.1</b></p> <p>Development ensures that the design and construction of any structure over water is in compliance with the standards in the Infrastructure design planning scheme policy.</p>	<p>The site is not located adjacent to or traversed by the Riverwalk.</p>
	<p><b>AO7.2</b></p> <p>Development ensures that any revetment wall:</p> <p>(a) minimises impact on the riparian edge;</p> <p>(b) is constructed in compliance with the standards in Infrastructure design planning scheme policy.</p>	<p>The site is not located adjacent to or traversed by the Riverwalk.</p>

### 8.1.5 Coastal Hazard Overlay Code

#### Performance Outcomes and Acceptable Outcomes

Performance Outcomes	Acceptable Outcomes	Compliance
<b>Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a dwelling house including a secondary dwelling</b>		
<p><b>PO1</b></p> <p>Development involving any habitable or non-habitable part of the dwelling house, including any secondary dwelling, is:</p> <p>(a) located and designed to minimise the risk to people and structures from coastal hazards;</p> <p>(b) located to minimise amenity impacts, disruption to residents, recovery time and rebuilding and restoration costs after a coastal hazard event.</p>	<p><b>AO1</b></p> <p>Development for a dwelling house including, any secondary dwelling, complies with the flood planning levels in Table 8.2.6.3.B.</p> <p>Editor's note—Information about flooding from storm tide is provided in Council's FloodWise Property Report.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>
<b>Section B—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development other than for a dwelling house</b>		
<p><b>PO2</b></p> <p>Development other than for a park is located and designed to:</p> <p>(a) minimise the risk to all persons from coastal hazards;</p> <p>(b) minimise flood damages to the development and contents of buildings;</p> <p>(c) provide suitable amenity;</p> <p>(d) minimise disruption to residents, recovery time, and rebuilding or restoration costs after coastal hazard events.</p>	<p><b>AO2</b></p> <p>Development achieves minimum flood planning levels consistent with Table 8.2.6.3.C.</p> <p>Editor's note—Information about flooding from storm tide is provided in Council's FloodWise Property Report.</p>	<p>The proposal does not relate to a park.</p>

<p><b>PO3</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>(a) maintaining continuity of operations;</li> <li>(b) impacts of flooding on asset life and ongoing maintenance costs;</li> <li>(c) efficient recovery after flood events;</li> <li>(d) recreational benefits to the city;</li> <li>(e) availability of suitable land within the park.</li> </ul> <p>Note—The Infrastructure design planning scheme policy provides more detail on standards and specifications for public assets.</p>	<p><b>AO3</b></p> <p>Development involving a building or structure in a park:</p> <ul style="list-style-type: none"> <li>(a) complies with the minimum flood planning levels in Table 8.2.6.3.C; or</li> <li>(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.</li> </ul>	<p>The proposal does not relate to a park.</p>
<p><b>Section C—If assessable development other than for a dwelling house</b></p>		
<p><b>General</b></p>		
<p><b>PO4</b></p> <p>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.</p>	<p><b>AO4</b></p> <p>Development locates access points and driveways in the flood free area (or the area of the lowest flood risk) of the site.</p>	<p>The proposal will include an access point/driveway which will essentially be in the same location as the approved access point/driveway.</p>
<p><b>PO5</b></p> <p>Development for pedestrian and cyclist paths:</p> <ul style="list-style-type: none"> <li>(a) provides a suitable level of trafficability;</li> <li>(b) manages the impacts of flooding on asset life and ongoing maintenance costs;</li> <li>(c) balances route availability with recreational and transport connectivity benefits to the city.</li> </ul>	<p><b>AO5.1</b></p> <p>Development for off-road pedestrian and cyclist paths:</p> <ul style="list-style-type: none"> <li>(a) is not located in the Erosion prone area – coastal erosion subcategory; or</li> <li>(b) complies with the minimum flood planning levels in Table 8.2.6.3.H.</li> </ul> <p>Note—If the site is subject to more than 1 type of flooding, the requirement that affords the highest flood planning level will apply.</p>	<p>The proposal will include an off-road pedestrian/cyclist path which will essentially be in the same location as the approved off-road pedestrian/cyclist path.</p>

	<p><b>A05.2</b>                  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</p>	<p>The proposal will not include on-road cyclist or pedestrian facilities.</p>
<p><b>PO6</b>                  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.</p>	<p><b>A06</b>                  Development does not concentrate, intensify or divert floodwater, erosion impacts or cause nuisance ponding onto other premises.</p>	<p>The proposal will not concentrate, intensify or divert floodwater, erosion impacts or cause nuisance ponding onto other premises. For further details around this, please refer to the previously submitted Hydraulic Report from Naxos Engineers dated February 2025.</p>
<p><b>PO7</b>                  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.</p>	<p><b>A07.1</b>                  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 services are located at or above the relevant flood immunity level in Table 8.2.6.3.C.                   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.</p>	<p>The proposal will include essential electrical services which will comply with the flood planning levels in Table 8.2.6.3.C. For further details around this, please refer to the previously submitted Hydraulic Report from Naxos Engineers dated February 2025.</p>
	<p><b>A07.2</b>                  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.</p>	<p>The proposal will not include a basement.</p>

<p><b>PO8</b></p> <p>Development involving the storage and handling of hazardous materials avoids or minimises risks to public health and safety and the environment, by:</p> <p>(a) protecting underground tanks for hazardous materials against the forces of buoyancy, velocity flow and debris impacts;</p> <p>(b) securing above-ground tanks against flotation and lateral movement;</p> <p>(c) preventing damage to pipework or entry of floodwater into pipework;</p> <p>(d) preventing damage to or off-site release of packages, drums or containers.</p> <p>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.</p> <p>Note—A pump drainage system is not an acceptable measure to meet the performance outcome.</p>	<p><b>AO8.1</b></p> <p>Development does not include the storage or handling of hazardous chemicals that are equivalent to or exceed the threshold quantities in Table 8.2.6.3.J.</p>	<p>The proposal will not include the storage or handling of hazardous chemicals.</p>
	<p><b>AO8.2</b></p> <p>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.</p> <p>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.</p>	<p>The proposal will not include processes listed in Table 8.2.6.3.F.</p>
<p><b>Additional performance outcomes and acceptable outcomes for essential community infrastructure</b></p>		
<p><b>PO9</b></p> <p>Development involving essential community infrastructure:</p> <p>(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;</p> <p>(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;</p>	<p><b>PO9</b></p> <p>Development involving essential community infrastructure:</p> <p>(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;</p> <p>(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;</p>	<p>The proposal does not relate to essential community infrastructure.</p>

<p>(c) retains site access necessary to maintain function of the development during a coastal hazard event;</p> <p>(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;</p> <p>(e) contains mitigation measures which are not entirely dependent on human activation to respond to a flood event.</p>	<p>(c) retains site access necessary to maintain function of the development during a coastal hazard event;</p> <p>(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;</p> <p>(e) contains mitigation measures which are not entirely dependent on human activation to respond to a flood event.</p>	
<p><b>Additional performance outcomes and acceptable outcomes for vulnerable uses, difficult to evacuate uses or assembly uses</b></p>		
<p><b>PO10</b></p> <p>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.</p> <p>Note—A coastal hazard risk assessment may be required to address the performance outcome or acceptable solution that deals with evacuation and isolation arrangements, and the ability to take refuge in place</p> <p>Editor's note—Further guidance for risk assessment is contained in the Coastal hazard planning scheme policy and the Flood planning scheme policy.</p>	<p><b>AO10</b></p> <p>Development for vulnerable uses, difficult to evacuate uses or assembly uses:</p> <p>(a) is not isolated in any event up to the relevant flood planning level as specified in Table 8.2.6.3.D; or</p> <p>(b) is supported by a critical route or interim critical route identified in the Critical infrastructure and movement network overlay; or</p> <p>(c) can achieve vehicular evacuation to a suitable coastal hazard-free location.</p> <p>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.</p>	<p>The proposal does not relate to vulnerable uses, difficult to evacuate uses or assembly uses.</p>

Section D—If for reconfiguring a lot		
General		
<p><b>PO11</b></p> <p>Development locates and designs all lots and roads resulting from reconfiguring a lot to:</p> <p>(a) ensure the safety of people;</p> <p>(b) minimise damage to property and services;</p> <p>(c) facilitate safe and efficient evacuation;</p> <p>(d) avoid isolation during a coastal hazard event;</p> <p>(e) provide suitable amenity in that it is not frequently flooded or subject to tidal inundation, or nuisance ponding.</p> <p>Note—</p> <ul style="list-style-type: none"> <li>▪ Consideration of the 0.2% AEP flood is relevant to determining an acceptable level of safety for development.</li> <li>▪ Flood warning time is available for storm-tide flooding.</li> <li>▪ Filling for flood immunity cannot be assumed to mitigate the flood hazard for a flood event greater than the defined flood event.</li> </ul>	<p><b>AO11.1</b></p> <p>Development ensures that the road and lot layout does not create new lots isolated by storm-tide flooding at the defined flood event.</p>	<p>This section of the code is not considered to contain relevant assessment benchmarks.</p>
	<p><b>AO11.2</b></p> <p>Development involving reconfiguring a lot ensures flood immunity for all lots is provided in compliance with Table 8.2.6.3.G.</p>	<p>This section of the code is not considered to contain relevant assessment benchmarks.</p>
<p><b>PO12</b></p> <p>Development that results in 6 lots or less and no new road provides:</p> <p>(a) land with sufficient flood immunity to construct a dwelling house;</p> <p>(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;</p> <p>(c) a lot that is not substantially burdened by a stormwater easement or flood mitigation infrastructure;</p> <p>(d) appropriate amenity for any adjoining residential area.</p>	<p><b>AO12</b></p> <p>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 least 80% of each new lot at or above the flood planning levels in Table 8.2.6.3.G.</p> <p>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.</p>	<p>This section of the code is not considered to contain relevant assessment benchmarks.</p>

<p><b>PO13</b></p> <p>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.</p>	<p><b>AO13</b></p> <p>Development involving reconfiguring a lot that results in more than 6 lots or a new road provides flood immunity for:</p> <p>(a) all lots in compliance with Table 8.2.6.3.G;</p> <p>(b) a new road in compliance with Table 8.2.6.3.H;</p> <p>(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.</p> <p>Note—The Flood planning scheme policy contains supporting information about existing roads and serviceability during floods.</p>	<p>This section of the code is not considered to contain relevant assessment benchmarks.</p>
<p><b>PO14</b></p> <p>Development involving a new road, bridge or culvert is designed to minimise impacts to flood behaviour, minimise disruption to traffic during storm-tide inundation and allow for emergency access and evacuation.</p>	<p><b>AO14</b></p> <p>Development for a new road provides flood immunity in compliance with Table 8.2.6.3.H.</p>	<p>This section of the code is not considered to contain relevant assessment benchmarks.</p>
<p><b>PO15</b></p> <p>Development for pedestrian and cyclist paths:</p> <p>(a) provides a suitable level of trafficability;</p> <p>(b) manages the impacts of flooding on asset life and ongoing maintenance costs;</p> <p>(c) balances route availability with recreational and transport connectivity benefits to the city.</p>	<p><b>AO15.1</b></p> <p>Development for off-road pedestrian and cyclist paths:</p> <p>(a) are not located in the Erosion prone area – coastal erosion subcategory; or</p> <p>(b) complies with the minimum flood planning levels in Table 8.2.6.3.H.</p> <p>Note—If the site is subject to more than 1 type of flooding, the requirement that affords the highest flood planning level will apply.</p>	<p>This section of the code is not considered to contain relevant assessment benchmarks.</p>
	<p><b>AO15.2</b></p> <p>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.</p>	<p>This section of the code is not considered to contain relevant assessment benchmarks.</p>

**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**

Editor's note—Examples of development where the chief executive is not identified as a referral agency under the Regulation include operational work for:

- 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.

Where that operational work only involves:

- 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.

**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.

This section of the code is not considered to contain relevant assessment benchmarks.

### 8.1.6 Flood Overlay Code

#### Performance Outcomes and Acceptable Outcomes

Performance Outcomes	Acceptable Outcomes	Compliance
<p><b>Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a dwelling house including any secondary dwelling</b></p> <p><b>Note—Development for a dwelling house does not require assessment against any other sections of this code.</b></p>		
<p><b>PO1</b></p> <p>Development involving any habitable or non-habitable part of a dwelling house, including any secondary dwelling, is located and designed to:</p> <p>(a) minimise the risk to people from flood hazard;</p> <p>(b) achieve acceptable flood immunity;</p> <p>(c) minimise property impacts from a flood event up to and including the defined flood event;</p> <p>(d) minimise disruption to residents, recovery time and rebuilding or restoration costs after a flood event up to and including the defined flood event.</p>	<p><b>AO1.1</b></p> <p>Development for a dwelling house including any secondary dwelling:</p> <p>(a) is not located in the Brisbane River flood planning area 1, 2a or 2b sub-categories or the Creek/waterway flood planning area 1 or 2 sub-categories; or</p> <p>(b) is only located in these sub-categories, if a Registered Professional Engineer Queensland certifies that the dwelling house and any secondary dwelling are structurally designed to be able to resist hydrostatic and hydrodynamic loads associated with flooding up to and including the defined flood event.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>
	<p><b>AO1.2</b></p> <p>Development for a dwelling house and any secondary dwelling complies with the minimum flood planning levels in Table 8.2.11.3.B.</p> <p>Note—If located in an area that has no flood level information available from the Council such as an overland flow path, a Registered Professional Engineer of Queensland with expertise in undertaking flood studies is to certify that the flood level and development levels for the dwelling house and any secondary dwelling achieve the required flood planning levels in Table 8.2.11.3.B.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>

	<p><b>A01.3</b></p> <p>Development involving a building undercroft complies with the minimum clearance requirements in Table 8.2.11.3.E.</p> <p>Editor's note—For creek/waterway, storm-tide and river flooding, applicable flood planning information is available from Council's FloodWise Property Report.</p> <p>Note—The Flood planning scheme policy provides guidance on undercroft design.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>
<p><b>PO2</b></p> <p>Development within the Creek/waterway flood planning area sub-categories or Overland flow flood planning area sub-category:</p> <p>(a) maintains the conveyance of flood waters to allow flows and debris to pass predominantly unimpeded through the site;</p> <p>(b) does not concentrate, intensify or divert floodwater onto upstream, downstream or adjacent properties;</p> <p>(c) will not result in a material increase in flood levels or flood hazard on upstream, downstream or adjacent properties.</p>	<p><b>A02</b></p> <p>Development:</p> <p>(a) is not located within the Creek/waterway flood planning area 1, 2 or 3 sub-categories or the Overland flow flood planning area sub-category; or</p> <p>(b) provides an open undercroft area from natural ground level to habitable floor level for any area inundated by the defined flood event; or</p> <p>Note—This undercroft area is not suitable for providing non-habitable rooms, secure storage of valuables, or future enclosing for storage or car parking. The clear area may include structural elements such as columns and floor substructure. The Flood planning scheme policy provides guidance on undercroft design.</p> <p>Editor's note—An open undercroft design may be achieved through a 'valance' treatment around the perimeter of an otherwise internally clear undercroft.</p> <p>Editor's note—For Creek/waterway, storm-tide and river flooding, applicable flood planning information is available from Council's FloodWise Property Report.</p> <p>(c) a report from a Registered Professional Engineer Queensland certifies that the development in the Creek/waterway flood planning area or Overland flow flood planning area sub-categories will not result in a material increase in flood level or flood hazard on upstream, downstream or adjacent properties.</p> <p>Note—Flood studies demonstrate that the development and engineering design methods conform to the principles within the</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>

		Flood planning scheme policy and the Infrastructure design planning scheme policy.	
<p><b>Section B—If accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development other than for a dwelling house or reconfiguring a lot</b></p> <p><b>Note—If development that is accepted development subject to compliance with identified requirements complies with the acceptable outcomes of this part, no further assessment against this code is required.</b></p>			
<p><b>PO3</b></p> <p>Development:</p> <p>(a) is compatible with flood hazard in a defined flood event;</p> <p>(b) minimises the risk to people from flood hazard;</p> <p>(c) does not reduce the ability of evacuation resources including emergency services to access and evacuate the site in a flood emergency, with consideration to the scale of the development;</p> <p>(d) minimises impacts on property from flooding;</p> <p>(e) minimises disruption to residents, business or site operations and recovery time due to flooding;</p> <p>(f) minimises the need to rebuild structures after a flood event greater than the defined flood event.</p> <p>Note—Where Table 8.2.11.3.C identifies that a flood risk assessment is required, compliance with this performance outcome can be achieved by submitting a flood risk assessment, which may be included within a flood study, addressing the criteria within this performance solution. Preparing flood risk assessments and flood studies is required to be in accordance with the Flood planning scheme policy.</p> <p>Note—An emergency management plan prepared in accordance with the Flood planning scheme policy, which sets out procedures for evacuation due to flooding may be used to demonstrate compliance with this performance outcome.</p>	<p><b>AO3</b></p> <p>Development for a material change of use is identified in Table 8.2.11.3.C as compatible with the flood hazard within the relevant flood planning area.</p>	<p>The site has existing use rights for a multiple dwelling.</p>	

<p><b>PO4</b></p> <p>Development for a park ensures that the design of a park and location of structures and facilities responds to the flood hazard and balances the safety of intended users with:</p> <ul style="list-style-type: none"> <li>(a) maintaining continuity of operations;</li> <li>(b) impacts of flooding on asset life and ongoing maintenance costs;</li> <li>(c) efficient recovery after flood events;</li> <li>(d) recreational benefits to the city;</li> <li>(e) availability of suitable land within the park.</li> </ul>	<p><b>AO4.1</b></p> <p>Development involving a building or structure in a park complies with the flood planning levels specified in Table 8.2.11.3.D.</p>	<p>The proposal does not relate to a park.</p>
	<p><b>AO4.2</b></p> <p>Development involving a building or structure where Table 8.2.11.3.D does not apply:</p> <ul style="list-style-type: none"> <li>(a) is not located within the 20% AEP flood extent of any creek/waterway or overland flow path; or</li> <li>(b) is located above the 20% AEP flood level of any creek/waterway or overland flow path.</li> </ul>	<p>The proposal does not relate to a park.</p>
<p><b>Section C—If for assessable development other than for a dwelling house</b></p>		
<p><b>PO5</b></p> <p>Development is located and designed to:</p> <ul style="list-style-type: none"> <li>(a) minimise the risk to people from flood hazard on the site;</li> <li>(b) minimise flood damage to the development and contents of buildings up to the defined flood event;</li> <li>(c) provide suitable amenity;</li> <li>(d) minimise disruption to residents, recovery time and the need to rebuild structures after a flood event up to and including the defined flood event.</li> </ul>	<p><b>AO5.1</b></p> <p>Development complies with the flood planning levels specified in Table 8.2.11.3.D.</p> <p>Note—If located in an area with no Council-derived flood levels such as an overland flow path, a Registered Professional Engineer Queensland with expertise in undertaking flood studies is to derive the applicable flood level and certify that the development meets the required flood planning levels in Table 8.2.11.3.D. The study is to demonstrate that the development and engineering design methods conform to the principles within the Flood planning scheme policy and the Infrastructure design planning scheme policy.</p>	<p>The proposal will include flood planning levels which will comply with Table 8.2.11.3.D. For further details around this, please refer to the previously submitted Hydraulic Report from Naxos Engineers dated February 2025.</p>
	<p><b>AO5.2</b></p> <p>Development is:</p> <ul style="list-style-type: none"> <li>(a) not located in the:                             <ul style="list-style-type: none"> <li>(i) Brisbane River flood planning area 1, 2a, or 2b sub-categories;</li> <li>(ii) Creek/waterway flood planning area 1 or 2 sub-categories;</li> <li>(iii) Overland flow flood planning area sub-category;</li> </ul> </li> <li>or</li> </ul>	<p>The proposal will be located within the stipulated sub-category areas with a Registered Professional Engineer Queensland (RPEQ) certifying that risk to people will be managed to an appropriate level. For further details around this, please refer to the previously submitted Hydraulic Report from Naxos Engineers dated February 2025. Meanwhile, it is considered relevant and reasonable for Council to condition that prior to a building approval (BA) being</p>

	<p>(b) only located in these sub-categories if a Registered Professional Engineer Queensland with expertise in undertaking flood studies certifies that:</p> <p>(i) the development design, siting and any mitigation measures will ensure the development is structurally adequate to resist hydrostatic, hydrodynamic and debris impact loads associated with flooding up to the defined flood event; and</p> <p>(ii) the risk to people is managed to an acceptable level.</p>	<p>issued, a RPEQ certifies that the development is structurally adequate to resist hydrostatic, hydrodynamic and debris impact loads associated with flooding up to the defined flood event.</p>
<p><b>PO6</b>                  Development involving essential electrical services or a basement storage area is suitably located and designed to ensure public safety and minimise flood recovery and economic consequences of damage during a flood.</p>	<p><b>AO6.1</b>                  Development ensures that:</p> <p>(a) all areas containing essential electrical services comply with the flood planning levels in Table 8.2.11.3.D; or</p> <p>(b) if a basement contains essential electrical services or a private basement storage area, the basement is a waterproof structure with walls and floors impermeable to the passage of water with all entry points and services located at or above the relevant flood planning level in Table 8.2.11.3.D.</p> <p>Note—A basement storage area does not include a bike storage room, change room, building maintenance storage and non-critical electrical services.</p>	<p>The proposal will include essential electrical services which will comply with the flood planning levels in Table 8.2.11.3.D. For further details around this, please refer to the previously submitted Hydraulic Report from Naxos Engineers dated February 2025.</p>
	<p><b>AO6.2</b>                  Development involving a basement that relies on a pumping solution to manage floodwater ingress or for dewatering after a flood provides a secondary pump system with a backup power source for the pump.</p>	<p>The proposal will not include a basement.</p>

<p><b>PO7</b></p> <p>Development does not directly or indirectly create a material adverse impact on flood behaviour or drainage on properties that are upstream, downstream or adjacent to the development.</p>	<p><b>A07.1</b></p> <p>Development:</p> <p>(a) does not block, or divert floodwaters for any area affected by creek/waterway or overland flow flooding, excluding storm-tide flooding and Brisbane River flooding sources; or</p> <p>(b) does not result in a material increase in flood level or hydraulic hazard on upstream, downstream or adjacent properties.</p> <p>Note—Compliance with this acceptable solution can be demonstrated by the submission of a flood study by a Registered Professional Engineer of Queensland with expertise in undertaking flood studies demonstrating that the development and engineering design methods conform to the principles within the Flood planning scheme policy and the Infrastructure design planning scheme policy.</p>	<p>The proposal will not block or divert floodwaters, nor will it result in a material increase in the flood/hydraulic hazard on upstream, downstream or adjacent properties. For further details around this, please refer to the previously submitted Hydraulic Report from Naxos Engineers dated February 2025..</p>
	<p><b>A07.2</b></p> <p>Development retains existing overland flow paths and does not rely wholly on piped solutions to manage major flows.</p>	<p>The proposal will retain existing overland flow paths. For further details around this, please refer to the previously submitted Hydraulic Report from Naxos Engineers dated February 2025.</p>
	<p><b>A07.3</b></p> <p>Development which creates a new overland flow path or significantly modifies an existing overland flow path via earthworks does not materially worsen hydraulic hazard on the site from existing conditions.</p> <p>Note—Compliance with this acceptable solution can be demonstrated by the submission of a flood study by a Registered Professional Engineer of Queensland with expertise in undertaking flood studies demonstrating that the development and engineering design methods conform to the principles within the Flood planning scheme policy and the Infrastructure design planning scheme policy.</p>	<p>The proposal will not create a new overland flow path, nor will it significantly modify an existing overland flow path. For further details around this, please refer to the previously submitted Hydraulic Report from Naxos Engineers dated February 2025.</p>

<p><b>PO8</b></p> <p>Development for filling or excavation in an area affected by creek/waterway flooding does not directly, indirectly or cumulatively cause any material increase in flooding or hydraulic hazard or involve significant redistribution of flood storage from high to lower areas in the floodplain.</p> <p>Note—This can be demonstrated by undertaking earthworks in compliance with the Compensatory earthworks planning scheme policy.</p> <p>Note—This part of the code applies to all development other than a dwelling house and any secondary dwelling which involves filling or excavation, whether or not the development application comprises a separate development application for operational work involving filling or excavation.</p>	<p><b>A08</b></p> <p>Development ensures that no filling or excavation greater than 100mm is located in the Creek/waterway flood planning area 1, 2 or 3 sub-categories if contained in the 5% AEP flood extent of any Creek/waterway flood planning area sub-category for which no waterway corridor has been mapped in the Waterway corridors overlay.</p>	<p>The proposal will not directly, indirectly or cumulatively cause any material increase in flooding or hydraulic hazard or involve significant redistribution of flood storage from high to lower areas in the floodplain. For further details around this, please refer to the previously submitted Hydraulic Report from Naxos Engineers dated February 2025.</p>
<p><b>PO9</b></p> <p>Development ensures that the building and site design:</p> <p>(a) maintains the conveyance capacity of existing overland flow paths and creek/waterways;</p> <p>(b) ensures floodwaters and flood debris can pass predominantly unimpeded under a structure or building to minimise property or building damage, including for a flood larger than the defined flood event;</p> <p>(c) mitigates flood impacts by ensuring that filling, excavation and location of services are designed to allow for the conveyance of floodwater across the site.</p> <p>Note—The Flood planning scheme policy provides guidance on relevant considerations in determining minimum undercroft clearances and treatment of ground level in undercroft areas where floodwater conveyance is required underneath development.</p>	<p><b>AO9.1</b></p> <p>Development involving a building undercroft in the Creek/waterway flood planning area sub-categories or the Overland flow flood planning area sub-category:</p> <p>(a) complies with the minimum building undercroft clearance requirements in Table 8.2.11.3.E;</p> <p>(b) not located directly above any part of a waterway corridor as mapped in the Waterway corridors overlay.</p>	<p>The proposal will: maintain the conveyance capacity of existing overland flow paths and creek/waterways; ensure floodwaters and flood debris can pass predominantly unimpeded under a structure or building to minimise property or building damage, including for a flood larger than the defined flood event; and mitigate flood impacts by ensuring that filling, excavation and location of services are designed to allow for the conveyance of floodwater across the site. For further details around this, please refer to the previously submitted Hydraulic Report from Naxos Engineers dated February 2025.</p>
	<p><b>AO9.2</b></p> <p>Development involving a building undercroft in the Creek/waterway flood planning area sub-categories or the Overland flow flood planning area sub category:</p> <p>(a) has a ground level within the undercroft area that is free draining;</p>	<p>The proposal will: maintain the conveyance capacity of existing overland flow paths and creek/waterways; ensure floodwaters and flood debris can pass predominantly unimpeded under a structure or building to minimise property or building damage, including for a flood larger than the defined flood</p>

	<p>(b) does not involve excavation below ground level of more than 300mm within the undercroft area.</p>	<p>event; and mitigate flood impacts by ensuring that filling, excavation and location of services are designed to allow for the conveyance of floodwater across the site. For further details around this, please refer to the previously submitted Hydraulic Report from Naxos Engineers dated February 2025.</p>
<p><b>PO10</b>                  Development for vulnerable uses, difficult to evacuate uses or assembly uses optimises vehicular access and efficient evacuation from the development to parts of the road network unaffected by flood hazard, in order to:</p> <p>(a) protect safety of users and emergency services personnel;</p> <p>(b) support efficient emergency services access and site evacuation with consideration to the scale of development.</p> <p>Note—A flood risk assessment may be required to address the performance outcomes or acceptable solutions which deal with evacuation and isolation arrangements, and the ability to take refuge. The Flood planning scheme policy provides information for undertaking flood risk assessments.</p>	<p><b>AO10</b>                  Development for vulnerable uses, difficult to evacuate uses or assembly uses:</p> <p>(a) is not isolated in any event up to the relevant flood planning level specified in Table 8.2.11.3.L; or</p> <p>(b) has direct vehicle access to a critical route or interim critical route in the Critical infrastructure and movement network overlay for evacuation in a flood; or</p> <p>(c) can achieve vehicular evacuation to a suitable flood-free location.</p> <p>Note—A suitable flood-free location is of a size and nature sufficient to provide for the size and characteristics of the population likely to need evacuation to that area.</p>	<p>The proposal does not relate to a vulnerable use, difficult to evacuate use or assembly use.</p>
<p><b>PO11</b>                  Development has access which, having regard to hydraulic hazard, provides for safe vehicular and pedestrian movement and emergency services access to adjoining roads.</p>	<p><b>AO11.1</b>                  Development provides an access or driveway into the site which is:</p> <p>(a) trafficable during the defined flood event;</p> <p>(b) not located in the Creek/waterway flood planning area 1 sub-category;</p> <p>(c) not located in the Overland flow flood planning area sub-category if the hydraulic hazard is unsafe in the defined flood event;</p> <p>(d) the access or driveway is not inundated by a 10% AEP flood.</p>	<p>The proposal will include an access point/driveway which will essentially be in the same location as the approved access point/driveway.</p>

	<p><b>AO11.2</b>                  Development located in the Creek/waterway flood planning area 1, 2, 3 or 4 sub-categories locates any disabled access in the highest part of the site.                  Note—Explanation of hydraulic hazard provided in the Flood planning scheme policy.</p>	<p>The proposal will include a pedestrian path (able to be used for disabled access) which will essentially be in the same location as the approved pedestrian path.</p>
<p><b>PO12</b>                  Development involving a new road, a bridge or culvert is designed to minimise impacts to flood behaviour, minimise disruption to traffic during a flood and allow for emergency access.</p>	<p><b>AO12</b>                  Development involving a new road complies with the flood planning levels in Table 8.2.11.3.F.</p>	<p>The proposal will not include a new road.</p>
<p><b>PO13</b>                  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.</p>	<p><b>AO13.1</b>                  Development for cyclist and pedestrian facilities other than on public roads, including those traversing through a park and adjacent to a watercourse and overland flow path, are located above the 39% AEP (2 year ARI) flood immunity from all flooding sources.                  Note—If the site is subject to more than one type of flooding, the requirement that affords the greatest level of protection will apply.</p>	<p>The proposal will include an off-road pedestrian/cyclist path which will essentially be in the same location as the approved off-road pedestrian/cyclist path.</p>
	<p><b>AO13.2</b>                  All new on-road cyclist and pedestrian facilities comply with the flood planning levels and trafficability standards for the applicable category of road in Table 8.2.11.3.F or Table 8.2.11.3.K.</p>	<p>The proposal will not include new on-road cyclist or pedestrian facilities.</p>
<p><b>PO14</b>                  Development which increases the residential population within the Brisbane River flood planning area sub-categories minimises the risk to people in all flood events with consideration to flood hazard, including warning time.</p>	<p><b>AO14</b>                  Development in the Brisbane River flood planning area sub-categories in areas where the residential flood level is greater than 12.8m AHD involving:                  (a) an increase in the number of residential dwellings;                  or                  (b) additional residential lots; or</p>	<p>The site does not have a residential flood level greater than 12.8m AHD.</p>

	<p>(c) is not subject to an unsafe hydraulic hazard in the 0.2% AEP flood event.</p> <p>Note—Explanation of a hydraulic hazard is provided in the Flood planning scheme policy.</p>	
<b>Additional performance outcomes and acceptable outcomes for essential community infrastructure</b>		
<p><b>PO15</b>                  Development involving essential community infrastructure:</p> <p>(a) remains functional to serve community need during and immediately after a flood event, or is part of a network that is able to maintain the function of the essential community infrastructure when parts of the development are unable to function during or after a flood;</p> <p>(b) is designed, sited and operated to avoid adverse impacts on the community or the environment due to the impacts of flooding on infrastructure, facilities or access and egress routes;</p> <p>(c) is able to remain functional or is part of a network which is able to remain functional even when other infrastructure or services (such as electricity supply) may be compromised in a flood event;</p> <p>(d) contains mitigation measures which are not entirely dependent on human activation to respond to a flood event.</p> <p>Note—Protection of function is required up to and including the flood event in Table 8.2.11.3.G.</p>	<p><b>AO15</b>                  Development involving essential community infrastructure:</p> <p>(a) is ancillary to and not relied upon for the provision of the essential service during a flood; or</p> <p>(b) is located above the flood planning levels in Table 8.2.11.3.G;</p> <p>(c) has access to or provides the necessary back-up emergency electricity and communications supply in times of flood;</p> <p>(d) is designed and constructed to resist hydrostatic and hydrodynamic forces as a result of inundation by the flood event listed for the development type in Table 8.2.11.3.G;</p> <p>(e) that services a local area:</p> <p>(i) is able to be accessed in times of flood to service local community needs up to the event listed for that development type in Table 8.2.11.3.G; or</p> <p>(ii) has a service continuity plan that demonstrates the continued provision of service during the relevant flood event.</p>	<p>The proposal does not relate to essential community infrastructure.</p>

Additional performance outcomes and acceptable outcomes if development involves the processes in Table 8.2.11.3.H		
<p><b>PO16</b></p> <p>Development involving the storage and handling of hazardous materials avoids or minimises risks to public health and safety and the environment, by:</p> <p>(a) protecting underground tanks for hazardous materials against the forces of buoyancy, velocity flow and debris impacts;</p> <p>(b) securing above-ground tanks for hazardous materials against flotation and lateral movement;</p> <p>(c) preventing damage to hazardous materials pipework or entry of floodwater into hazardous materials pipework;</p> <p>(d) preventing damage to or off-site release of packages, drums or containers storing hazardous materials.</p> <p>Note—A chemical hazards flood risk report prepared in accordance with the Management of hazardous chemicals in flood prone areas planning scheme policy can assist in demonstrating achievement of this performance outcome.</p> <p>Note—A pump drainage system is not an acceptable measure to meet the performance outcome.</p>	<p><b>AO16</b></p> <p>(a) Development does not include the storage or handling of hazardous chemicals that are equivalent to or exceed the threshold quantities in Table 8.2.11.3.M;</p> <p>(b) Development involving the processes listed in Table 8.2.11.3.H:</p> <p>(i) where located in the Flood overlay area, occurs only in the Creek/waterway flood planning area 5 sub-category or the Brisbane River flood planning area 5 sub-category; or</p> <p>(ii) is consistent with the standards contained in the Management of hazardous chemicals in flood prone areas planning scheme policy and can operate without risk of environmental harm during a flood event.</p> <p>Note—The Management of hazardous chemicals in flood prone areas planning scheme policy sets out further information and processes including risk assessment for the management of hazardous chemicals in flood planning areas.</p>	<p>The proposal will not include the storage or handling of hazardous chemicals.</p>
Additional performance outcomes and acceptable outcomes for reconfiguring a lot		
<p><b>PO17</b></p> <p>Development locates and designs all lots resulting from reconfiguring a lot to:</p> <p>(a) minimise the risk to people from flood hazard;</p> <p>(b) minimise damage to property from flood hazard;</p> <p>(c) facilitate safe and efficient evacuation.</p> <p>Note—</p> <p>- Consideration of all floods up to the probable maximum flood is relevant to minimising the risk to people.</p>	<p><b>AO17.1</b></p> <p>Development creating new lots is identified in Table 8.2.11.3.I as suitable within the relevant flood planning area.</p>	<p>The proposal does not relate to reconfiguring a lot.</p>
	<p><b>AO17.2</b></p> <p>Development provides for reconfiguring a lot design that achieves a road and lot layout which:</p> <p>(a) provides trafficable vehicular egress for evacuation during a defined flood event;</p>	<p>The proposal does not relate to reconfiguring a lot.</p>

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

	<p><b>AO18.3</b></p> <p>Development protects the conveyance of flood hazard area by providing an easement over the:</p> <p>(a) 2% AEP flood extent for overland flow flooding;</p> <p>(b) 1% AEP flood extent for creek/waterway flooding.</p>	<p>The proposal does not relate to reconfiguring a lot.</p>
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### 8.1.7 Potential and Actual Acid Sulfate Soils Overlay Code

#### Performance Outcomes and Acceptable Outcomes

Performance Outcomes	Acceptable Outcomes	Compliance
<p><b>PO1</b>            Development protects the environmental values and ecological health of receiving waters and does not subject assets to accelerated corrosion.</p>	<p><b>AO1.1</b>            Development ensures that:</p> <p>a. no potential or actual acid sulfate soils are disturbed; or            Note—This can be demonstrated through the submission of an acid sulfate soil investigation report with reference to the Potential and actual acid sulfate soils planning scheme policy.</p> <p>b. the disturbance impacts in an area that hosts potential acid sulfate soils are appropriately managed, if less than 500m<sup>3</sup> of soil is disturbed and the watertable is not affected; or            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.</p> <p>c. impacts are appropriately managed if 500m<sup>3</sup> or more of soil is disturbed or the watertable in an area that hosts potential or actual acid sulfate soils is affected.            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.</p>	<p>In assessing this proposal, it is considered relevant/reasonable to condition an Acid Sulfate Soil Management Plan in order to ensure the proposal protects the environmental values and ecological health of receiving waters and will not subject assets to accelerated corrosion.</p>

### 8.1.8 Road Hierarchy Overlay Code

#### Performance Outcomes and Acceptable Outcomes

Performance Outcomes	Acceptable Outcomes	Compliance
<b>Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use</b>		
<p><b>PO1</b>                      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) 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.</p>	<p><b>AO1.1</b>                      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.</p>	<p>The proposal will include an access point/driveway which will essentially be in the same location as the approved access point/driveway.</p>
	<p><b>AO1.2</b>                      Development ensures that an access driveway is not provided to or from a primary freight route identified on the Road hierarchy overlay map.</p>	<p>The proposal will include an access point/driveway which will essentially be in the same location as the approved access point/driveway.</p>
	<p><b>AO1.3</b>                      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.</p>	<p>The proposal will include an access point/driveway which will essentially be in the same location as the approved access point/driveway.</p>
	<p><b>AO1.4</b>                      Development ensures that a turn to and from a major road is restricted to a left turn only.</p>	<p>The proposal will include an access point/driveway which will essentially be in the same location as the approved access point/driveway.</p>

	<p><b>AO1.5</b>                  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.</p>	<p>The proposal will include an access point/driveway which will essentially be in the same location as the approved access point/driveway.</p>
<p><b>Section B—If for assessable development for a material change of use</b></p>		
<p><b>PO2</b>                  Development does not compromise the safety, efficiency, function, convenience of use or capacity of the operation of the existing and future road hierarchy, and addresses all the impacts on the road hierarchy.</p>	<p><b>AO2.1</b>                  Development ensures that the traffic generated by the development is consistent with the adjoining road’s hierarchical classification, function and expected traffic flows.</p>	<p>The proposal will generate traffic numbers which will be consistent with the classification, function and expected traffic flows of the surrounding road network.</p>
	<p><b>AO2.2</b>                  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.                  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.</p>	<p>The proposal will not significantly impact the surrounding road network.</p>
<p><b>Section C—If for assessable development for a material change of use or reconfiguring of a lot</b></p>		
<p><b>PO3</b>                  Development makes provision for future extension, expansion and widening of the existing and future road hierarchy where required.</p>	<p><b>A03</b>                  No acceptable outcome is prescribed.</p>	<p>The proposal will not compromise a future extension, expansion or widening of the road network.</p>
<p><b>PO3A</b>                  Development provides for the payment of extra trunk infrastructure costs for the following:</p>	<p><b>A03A</b>                  No acceptable outcome is prescribed.</p>	<p>The proposal will not necessitate payment for extra trunk infrastructure.</p>

<p>(a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan;</p> <p>(b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving:</p> <p>(i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan;</p> <p>(ii) long term infrastructure for the road network which is made necessary by development that is not assumed future urban development;</p> <p>(iii) other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development.</p> <p>Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution.</p> <p>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.</p>		
<p><b>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</b></p>		
<p><b>PO4</b></p> <p>Development protects a corridor for the road network shown on the Road hierarchy overlay map to ensure the following are not compromised:</p> <p>(a) the long term infrastructure for the road network in the Long term infrastructure plans;</p> <p>(b) the existing and planned infrastructure for the road network in the Local government infrastructure plan;</p>	<p><b>AO4</b></p> <p>Development protects a corridor for the road network shown on the Road hierarchy overlay map in compliance with the following:</p> <p>(a) for the long term infrastructure for the road network, the Long term infrastructure plans;</p> <p>(b) for existing and planned infrastructure for the road network, the Local government infrastructure plan;</p>	<p>The site does not adjoin a district road with a width less than 20 metres, not does it adjoin a suburban or arterial road.</p>

<p>(c) the provision of long term, existing and planned infrastructure for the road network which:</p> <p>(i) is required to service the development or existing and future urban development in the planning scheme area; or</p> <p>(ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.</p> <p>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.</p>	<p>(c) the standards for the road network in the Infrastructure design planning scheme policy.</p>	
<p><b>Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy</b></p>		
<p><b>PO5</b></p> <p>Development ensures that a new road connection into the road hierarchy provides:</p> <p>(a) safe, efficient and convenient external connectivity of the new movement system to the major road network;</p> <p>(b) a minimum number of intersections to the major road network.</p>	<p><b>AO5</b></p> <p>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.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>
<p><b>PO6</b></p> <p>Development ensures that an extension of or change to the road hierarchy:</p> <p>(a) provides internal connectivity of the movement system to the neighbourhood;</p> <p>(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;</p> <p>(c) provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route;</p>	<p><b>AO6.1</b></p> <p>Development ensures that a new or upgraded road is designed and constructed in accordance with its classification in the road hierarchy and the standards in the Infrastructure design planning scheme policy.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>
	<p><b>AO6.2</b></p> <p>Development preserves the function of the road hierarchy and addresses all impacts on the road network.</p> <p>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 and the</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>

<p>(d) includes the provision of bus routes in the road hierarchy that provide ease of access to bus customers;</p> <p>(e) minimises vehicle volumes and speed in residential streets while providing connectivity to higher order roads in a reasonable travel time;</p> <p>(f) provides a street layout that minimises travel time and traffic volumes on neighbourhood roads;</p> <p>(g) provides high permeability for pedestrian and cycle networks;</p> <p>(h) provides safe accessibility to lots by having more than one street providing access to the area;</p> <p>(i) preserves the function of the road hierarchy and addresses all impacts to the road network.</p>	<p>Infrastructure design planning scheme policy (Traffic impact assessment and definitions section).</p>	
<p><b>PO7</b></p> <p>Development ensures that premises and vehicle access is 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 its hierarchy.</p>	<p><b>AO7</b></p> <p>Development ensures that residential lots are laid out to ensure a future use does not directly ingress from or egress to a major road.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>
<p><b>PO8</b></p> <p>Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay.</p>	<p><b>AO8</b></p> <p>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.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>

### 8.1.9 Streetscape Hierarchy Overlay Code

#### Performance Outcomes and Acceptable Outcomes

Performance Outcomes	Acceptable Outcomes	Compliance
<b>Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development</b>		
<p><b>PO1</b></p> <p>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.</p>	<p><b>AO1</b></p> <p>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.</p>	<p>This proposal will not include or require a new/altered verge.</p>
<p><b>PO2</b></p> <p>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.</p>	<p><b>AO2.1</b></p> <p>Development ensures that existing street trees are retained and protected.</p>	<p>The proposal will not include or require the removal of existing street trees.</p>
	<p><b>AO2.2</b></p> <p>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.</p>	<p>The proposal will not include or require new/altered street tree planting, street furniture, paving, lighting or verge treatments.</p>

Section B—If for assessable development		
<p><b>PO3</b></p> <p>Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map:</p> <p>(a) facilitates a high level of pedestrian movement and activity;</p> <p>(b) enforces the sense of arrival to individual precincts and major connections;</p> <p>(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.</p>	<p><b>AO3.1</b></p> <p>Development ensures that a corner land dedication is provided:</p> <p>(a) where identified in the Streetscape hierarchy overlay map;</p> <p>(b) in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.</p>	<p>The site is not identified as requiring a corner land dedication.</p>
	<p><b>AO3.2</b></p> <p>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.</p>	<p>The site is not identified as requiring a corner land dedication.</p>
	<p><b>AO3.3</b></p> <p>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.</p>	<p>The site is not identified as requiring a corner land dedication.</p>
If in or on a site adjoining the Wildlife movement solution sub-category		
<p><b>PO4</b></p> <p>Development incorporates effective wildlife movement infrastructure that enables safe wildlife movement across and past transport infrastructure.</p>	<p><b>AO4</b></p> <p>Development ensures that infrastructure solutions are:</p> <p>(a) provided at the locations identified on the Streetscape hierarchy overlay map;</p> <p>(b) designed to:</p>	<p>The site is not located in or adjoining a wildlife movement solution.</p>

	<p>(i) account for daily and seasonal movement needs of native wildlife, such as foraging, breeding, predator and natural disaster avoidance;</p> <p>(ii) achieve physical separation of native wildlife and the road;</p> <p>(iii) adopt designs and treatments known to be used by native species, including significant fauna species listed in the Biodiversity area overlay code.</p> <p>Note—Refer to the Infrastructure design planning scheme policy for further guidance of the design of wildlife movement solutions.</p>	
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### 8.1.10 Transport Noise Corridor Overlay Code

#### *Performance Outcomes and Acceptable Outcomes*

Performance Outcomes	Acceptable Outcomes	Compliance
<p><b>PO1</b>            Development provides outdoor space for passive recreation in a manner where transport noise has been minimised.</p>	<p><b>AO1</b>            Development ensures that each dwelling:            (a) has a balcony or outdoor recreation area shielded by the building from direct transport noise; or            (b) with a balcony exposed to transport noise has a solid gap-free balustrade.</p>	<p>The proposal will include balconies (to the east) which will be shielded by the building from direct transport noise (to the west).</p>

### 8.1.11 Waterway Corridors Overlay Code

#### Performance Outcomes and Acceptable Outcomes

Performance Outcomes	Acceptable Outcomes	Compliance
<b>Section A—If accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development</b>		
<p><b>PO1</b></p> <p>Development avoids or minimises clearing of riparian, native and significant vegetation and limits any clearing and disturbance to only the extent and location reasonably necessary for the use, to promote:</p> <p>(a) bank stabilisation;            (b) connectivity between habitat areas;            (c) natural cooling of the urban environment;            (d) the natural aesthetic values of the corridor.</p> <p>Note—Guidance regarding retaining and enhancing vegetation species can be found in the Vegetation planning scheme policy and the Planting species planning scheme policy.</p>	<p><b>AO1.1</b></p> <p>Development within the Local and Citywide waterway corridor sub-categories, or Brisbane River sub-category – sections 1 - 5 is located within an approved development footprint plan or complies with AO1.2, AO1.3 and AO1.4.</p>	The proposal will comply with AO1.2.
	<p><b>AO1.2</b></p> <p>Development within the Local and Citywide waterway corridor sub-categories, does not result in the removal of vegetation.</p> <p>Note—Removal of identified pest plant species within the waterway corridors may be supported. Vegetation on heritage sites will be assessed on a case by case basis.</p> <p>Editor's note—The Biosecurity Act 2014 lists the pest plant species that must be managed in Queensland. The Biosecurity Plan for the Brisbane Local Government Area outlines those pest plant species that pose a specific risk to Brisbane's biodiversity.</p>	The proposal will not include vegetation clearing.
	<p><b>AO1.3</b></p> <p>Development within the Brisbane River corridor sub-category – section 1 does not result in the removal of vegetation within 30m of the highest astronomical tide. Refer to Figure a.</p> <p>Note—Removal of identified pest plant species within the waterway corridors may be supported. Vegetation on heritage sites will be assessed on a case by case basis.</p> <p>Editor's note—The Biosecurity Act 2014 lists the pest plant species that must be managed in Queensland. The Biosecurity Plan for the Brisbane Local Government Area outlines those pest plant species that pose a specific risk to Brisbane's biodiversity.</p>	The site is not located within the stipulated sub-category area.

	<p><b>AO1.4</b></p> <p>Development in the Brisbane River corridor sub-category – section 2, 3, 4 or 5 does not result in the removal of vegetation within 20m of the highest astronomical tide. Refer to Figure a.</p> <p>Note—Removal of identified pest plant species within the waterway corridors may be supported. Vegetation on heritage sites will be assessed on a case by case basis.</p> <p>Editor's note—The Biosecurity Act 2014 lists the pest plant species that must be managed in Queensland. The Biosecurity Plan for the Brisbane Local Government Area outlines those pest plant species that pose a specific risk to Brisbane's biodiversity.</p>	<p>The site is not located within the stipulated sub-category area.</p>
<p><b>Additional criteria if in the Rochedale urban community neighbourhood plan area</b></p>		
<p><b>PO2</b></p> <p>Development protects and enhances the function of waterway corridors, including:</p> <ul style="list-style-type: none"> <li>(a) water conveyance;</li> <li>(b) water quality;</li> <li>(c) rehabilitation of ecological health and habitat values;</li> <li>(d) recreation and amenity;</li> <li>(e) preventing development from occurring within the waterway corridor.</li> </ul>	<p><b>AO2.1</b></p> <p>Development includes waterway corridors that:</p> <ul style="list-style-type: none"> <li>(a) are a minimum of:                             <ul style="list-style-type: none"> <li>(i) 60m wide; or</li> <li>(ii) the width as mapped within the Waterway corridors overlay whichever is greater;</li> </ul> </li> <li>(b) designs the corridors to be clear from development.</li> </ul>	<p>The site is not located within the stipulated neighbourhood plan area.</p>
	<p><b>AO2.2</b></p> <p>Development rehabilitates the waterway corridor in accordance an approved rehabilitation plan.</p>	<p>The site is not located within the stipulated neighbourhood plan area.</p>

Section B—If accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development, for a new dwelling house or an extension to a dwelling house including any ancillary structures (e.g. swimming pool and tennis courts)		
<p><b>PO3</b></p> <p>Development is set back to:</p> <p>(a) encourage natural filtration and infiltration to maintain water quality and flow conditions;</p> <p>(b) contribute to natural cooling of the urban environment, via minimal impervious surfaces, retention of vegetation and continuity of naturally landscaped areas;</p> <p>(c) positively contribute to the scenic landscape values of the Brisbane River by setting development back from the river and its banks;</p> <p>(d) positively contributes to an open, natural setting for the waterway corridor.</p>	<p><b>AO3.1</b></p> <p>Development is located within an approved development footprint plan, or complies with AO3.2, AO3.3 and AO3.4.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>
	<p><b>AO3.2</b></p> <p>Development within the Local waterway corridor sub-category:</p> <p>(a) is set back a minimum of 15m from the Waterway corridor sub-category centre-line; or</p> <p>(b) where for an extension to an existing dwelling house that is located within 15m of the Waterway corridor sub-category centre-line, the extension does not extend closer to the centre-line than the existing development footprint.</p> <p>Refer to Figure b.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>
	<p><b>AO3.3</b></p> <p>Development within the Citywide waterway corridor sub-category is:</p> <p>(a) not located within the Citywide waterway corridor sub-category; or</p> <p>(b) where for an extension to an existing dwelling house that is located within the Citywide waterway corridor sub-category, the extension does not extend closer to the Waterway corridor sub-category centre-line than the existing development footprint.</p> <p>Refer to Figure b.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>
	<p><b>AO3.4</b></p> <p>Development in the Brisbane River corridor sub-category – section 1:</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>

	<p>(a) is set back a minimum of 30m from the highest astronomical tide; or</p> <p>(b) where for an extension to an existing dwelling house that is located within 30m of the highest astronomical tide, the extension does not extend closer to the highest astronomical tide than the existing development footprint.</p> <p>Refer to Figure a.</p>	
	<p><b>A03.5</b></p> <p>Development within the Brisbane River corridor sub-category – sections 2, 3, 4 or 5:</p> <p>(a) is set back a minimum of 20m from the highest astronomical tide; or</p> <p>(b) where for an extension to an existing dwelling house that is located within 20m of the highest astronomical tide, the extension does not extend closer to the highest astronomical tide than the existing development footprint.</p> <p>Refer to Figure a.</p> <p>Editor's note—the location of the highest astronomical tides should be determined by a licensed surveyor.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>
<p><b>PO4</b></p> <p>Development in the Brisbane River corridor sub-category – sections 1 - 5 involving an ancillary building or structure:</p> <p>(a) is of low visual impact, visually recessive and subordinate to the surrounding buildings;</p> <p>(b) minimises their visual impact on the Brisbane River's landscape values.</p>	<p><b>A04.1</b></p> <p>Development involving ancillary buildings or structures and hard-stand areas does not cover more than the following proportion of the corridor within the identified development setback from the highest astronomical tide:</p> <p>(a) 30% in the Brisbane River corridor sub-category – section 1;</p> <p>(b) 50% in the Brisbane River corridor sub-category – section 2 or 4;</p> <p>(c) 70% in the Brisbane River corridor sub-category – section 3 or 5.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>

	Refer to Figure c.	
	<p><b>AO4.2</b>          Development of an ancillary building or structure is located and of a size consistent with Table 8.2.26.3.B.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>
<p><b>PO5</b>          Development in the Brisbane River corridor sub-category – sections 1 - 5 involving an ancillary building or structure:          (a) protects the character of the relevant Brisbane River corridor sub-category sections;          (b) minimised the need for retaining walls;          (c) provides landscaping along the river frontage in accordance with the relevant Brisbane River corridor sub-category sections.</p>	<p><b>AO5</b>          Development for an ancillary building or structure does not create a retaining wall over 1m in height and:          (a) for the Brisbane River corridor sub-category – section 1 is set back a minimum of 30m horizontal distance from the highest astronomical tide;          (b) for the Brisbane River corridor sub-category – sections 2, 3, 4 or 5:          (i) is set back a minimum of 20m horizontal distance from the highest astronomical tide; or          (ii) is screened from view from the Brisbane River by vegetation or topographic features such as high banks;          (c) for the Brisbane River corridor sub-category – section 2, 3 or 4 is located landward of a minimum 6m landscaped area which covers the full width of the site and includes:          (i) at least 1 tree that will grow to a height of at least 5m for every 20m<sup>2</sup> of landscaped area;          (ii) a minimum of 50% garden area planted with ground cover and shrubs of various growth forms;          (iii) a maximum of 50% grassed/lawn area.          Refer to Figure a and Figure d.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>

Section C—If accepted subject to compliance with identified requirements (acceptable outcomes only) or assessable development other than a dwelling house in a Citywide waterway corridor sub-category or the Local waterway corridor sub-category		
<p><b>PO6</b></p> <p>Development protects and enhances the values and functions of a waterway corridor by:</p> <ul style="list-style-type: none"> <li>(a) avoiding fragmentation of the waterway;</li> <li>(b) providing environmental connectivity along the waterway;</li> <li>(c) maintaining natural flow conditions;</li> <li>(d) protecting water quality, ecological health and habitat values;</li> <li>(e) protecting water conveyance;</li> <li>(f) contributing to the waterway corridor natural amenity;</li> <li>(g) contributing to recreation where planned within the Local government infrastructure plan;</li> <li>(h) contributing to natural cooling of the urban environment via minimal impervious surfaces, retention of vegetation and continuity of naturally vegetated areas;</li> <li>(i) ensuring that any future buildings can be positioned outside the corridor;</li> <li>(j) providing a development footprint plan that is located in accordance with an ecological assessment.</li> </ul> <p>Note—This can be demonstrated by undertaking an ecological assessment, tree survey plan and concept rehabilitation plan where required. Guidance is provided within the Biodiversity areas planning scheme policy, Vegetation planning scheme policy and the Planting species planning scheme policy.</p>	<p><b>AO6.1</b></p> <p>Development is not located within a waterway corridor.</p>	<p>The proposal will protect and enhance the values and functions of the nearby waterway corridor by: avoiding fragmentation of the waterway; providing environmental connectivity along the waterway; maintaining natural flow conditions; protecting water quality, ecological health and habitat values; protecting water conveyance; contributing to the waterway corridor natural amenity; contributing to recreation where planned within the local government infrastructure plan; contributing to natural cooling of the urban environment via minimal impervious surfaces, retention of vegetation and continuity of naturally vegetated areas; ensuring that any future buildings can be positioned outside the corridor; providing a development footprint plan that is located in accordance with an ecological assessment. In line with this, it is important to note the proposed building will essentially be in the same location as the approved building/s.</p>
	<p><b>AO6.2</b></p> <p>Development:</p> <ul style="list-style-type: none"> <li>(a) does not increase the number of lot boundaries that cross a waterway corridor;</li> <li>(b) retains the corridor within a single lot.</li> </ul>	<p>The proposal does not relate to reconfiguring a lot.</p>
<p><b>PO7</b></p> <p>Development involving filling or excavation within a Citywide waterway corridor sub-category or a Local waterway corridor sub-category does not directly,</p>	<p><b>AO7</b></p> <p>Development involving filling or excavation in the Citywide waterway corridor sub-category or the Local waterway corridor sub-category:</p>	<p>The proposal will not directly, indirectly or cumulatively cause any material increase in flooding or flood hazard or involve significant redistribution of</p>

<p>indirectly or cumulatively cause any material increase in flooding or flood hazard or involve significant redistribution of flood storage from high to lower areas in the floodplain.</p> <p>Note—This can be demonstrated by undertaking earthworks in compliance with the Compensatory earthworks planning scheme policy.</p>	<p>(a) does not exceed 100 mm depth; or                  (b) is in compliance with the Compensatory earthworks planning scheme policy.</p>	<p>flood storage from high to lower areas in the floodplain. For further details around this, please refer to the previously submitted Hydraulic Report from Naxos Engineers dated February 2025.</p>
<p><b>PO8</b></p> <p>Development provides stormwater management solutions which assist in the re-naturalisation of a waterway in the Local or Citywide waterway corridor sub-categories.</p>	<p><b>AO8</b></p> <p>Development provides stormwater management solutions in a waterway in the Local or Citywide waterway corridor sub-categories using natural channel design principles.</p> <p>Editor's note—Advice should be sought from Council as to whether the reinstatement of an open waterway from any stormwater pipe or concrete-lined drain is a suitable solution based on the extent and location of the development.</p> <p>Editor's note—Guidance on natural channel design principles can be found in the Council publication Natural channel design guidelines.</p>	<p>The proposal will include a stormwater management system which will essentially be the same as the approved stormwater management system. For further details around this, please refer to the previously submitted Development Application Engineering Codes from Naxos Engineers dated February 2025.</p>
<p><b>PO9</b></p> <p>Development preserves a waterway in the Citywide waterway corridor sub-category for public use if that land is required for ecological, public open space or recreation functions.</p>	<p><b>AO9</b></p> <p>Development provides for the transfer of land to Council in a waterway of the Citywide waterway corridor sub-category in compliance with a neighbourhood plan or the Local government infrastructure plan.</p>	<p>The site is not located within the stipulated sub-category area.</p>
<p><b>PO10</b></p> <p>Development is designed to use a waterway which is in the Local waterway corridor sub-category as an environmental feature in the urban environment.</p>	<p><b>AO10</b></p> <p>Development ensures that a waterway in the Local waterway corridor sub-category is accessible for open space purposes.</p>	<p>As part of this proposal, the nearby waterway corridor will not be accessible for open space purposes, but it will be retained as an environmental feature in the urban environment.</p>

Section D—If accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development, other than for a dwelling house, where in the Brisbane River corridor sub-category		
<p><b>PO11</b>                      Development of a site in the Brisbane River corridor sub-category – sections 1 - 5 abutting the Brisbane River:</p> <p>(a) maintains and enhances the attractive appearance of the Brisbane River and its banks, when viewed from the Brisbane River, from development near the Brisbane River, and from other public viewing points;</p> <p>(b) uses materials for buildings, structures and landscaping which are durable, complement surrounding buildings, the visual character of the area and the character, functions and values of the corridor section.</p>	<p><b>AO11</b>                      No prescribed acceptable outcome.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>
<p><b>PO12</b>                      Development:</p> <p>(a) maintains and enhances the attractive appearance of the Brisbane River and its banks, when viewed from the Brisbane River, from development near the Brisbane River, or from other public viewing points;</p> <p>(b) does not detract from the Brisbane River's landscape values;</p> <p>(c) is not visually dominant when viewed from the river.</p>	<p><b>AO12.1</b>                      Development involving buildings, parking and servicing areas, and areas for the storage of materials, goods or solid waste, a retaining wall or fencing:</p> <p>(a) for the Brisbane River corridor sub-category – section 1, is set back a minimum 30m horizontal distance from the highest astronomical tide;</p> <p>(b) for the Brisbane River corridor sub-category – sections 2, 3, 4 or 5, is set back a minimum of 20m horizontal distance from the highest astronomical tide.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>
	<p><b>AO12.2</b>                      Development involving fencing does not exceed 2m in height above ground level:</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>

	<p>(a) for the Brisbane River corridor sub-category – section 1, within 30m horizontal distance from the highest astronomical tide;</p> <p>(b) for the Brisbane River corridor sub-category – sections 2, 3, 4 or 5, within 20m horizontal distance from the highest astronomical tide.</p>	
	<p><b>AO12.3</b></p> <p>Development involving a river wall:</p> <p>(a) is not constructed in the Brisbane River corridor sub-category – section 1;</p> <p>(b) is only constructed in the Brisbane River corridor sub-category – sections 2, 3, 4 or 5 if:</p> <p>(i) consistent with an adjoining existing river wall;</p> <p>(ii) no higher than the existing ground level of the land.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>
<p><b>PO13</b></p> <p>Development involving filling or excavation:</p> <p>(a) minimises the extent of earthworks required;</p> <p>(b) avoids the removal or clearing of native and riparian vegetation;</p> <p>(c) is consistent with the desired character of the Brisbane River corridor sub-category section in which the site is located;</p> <p>(d) presents attractively to public viewing areas such as the Brisbane River, Brisbane riverside walkways and paths, or Brisbane River bridge crossings;</p> <p>(e) ensures steps and ramps are designed to be unobtrusive, use natural or natural-toned materials and minimise the need for cut and fill.</p>	<p><b>AO13</b></p> <p>Development involving filling or excavation in the Brisbane River corridor:</p> <p>(a) does not result in a change in ground level greater than 1m;</p> <p>(b) where for steps and ramps not involving a change in ground level greater than 1m, does not occur:</p> <p>(i) for the Brisbane River corridor sub-category – section 1, within 30m horizontal distance from the highest astronomical tide;</p> <p>(ii) for the Brisbane River corridor sub-category – sections 2, 3, 4 or 5, within 20m horizontal distance from the highest astronomical tide.</p> <p>Refer to Figure a and Figure d.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>

<p><b>PO14</b></p> <p>Development preserves riverfront land for public use if that land is required for ecological, public open space or recreation functions in accordance with the Local government infrastructure plan.</p>	<p><b>AO14</b></p> <p>Development provides for the transfer of land in the Brisbane River corridor sub-category to Council, in compliance with the Local government infrastructure plan and the Bicycle network overlay map (Riverwalk sub-categories).</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>
<p><b>Section E—If accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable building work for dry boat storage in the Brisbane River corridor sub-category (sections 1 - 5)</b></p>		
<p><b>PO15</b></p> <p>Development involving a dry boat storage facility:</p> <p>(a) is located on the landward side of the highest astronomical tide and constructed and designed to:</p> <p>(i) be compatible with the character and amenity of the Brisbane River corridor sub-category section in which the site is located;</p> <p>(ii) minimise visual intrusiveness;</p> <p>(iii) minimise impacts on the Brisbane River’s landscape values; or</p> <p>(b) where for a boat hoist or lift facility in the Brisbane River corridor sub-category section 2, 3 or 4, is located on land which is unobtrusive when viewed from the Brisbane River and are unroofed.</p>	<p><b>AO15</b></p> <p>Development involving:</p> <p>(a) dry boat storage facility for 1 boat:</p> <p>(i) is located on land;</p> <p>(ii) involves hoists or lift facilities catering for 1 boat up to a maximum 4m in length in the case of another form of dry boat storage, is designed for 1 boat up to a maximum 6m in length; or</p> <p>(b) a dry boat storage which does not comply with paragraph (a) is only located:</p> <p>(i) within the Port of Brisbane; or</p> <p>(ii) on a site used for marine industry; or</p> <p>(iii) within a marina; or</p> <p>(iv) on a site used by a recreational or sporting club associated with the Brisbane River.</p>	<p>This section of the code is not considered to contain assessment benchmarks relevant to this application.</p>

#### 8.1.12 Filling and Excavation Code

As the proposal will include filling/excavation which will be very similar to the approved filling/excavation, a full reassessment against the Filling and Excavation Code is not considered to be required for this application. For further details around this, please refer to the previously submitted Development Application Engineering Codes from Naxos Engineers dated February 2025.

#### 8.1.13 Infrastructure Design Code

As the proposal will include infrastructure provisions which will be very similar to the approved infrastructure provisions, a full reassessment against the Infrastructure Design Code is not considered to be required for this application. For further details around this, please refer to the previously submitted Development Application Engineering Codes from Naxos Engineers dated February 2025.

#### 8.1.14 Landscape Works Code

As the proposal will include additional landscaping beyond what was previously approved, a full reassessment against the Landscape Works Code is not considered to be required for this application.

#### 8.1.15 Outdoor Lighting Code

it is considered relevant/reasonable to condition certain outdoor lighting requirements, a full reassessment against the Outdoor Lighting Code is not considered to be required for this application.

#### 8.1.16 Park Planning and Design Code

As the proposal does not relate to a park use, the Park Planning and Design Code is not considered to contain assessment benchmarks relevant to this application.

### 8.1.17 Stormwater Code

As the proposal will include stormwater infrastructure which will be very similar to the approved stormwater infrastructure, a full reassessment against the Stormwater Code is not considered to be required for this application. For further details around this, please refer to the previously submitted Development Application Engineering Codes from Naxos Engineers dated February 2025.

### 8.1.18 Transport, Access, Parking and Servicing Code

#### Performance Outcomes and Acceptable Outcomes

Performance Outcomes	Acceptable Outcomes	Compliance
<p><b>PO1</b></p> <p>Development is designed:</p> <p>(a) to include a technically competent and accurate response to the transport and traffic elements of the development;</p> <p>(b) in accordance with the standards in the Transport, access, parking and servicing planning scheme policy;</p> <p>(c) to ensure the efficient operation and safety of the development and its surrounds.</p> <p>Note—The acceptable outcome and performance outcome can be demonstrated through a development application that:</p> <ul style="list-style-type: none"> <li>- is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy;</li> <li>- 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;</li> <li>- ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.</li> </ul>	<p><b>A01</b></p> <p>Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>The proposal will include access, parking and servicing facilities which will comply with the relevant requirements.</p>
<p><b>PO2</b></p> <p>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 transport</p>	<p><b>A02</b></p> <p>No acceptable outcome is prescribed.</p>	<p>The proposal will not include a major development.</p>

<p>network consistent with the planning by the State Government and Council.</p>		
<p><b>PO3</b>                  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.</p>	<p><b>A03.1</b>                  Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>The proposal will include an access point/driveway which will essentially be in the same location as the approved access point/driveway.</p>
	<p><b>A03.2</b>                  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.</p>	<p>The proposal will include an access point/driveway which will essentially be in the same location as the approved access point/driveway.</p>
<p><b>PO4</b>                  Development provides walking and cycle routes through the site which:                  (a) link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes;                  (b) encourage walking and cycling;                  (c) ensure pedestrian and cyclist safety;                  (d) provide a direct and legible network.                  Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.</p>	<p><b>A04.1</b>                  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.</p>	<p>The proposal will not include new walking/cycle routes of a significant nature.</p>
	<p><b>A04.2</b>                  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.</p>	<p>The proposal will not include new walking/cycle routes of a significant nature.</p>
	<p><b>A04.3</b>                  Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines.</p>	<p>The proposal will not include new walking/cycle routes of a significant nature.</p>

<p><b>PO5</b></p> <p>Development provides secure and convenient bicycle parking which:</p> <p>(a) for visitors is obvious and located close to the building’s main entrance;</p> <p>(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;</p> <p>(c) is easily and safely accessible from outside the site;</p> <p>(d) does not impact adversely on visual amenity;</p> <p>(e) does not impede the movement of pedestrians or other vehicles;</p> <p>(f) is designed to comply with a recognised standard for the construction of bicycle facilities.</p> <p>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.</p>	<p><b>A05.1</b></p> <p>Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>The proposal include ten onsite bicycle parking spaces which will comply with the relevant requirements.</p>
	<p><b>A05.2</b></p> <p>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.</p>	<p>The proposal will not include end of trip facilities.</p>
	<p><b>A05.3</b></p> <p>Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.</p>	<p>The proposal will include visitor bicycle parking spaces which will be discernible either by direct view or using signs from the street.</p>
	<p><b>A05.4</b></p> <p>Development provides visitor bicycle parking which does not impede pedestrian movement.</p>	<p>The proposal will include visitor bicycle parking spaces which will not impede pedestrian movement.</p>
	<p><b>A05.5</b></p> <p>Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>The proposal include bicycle parking which will comply with the relevant requirements.</p>
<p><b>PO6</b></p> <p>Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users.</p> <p>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.</p>	<p><b>A06</b></p> <p>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.</p>	<p>The proposal will not include end of trip facilities.</p>

<p><b>PO7</b>                  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.</p>	<p><b>A07</b>                  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.</p>	<p>The proposal will include an off-road pedestrian/cyclist path which will essentially be in the same location as the approved off-road pedestrian/cyclist path.</p>
<p><b>PO8</b>                  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.</p>	<p><b>A08</b>                  No acceptable outcome is prescribed.</p>	<p>The proposal will include an off-road pedestrian/cyclist path which will essentially be in the same location as the approved off-road pedestrian/cyclist path.</p>
<p><b>PO9</b>                  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 transport network, including the movement of pedestrians and cyclists;                  (b) ensure the amenity of adjacent premises, from impacts such as noise and light.</p>	<p><b>A09.1</b>                  No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).</p>	<p>The proposal will not include a major development.</p>
	<p><b>A09.2</b>                  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.</p>	<p>The proposal will include an access point/driveway which will essentially be in the same location as the approved access point/driveway.</p>
	<p><b>A09.3</b>                  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.</p>	<p>The proposal will include an access point/driveway which will essentially be in the same location as the approved access point/driveway.</p>

	<p><b>AO9.4</b>                  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.</p>	<p>The proposal will include an access point/driveway which will essentially be in the same location as the approved access point/driveway.</p>
	<p><b>AO9.5</b>                  Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.</p>	<p>The proposal will not include shared access arrangements.</p>
<p><b>PO10</b>                  Redevelopment provides for:                  (a) the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy;                  (b) the reinstatement of adjacent footpaths.</p>	<p><b>AO10</b>                  No acceptable outcome is prescribed.</p>	<p>The proposal will include the closure of redundant crossovers and the reinstatement of adjacent footpaths where required.</p>
<p><b>PO11</b>                  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.</p>	<p><b>AO11.1</b>                  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.</p>	<p>The proposal will include an access point/driveway which will essentially be in the same location as the approved access point/driveway.</p>
	<p><b>AO11.2</b>                  Development ensures that convex mirrors are only used in a site:                  (a) as a secondary support at access driveways;</p>	<p>The proposal will include an access point/driveway which will essentially be in the same location as the approved access point/driveway.</p>

	(b) in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy.	
<p><b>PO12</b>                  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.</p>	<p><b>AO12</b>                  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.</p> <p>Note—For self-assessable development 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.</p>	<p>The site is not located within the city core or city frame.</p>
<p><b>PO13</b>                  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.</p>	<p><b>AO13</b>                  Development outside of the City core and City frame as identified in Figure a:</p> <p>(a) provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or</p> <p>(b) for self-assessable development does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy.</p> <p>Note—For self-assessable development 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.</p>	<p>The proposal will include 19 onsite car parking spaces which will comply with the relevant requirements.</p>

<p><b>PO14</b></p> <p>Development ensures that the number of car parking spaces and design of the car parking area:</p> <p>(a) meet the combined design peak parking demand for residential, visitor and business parking;</p> <p>(b) allow for the temporal sharing of car-parking spaces for uses with different peak parking demands.</p> <p>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.</p>	<p><b>AO14.1</b></p> <p>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.</p>	<p>The proposal will not include a mixed use development.</p>
<p><b>PO15</b></p> <p>Development provides a car park layout which allows for on-site vehicle parking that:</p> <p>(a) is clearly defined, safe and easily accessible;</p> <p>(b) is designed to contain potential adverse impacts within the site;</p> <p>(c) does not detract from the aesthetics or amenity of an area;</p> <p>(d) discourages on-street parking if parking has an adverse traffic management safety or amenity impact;</p> <p>(e) is consistent with safe and convenient pedestrian and cyclist movement.</p>	<p><b>AO14.2</b></p> <p>Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.</p>	<p>The proposal will not include a mixed use development.</p>
<p><b>PO16</b></p> <p>Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.</p>	<p><b>AO15</b></p> <p>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.</p>	<p>The proposal will include parking bays, queue areas and manoeuvring areas which will comply with the relevant requirements.</p>
	<p><b>AO16</b></p> <p>Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by:</p> <p>(a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas</p>	<p>The proposal will include key CPTED measures in order to ensure a safe and secure development.</p>

	<p>such as car parks, pathways, public toilets and communal areas;</p> <p>(b) defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings;</p> <p>(c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages;</p> <p>(d) ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit;</p> <p>(e) including way-finding cues;</p> <p>(f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas.</p> <p>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.</p>	
<p><b>PO17</b></p> <p>Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.</p>	<p><b>AO17</b></p> <p>Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by:</p> <p>(a) denying access to potential canvas through access control techniques;</p> <p>(b) reducing potential canvases through canvas reduction techniques;</p> <p>(c) ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques.</p> <p>Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.</p>	<p>The proposal will include key CPTED measures in order to ensure a safe and secure development.</p>

<p><b>PO18</b>                  Development is serviced by an adequate number and size of service vehicles.</p>	<p><b>AO18</b>                  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.</p>	<p>The proposal will include onsite servicing facilities for an LRV which will comply with the relevant requirements. Meanwhile, an RCV is anticipated to collect refuse from the site from the kerbside, so onsite servicing facilities for it are not considered necessary in this instance.</p>
<p><b>PO19</b>                  Development layout provides for services which:                  (a) are wholly within the site;                  (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.</p>	<p><b>AO19.1</b>                  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;                  (b) is located away from street frontages and screened from adjoining premises.</p>	<p>The proposal will include an onsite service bay for an LRV which will comply with the relevant requirements. Meanwhile, an RCV is anticipated to collect refuse from the site from the kerbside, so an onsite service bay for it is not considered necessary in this instance.</p>
	<p><b>AO19.2</b>                  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.</p>	<p>The proposal will include onsite servicing facilities for an LRV which will comply with the relevant requirements. Meanwhile, an RCV is anticipated to collect refuse from the site from the kerbside, so onsite servicing facilities for it are not considered necessary in this instance.</p>
	<p><b>AO19.3</b>                  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.</p>	<p>The proposal will not include onsite collection facilities for an RCV, as refuse is anticipated to be collect refuse from the site from the kerbside.</p>

<p><b>PO20</b></p> <p>Development provides service vehicle access routes to and from the site which minimise the impact on:</p> <p>(a) amenity and safety in residential areas;</p> <p>(b) streets not constructed to a standard that accommodate increased heavy vehicle movements.</p>	<p><b>AO20</b></p> <p>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.</p>	<p>The proposal will include an access point/driveway which will essentially be in the same location as the approved access point/driveway.</p>
<p><b>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)</b></p>		
<p><b>PO21</b></p> <p>Development which is freight-dependent development ensures that the traffic generated by the development does not impact on:</p> <p>(a) the operation of the transport network;</p> <p>(b) the safety and amenity of a residential area;</p> <p>(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.</p>	<p><b>AO21.1</b></p> <p>Development which is freight-dependent development is located on a site which:</p> <p>(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</p> <p>(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.</p>	<p>The proposal will not require servicing by a b-double.</p>
	<p><b>AO21.2</b></p> <p>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.</p>	<p>The proposal will not require servicing by a b-double.</p>

### 8.1.19 Wastewater Code

As the site is located within a sewerage area, the Wastewater Code is not considered to contain assessment benchmarks relevant to this application.