

TOWN PLANNING REPORT APPENDIX

BRISBANE CITY PLAN 2014 CODES

**DEVELOPMENT PERMIT FOR MATERIAL CHANGE OF USE
PROPOSED MULTIPLE DWELLING (24 DWELLINGS)**

**80 McGINN ROAD, FERNY GROVE
LOT 2 ON RP77582**

Emerging Community Zone Code

Performance Outcomes	Proposal / Comment
1. The purpose of the emerging community zone is to: a. identify land that is intended for an urban purpose in the future; and b. protect land that is identified for an urban purpose in the future from incompatible uses; and c. provide for the timely conversion of non-urban land to land for urban purposes.	The proposal to establish a Multiple dwelling use on the site is consistent with the purpose of the zone.
2. The purpose of the zone will be achieved through the following overall outcomes: a. Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular: i. Theme 2: Brisbane's outstanding lifestyle and Element 2.2 – Brisbane's housing and accommodation choices; ii. Theme 3: Brisbane's clean and green leading environmental performance and Element 3.1 – Brisbane's environmental values; iii. Theme 5: Brisbane's CityShape, Element 5.5 – Brisbane's Suburban Living Areas, Element 5.6 – Brisbane's Greenspace System and Element 5.7 – Brisbane's Future Suburban Living Areas.	The proposal is consistent with the overall outcomes for the Emerging Community zone and supports the implementation of the strategic framework of the Brisbane City Plan as detailed further below. In particular the proposed multiple dwelling on a well located and serviced site makes a strong contribution to the following strategic outcomes: • 2.2 – SO1: Brisbane's dwelling needs for future populations are met by matching growth to the existing and planned infrastructure in the city. • 2.2 – SO2: Brisbane's housing is diverse in type and form, offering choice to different household types and income levels and individuals with specific housing needs.
b. Development is carried out in an orderly sequence, within the context of the site and the city, and is informed by a coordinated and integrated structure planning process that demonstrates the development is:	The subject site is considered suitable for the proposed increase in residential density given the sites proximity to local services, facilities and high frequency public transport and similar existing development nearby. The proposed development continues the logical progression of development in the area and ensures sustainable provision of infrastructure.

Performance Outcomes	Proposal / Comment
i. appropriate for the site's location within the city and its local context; ii. accessible to necessary supporting infrastructure, services and facilities; iii. responsive to development constraints, character and environmental values and site characteristics.	
c. Development including dwelling house, dual occupancy, rooming accommodation, multiple dwelling, a residential care facility and a retirement facility contributes to contained, sustainable and functional communities that provide housing: i. for suburban living generally as anticipated in the Low density residential zone; or ii. at a house scale to provide housing diversity offering choice to different household types and individuals to suit residents through different life-cycle stages; or iii. at a larger scale and greater dwelling density appropriate for the site's location and commensurate with ease of access to services, facilities and high frequency public transport.	The proposed development is for a multiple dwelling involving 24 dwellings in a townhouse format. The proposal will contribute to much needed housing as a critical component of the Ferny Grove community. The site is located near existing schools, open space and community facilities, and is also within 400m walking distance to the District centre to the east of the site on McGinn Road. High frequency public transport in the form of multiple bus routes stopping on McGinn Road with a frequency of at least 8 services between the hours of 7am-9am and 4pm-6pm is also available, which provides convenient access to the Ferny Grove railway station as well.
d. Development for a dwelling house, dual occupancy or multiple dwelling or where a reconfiguration to accommodate these uses, provides for dwellings at a density, mix and scale over the net developable area: i. at proximately 18 dwellings per hectare, predominantly comprised of dwelling houses up to 2 storeys in height; or ii. at proximately 24 dwellings per hectare, comprised of a mix of dwelling houses, dual occupancies and multiple dwellings up to 3 storeys in height, if any part of the lot frontage is within 400m walking	The proposal is for a multiple dwelling use on a site with a frontage within approximately 400m walking distance to a District Centre and approximately 320m to high frequency public transport. Based on the site area of 4,910 square metres, the proposed 24 dwellings is approximately 48 dwelling per hectare (based on proposed development footprint rather than total site area).

Performance Outcomes	Proposal / Comment
distance from a dedicated public pedestrian access point of a public transport stop or station with a service frequency of 4 or more services per hour in peak periods of 7am to 9am and 4pm to 6pm, and: A. the edge of a centre zone other than the Neighbourhood centre zone; or B. the edge of a zone that provides for the Special Centres identified in Section 3.7.5.1 L1.1 in Theme 5 of the Strategic Framework. iii. if identified in a neighbourhood plan, at proximately; A. 5 dwellings per hectare or as indicated, predominantly comprised of dwelling houses up to 2 storeys in height and designed and sited to respond to the site constraints and ensure minimal disturbance to valued attributes, if identified as a Very-low density residential potential development area; B. 12 dwellings per hectare or as indicated, predominantly comprised of dwelling houses up to 2 storeys in height, if identified as a Low density residential - dwelling houses potential development area; C. 16 dwellings per hectare or as indicated, comprised of a mix of dwelling houses, dual occupancies and multiple dwellings up to 2 storeys in height, if identified as a Low density residential - dwelling houses and multiple dwellings potential development area; D. 25 dwellings per hectare or as indicated, predominantly comprised of dual occupancies or multiple dwellings up to 3 storeys in height, if identified as a Low density residential - multiple dwellings potential development area.	The proposed development is considered to be generally consistent with existing nearby development and the intent for increased density on well-located and serviced land in this zone. A review of the established land uses, zoning and public transport within the surrounding area shows that the subject site is approximately 400 metres walking distance of the District Centre on McGinn Road to the east. The McGinn Road – Archdale Road bus stop is located 320 metres to the east on McGinn Road. Translink timetable information shows that higher frequency bus services operate from this stop, as well as the corresponding bus stop on the northern side of the road, which provides regular and convenient connectivity with the Ferny Grove train station and the Great Western Shopping Centre. The subject site therefore has convenient and walkable access to local shops, services and facilities, as well as high frequency public transport. The intent of the Emerging Community Zone therefore anticipates the provision of higher residential densities on well-located sites such as this, which is reflected by the recent townhouse development approved at 78 McGinn Road. It is considered that the proposed development on this site is an appropriate response to the site attributes and constraints, and will complement the approved townhouse development to east, noting that the proposed built form is designed at a scale and form similar to domestic residential development. Further to the above, the proposed housing on this well located and serviced site is considered to make a strong contribution to the implementation of urgent strategic outcomes for the city of Brisbane including housing supply, diversity and affordability addressing critical needs of current and future communities.

Performance Outcomes	Proposal / Comment
e. Development for a relocatable home park or tourist park may be established or expanded in the Emerging community zone.	Not applicable – The proposed development is for a multiple dwelling use.
f. Development for a non-residential use contributes to contained and vital communities and: i. is of a bulk and scale compatible with the built form of future development intended in the immediate locality; ii. mitigates interface impacts on existing development; iii. where not indicated in a neighbourhood plan, accommodates only those uses that address local need where within an existing or future residential area, including: A. community services and recreational facilities (childcare centre, club, community care centre, community use, educational establishment, emergency services, indoor sport and recreation, outdoor sport and recreation, park, place of worship, substation and utility installation); B. centres serving the immediate neighbourhood (including shopping centre, shop, office, food and drink outlet, health care service, hotel, bar, small-scale service industry of less than 100m² gross floor area, service station and veterinary service); C. small-scale non-residential uses.	Not applicable – The proposed development is for a multiple dwelling use.

Performance Outcomes	Proposal / Comment
g. Development: i. does not adversely affect the character or environmental values of the site identified in a neighbourhood plan, an overlay or through the structure planning process; or ii. if unable to avoid impacting character or environmental values, mitigates impacts and ensures a compatible density, scale and form consistent with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.	The proposed development will be consistent with the character and environmental values of the area. In particular it is noted that the design involves concentrating the proposed dwellings on the front portion of the site and retaining existing vegetation on the rear part of the site.
h. Development is well planned and integrated with surrounding land uses and infrastructure.	The proposed multiple dwelling development is well planned for the site in the context of existing/committed land uses on adjoining sites and associated infrastructure.
i. Development provides a connected and permeable transport network of roads and walking and cycling routes, which is consistent with the surrounding hierarchy.	The proposed development is connected to the existing street network with the site fronting an existing district road (McGinn Road). No new road connections are proposed, as all adjoining sites are already developed and/or committed (assessment of development application well progressed), without connections having been provided to the subject site.
j. Development does not impinge on an existing or intended use of an adjacent area.	Complies – refer above.
k. Development provides appropriate mitigation measures including adequate buffer areas between incompatible land uses.	Not applicable – No buffer areas are required to an incompatible land use.

Performance Outcomes	Proposal / Comment
l. Development for an interim use such as a dwelling house on an existing lot, animal husbandry , animal keeping , aquaculture , cropping or roadside stall does not prejudice future urban development.	Not applicable – The proposal is not for an interim use.
m. Development provides the infrastructure required to support the development.	Will comply. The proposed development will provide any additional infrastructure required to support the development.

Ferny Grove – Upper Kedron Neighbourhood Plan Code

Table 7.2.6.1.3.A—Criteria for assessable development

Performance outcomes	Acceptable outcomes	Proposal / Comment
General		
PO1 Development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is: • consistent with the anticipated density and assumed infrastructure demand; • aligned to community expectations about the number of storeys to be built; • proportionate to and commensurate with the utility of the site area and frontage width; • 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 development potential of an adjoining site. Note—Development that exceeds the intended number of storeys or building height can place disproportionate pressure on the transport network, public space or community facilities in particular. Note—Development that is over-scaled for its site can result in an undesirable dominance of vehicle access, parking and manoeuvring areas that significantly reduce streetscape character and amenity.	AO1 Development complies with the number of storeys and building height in Table 7.2.6.1.3.B Note—Neighbourhood plans will mostly specify maximum number of storeys where zone outcomes have been varied in relation to building height. Some neighbourhood plans may also specify height in metres. Development must comply with both parameters where maximum number of storeys and height in metres are specified.	The proposal is for the construction of 2 storey townhouses with a maximum height that does not exceed 9.5m in accordance with Table 7.2.6.1.3.B.

Performance outcomes	Acceptable outcomes	Proposal / Comment
If involving reconfiguring a lot with landscape features south of Levitt Road		
PO2 Development: - has a subdivision pattern designed to protect and promote views of the hills of Brisbane Forest Park and reduce the visual impact of new development; - must be effectively screened with local vegetation.	AO2 Development has a development footprint plan and is located a minimum of 15m vertically below any ridgeline.	Not applicable – the proposal does not involve reconfiguring a lot.
If involving a neighbourhood centre on the site indicated at Canvey Road in Figure a and Figure b		
PO3 Development of a Neighbourhood centre must be of a suitable scale to serve the local catchment.	AO3.1 Development involving centre activities does not exceed 2000m ² gross floor area (not including any child care centre).	Not applicable – the proposal is not for a centre activity use.
	AO3.2 Development provides a 2,000m ² site area for uses to be accommodated in the Community facilities zone.	Not applicable – the site is not located within this area.
PO4 Development has a building design and location which addresses and connects to Cedar Creek and Canvey Road.	AO4.1 Development has safe and direct pedestrian access from the Neighbourhood centre to Canvey Road and Cedar Creek in accordance with Figure c.	Not applicable – the site is not located within this area.
	AO4.2 Development provides active frontages to Canvey Road and Cedar Creek from buildings on the eastern and southern sides of the site, in accordance with Figure c.	Not applicable – the site is not located within this area.
PO5 Development provides vehicle access with connection to adjoining properties and maximises exposure to Cedar Creek.	AO5 Development has vehicular access via Canvey Road in the form of an esplanade road along Cedar Creek that provides access to the site to the west in accordance with Figure c.	Not applicable – the site is not located within this area.

Multiple Dwelling Code

Table 9.3.5.3.A—Criteria for self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Comments
Site area and frontage		
PO1 Development has a site area and frontage width that is sufficient to: a. accommodate the scale and form of multiple dwelling buildings considering site features such as heritage or character buildings and slope; b. deliver useable communal open space areas and private open spaces; c. achieve viable areas of deep planting and landscaping to retain significant vegetation and protect or establish large subtropical shade trees; d. achieve safe and convenient vehicle access to the site; e. accommodate on-site parking and vehicle manoeuvring for residents, visitors and service providers; 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;	AO1 Development has a site area and frontage width that meets the minimum requirements set out in: 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.B. Note—The site frontage is measured at the property line on the primary road boundary.	Complies There are no specific requirements specified for the Emerging Community zone. However, it is noted that the site area and frontage complies with all of the requirements specified under Table 9.3.14.3.B.

g. minimise the impact of new driveways on the streetscape.		
PO2 Development in the High density residential zone or Medium density residential zone does not isolate or negatively impact on the potential for adjoining sites to develop to a scale and intensity envisaged for the zone or neighbourhood plan area. 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.	AO2 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 the High density residential zone or the Medium density residential zone meets the minimum requirements set out in: 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.B.	Not applicable The site is not located in these zones.
Building design and appearance		
PO3 Development height, bulk and scale, siting and layout ensures that: 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; 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;	AO3 Development is contained within the building envelope for the site created by applying: a. the maximum building height in Table 9.3.14.3.B; b. front, rear and side boundary setback requirements in Table 9.3.14.3.C; c. car parking boundary setback requirements in Table 9.3.14.3.E; d. building separation requirements in Table 9.3.14.3.F; e. building height transitions specified in Table 9.3.14.3.I where applicable;	Complies There are no specific requirements specified for the Emerging Community zone in relation to maximum building height. However, the proposed building height of 2 storeys and less than 9.5m complies with all of the requirements specified under Table 9.3.14.3.B. The proposed development complies with the setbacks and building height transitions specified under Tables 9.3.14.3.C & E & I. The proposed development complies with deep planting and landscape outcomes, including an extensive deep planting area at the rear of the site and landscaping at the front of the site.

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; d. sufficient visual and acoustic privacy is achieved between dwellings without reliance on screening; e. the development is consistent with the setback pattern and contributes to the character of the streetscape; f. adequate landscape buffering is achieved, including the retention and provision of large subtropical shade trees in deep planting areas.	f. the acceptable outcomes for deep planting and landscaping areas. Refer to Figure b and Figure c. Note—This acceptable outcome can be demonstrated by the preparation of a building envelope plan, elevations and sections.	
PO4 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: a. consistent with the anticipated density and assumed infrastructure demand; 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; c. proportionate to and commensurate with the site area and frontage width so as not to be overbearing on the street or adjoining development;	AO4.1 Development has a maximum building height 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.B. AO4.2 Development incorporates the building height transition requirements set out in Table 9.3.14.3.I.	Complies There are no building height requirements under a Neighbourhood plan relevant to this site. There are no specific requirements specified for the Emerging Community zone in relation to maximum building height. However, the proposed building height of 2 storeys and less than 9.5m complies with all of the requirements specified under Table 9.3.14.3.B.

d. designed to avoid a significant and undue adverse amenity impact to adjoining development; e. sited to enable existing and future buildings to be well separated from each other and to avoid affecting the potential development of adjoining sites; f. considerate of street conditions, the topography of the area and site slope; g. designed to maintain significant view points and corridors; h. designed and orientated to retain solar access to key public spaces and adjoining buildings.		
PO5 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: a. are integrated into the development; b. do not dominate the site frontage; c. are compatible with the intended streetscape character; d. ensure adverse amenity impacts to the streetscape and habitable spaces are ameliorated.	AO5 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: a. comprise no more than 5m or 10% of the street frontage, whichever is the lesser; b. are orientated towards the internal driveways or footpaths onsite; c. are located, screened or landscaped so as not to be visually obtrusive.	Will comply.
PO6	AO6	Complies

Development provides a front boundary setback that: a. defines the street edge; b. creates a clear threshold and transition from public to private space; c. assists in achieving visual privacy to ground-floor dwellings from the street; d. supports the location of balconies for casual surveillance of the street and modulation of the facade; e. allows for built form and facade articulation that contributes to the streetscape character and landscape; f. is consistent with the intended streetscape and setback pattern; g. facilitates landscaping appropriate to soften and screen the built form of the development from the street.	Development provides setbacks to the primary and secondary frontages 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. Note—Roofing of terrace areas on car parking structures are to comply with boundary setback requirements for balconies. Note—Boundary setbacks are also influenced by minimum building separations considering the nature of the wall proposed and the number of openings or balconies.	The new units are proposed to be setback at least 6m from the front boundary, as measured to the wall.
PO7 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 buildings to provide visual and acoustic privacy without reliance on screening,	A07.1 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.	Complies The proposed buildings will be set back at least 2m from side boundaries in accordance with the requirements of the code.

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.	Refer to Figure d.	Not applicable No built to boundary walls are proposed.
	A07.2 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; h. low maintenance or constructed of prefinished materials. Refer to Figure e.	
	A07.3 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.	Not applicable
PO8 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. facilitates 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.	AO8 Development has: a. a building footprint within the building envelope; b. a maximum site cover that: a. complies with the requirements set out in a neighbourhood plan; or b. if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan: i. where in the Medium density residential zone, Low—medium density residential zone or the Infill housing zone precinct of the Character residential zone, is 45%; or ii. where in the High density residential zone, is 40%.	Complies (as applicable) No neighbourhood plan outcomes apply, and the site is in the Emerging Community zone. The proposed site cover is 46%.
PO9	AO9.1	Complies with PO9

	Refer to Figure l, Figure m and Figure n.	The development is for 2 storey townhouse buildings that incorporate entries and outdoor living areas in proximity to McGinn Road, as shown on the proposal plans. The proposed design presents as appropriately scaled buildings of human scale consistent with the existing and intended character for this area and will provide an appropriate amenity for residents. As such it is considered that the proposal is in accordance with PO9 in this instance.
	AO9.4 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 building's 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.	
PO10 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 not marred by plant and equipment; e. may incorporate a rooftop garden where integrated as part of the overall building design and enhancing the presentation and visual amenity of the rooftop and	AO10.1 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.	Complies (as relevant) The proposed development is a 2 storey townhouse development. Roof forms are articulated and include interesting forms and variation. Roof surfaces provide opportunity for solar energy. Given the scale and nature of the proposed development, landscaping and communal open space on roof tops is not required/feasible.
	AO10.2	

skyline when viewed from external public vantage points. Note—External public vantage points means from at least two mostly unobstructed views of the development from a public area.	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; d. visually and acoustically screened from any communal open space on the rooftop.	Will comply (as relevant) No lifts are proposed.
	AO10.3 Development for a rooftop garden: a. incorporates a combination of built form and soft landscape elements integrated with the overall building design; b. enhances the presentation and visual amenity of the rooftop and skyline when viewed from external public vantage points. Note—External public vantage points means from at least two mostly unobstructed views of the development from a public area.	Not applicable No rooftop gardens are proposed.
PO11 Development provides a building that must define the street edge and reinforce the desired character of the neighbourhood through:	AO11.1 Development provides a building front elevation that is parallel or nearly parallel to the street frontage.	Complies
	AO11.2	

a. orientation to the street; b. front boundary setback; c. balconies and windows to provide overlooking and casual surveillance; d. building entrances; e. the treatment of retaining walls or basement car parking edges. Refer to Figure r and Figure u.	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. AO11.3 Development provides balconies and windows from the primary living area that face and overlook the street or public space.	Complies – 6m to wall Complies with PO11. There are 4 dwellings at the front of the site. All dwellings are accessed from a central driveway. These dwellings have pedestrian entries facing the central driveway but located at the front of the building with covered porch entries visible and identifiable from the street. Likewise, covered outdoor areas for all dwellings are positioned between the building and side boundaries. Opportunities for casual surveillance of McGinn Road are available from these spaces in the dwellings at the front portion of the site. As such it is considered that the proposal is in accordance with PO11 in this instance.
PO12 Development provides an entrance that must define the threshold between public and private space and provide: a. safe, secure and convenient access to the site for residents and visitors; b. a sufficiently scaled and sheltered entry and meeting space; c. clear building signage and numbering for emergency access;	AO12.1 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. AO12.2 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: a. entry and waiting space off the footpath;	Complies with PO12 The proposed development is for 24 townhouses accessed from a central driveway. It is considered that the proposal resembles a small scale multiple dwelling development and given the proposed design there is no need for individual front doors to be provided to McGinn Road. It is noted that while the entries to the 4 dwellings at the front of the site do face the internal driveway, they are also provided with direct pedestrian connectivity to the road frontages.

d. lighting to ensure the safety of residents and visitors whilst not causing undue nuisance to adjoining premises; e. conveniently located mailboxes; f. individual entrances to ground storey dwellings provide for a varied streetscape.	b. shelter; 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 the vertical plane of AS 4282-1997 Control of the obtrusive effects of outdoor lighting; d. mailboxes. Refer to Figure s.	The design provides for additional soft landscaping between the buildings and McGinn Road. As such it is considered that the proposal is in accordance with PO12 in this instance.
AO12.3 Development provides direct entry from the street for any ground storey dwellings that are adjacent to the street front and ensures that: a. any steps are set back a minimum of 1m and are perpendicular to the front boundary; b. retaining walls step to the street level and provide a transition from private outdoor space and the street; 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.		
Safety, privacy and amenity		

PO13 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. Development provides a transitional built form which protects the amenity of lower density residential areas by: a. stepping down in height and scale; b. heavily landscaping interface area; c. minimising impacts including overlooking and visual dominance through building articulation; d. maintaining adequate levels of natural ventilation and light penetration to habitable rooms and private open space; e. avoiding large blank walls on steeply sloping sites.	AO13.1 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. AO13.2 Where no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, development in the High density or Medium density residential zones provides a building height transition that complies with the requirements specified in Table 9.3.14.3.I. Refer to Figure f.	Not Applicable Not identified in a Neighbourhood Plan. Not applicable The site is not located in these zones.
PO14 Development separates buildings from existing or future buildings within a site or on an adjoining site to:	AO14.1 Development provides building placement and design that: a. complies with Table 9.3.14.3.F; or	Complies The proposal is understood to be generally consistent with Table 9.3.14.3.F. Refer discussion above.

a. be consistent with the form and character intent for the local area; b. protect residential amenity including access to natural light, sunlight and breeze; c. provide visual privacy to reduce the need for fixed screening.	b. positions the primary balcony or private open space to face the street frontage or rear boundary or adjoining public open space; 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. Refer to Figure g and Figure h. Note—This is demonstrated by a site context plan that includes adjoining and adjacent buildings (including habitable rooms) and strategies to address separation issues. 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. AO14.2 Development with a secondary private open space or balcony used for drying or services is located to the side boundary with fixed screens.	Not applicable.
PO15 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. Note—Where building height exceeds 15 storeys, a wind impact report prepared by a suitably qualified professional is	AO15 Development with a building between 8 storeys and 15 storeys provides wind mitigation that uses at least 2 of the following strategies: a. building orientation, plan shape, massing and facade articulation to avoid tall and wide facades that face prevailing winds;	Not applicable The proposed buildings are 2 storeys high.

required to be submitted to demonstrate achievement of the above outcome.	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; c. canopies, roof structures and awnings to protect pedestrians and building occupants at ground and podium levels; d. trellis structures and a dense network of trees onsite at ground or podium level. Note—No acceptable outcome is prescribed for a development if more than 15 storeys in height. 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.	
PO16 Development provides screening and partial enclosure of balconies to: a. balance the privacy needs of neighbouring dwellings with the comfort of building occupants; b. ensure buildings are subtropical and climatically responsive; c. reduce the appearance of excessive bulk;	AO16.1 Development where providing balconies with solid balustrades on the street frontage or visible from public space, limits solid balustrading to a maximum of: a. 50% of the balconies on the first 3 storeys; b. 25% on the 4th storey and above. Refer to Figure w.	Will comply – can be conditioned.
	AO16.2	

d. provide opportunities for passive surveillance of the street or public spaces. 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.	Development where providing solid walls or fixed screening to balconies limits the walls and screening to: a. the side directly adjoining another balcony or private open space within the same building; b. a maximum of 20% or 1m of 1 external face, whichever is lesser, to screen utilities or private clothes lines; c. the full extent of a secondary balcony on a side elevation where for utilities or services. Note—This excludes solid balustrades or screening where provided to reduce amenity or privacy impacts to nearby dwellings. AO16.3 Development where providing operable, moveable or adjustable screening of balconies, limits the screening to a maximum of: a. 60% of the front side or rear boundary balconies to achieve visual privacy to an existing dwelling within 9m; b. 100% of west-facing primary balconies. Refer to Figure w.	
PO17	AO17.1 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,	Can comply – can be conditioned.

Development must minimise direct overlooking between buildings through appropriate building layout, location and the design of windows and balconies or screening devices. Note—Siting and building separation is used to minimise privacy screening requirements.	ensures habitable rooms and any private outdoor spaces have: a. an offset from the habitable room or private open space of the existing dwelling to limit direct outlook; or 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.	
	AO17.2 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.	
	AO17.3 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.	
PO18 Development minimises light nuisance to residents and adjoining premises whilst maintaining safety of publicly accessible areas of the development.	AO18 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.	Will comply – can be conditioned.
PO19 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.	AO19 Where development incorporates reflective glass material, it is to have: a. a level of light reflectivity of not greater than 20%; b. a level of heat transmission of not less than 20%.	Will comply.
PO20 Development is located, designed and constructed to achieve the: a. air quality (planning) criteria in Table 9.3.14.3.G; b. odour criteria in Table 9.3.14.3.H.	AO20.1 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: 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.	Not applicable – The site is not located in these zones.

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.	AO20.2 Development is located no closer than 150m to a spray painting workshop. Note—This distance is to be measured between the building containing the spray painting workshop and the property boundary of the sensitive use.	Complies.
PO21 Development in a zone in the centre zones category or the Mixed use zone must: - be located, designed and constructed to protect bedrooms and other habitable rooms from exposure to noise arising from non-residential activities outside the building; - 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. 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. 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.	AO21 Development in a zone in the centre zones category or the Mixed use zone has a minimum acoustic performance of: - Rw 35 for glazing (windows and doors) where total area of glazing is greater than 1.8m²; - Rw 32 for glazing (windows and doors) where total area of glazing is less than or equal to 1.8m².	Not applicable – The site is not located in these zones.
PO22	AO22	Will comply (as relevant) – can be conditioned.

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: • $L_{Aeq,adj,T}$ emitted from mechanical plant is not greater than the rating background level plus 3 at a sensitive use not associated with the development. Note— Where T is • Day (7am to 6pm): 11hr, • Evening (6pm to 10pm): 4hr, • Night (10pm to 7am): 9hr. Where- • $L_{Aeq,adj,T}$ 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. • The rating background level is determined in accordance with the methodology described in the Noise impact assessment planning scheme policy. 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.	Development ensures mechanical plant is acoustically screened from nearby sensitive uses.	

PO23 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: a. facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets, and communal areas; b. defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; c. promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; d. ensuring publicly accessible areas such as car parks, pathways, public toilets, and communal areas are well lit; e. including way-finding cues; f. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs, communal areas. 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.	AO23 No acceptable outcome prescribed.	Complies. The proposed design incorporates CPTED elements including facilitating casual surveillance of the adjacent street and internal driveway, defining public, vs communal, vs private space, providing lighting to communal areas, providing a clear and legible design.
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PO24 Development incorporates graffiti and vandalism prevention techniques in its layout, building or structure design and landscaping, by: a. denying access to potential canvases through access control techniques; b. reducing potential canvases through canvas reduction techniques; c. ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. Note—For guidance on graffiti and vandalism prevention techniques refer to the Graffiti prevention planning scheme policy.	AO24 No acceptable outcome prescribed.	Complies / can be conditioned to comply The majority of the building has been designed to reduce potential canvases. It is acknowledged that the front walls currently present some potential as a canvas surface. This can be addressed through the application of paint that can have graffiti readily and quickly removed and/or through an alternative strategy, eg. provision of landscaping forward of these walls.
PO25 Development has hours of operation which are controlled so that the use does not detrimentally impact on the amenity of adjoining residents.	AO25 Development: a. for accommodation activities, dwelling unit or emergency services has unlimited hours of operation; 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.	Complies Proposal is for multiple dwelling.
Subtropical design and landscaping		

PO26 Development supports Brisbane's subtropical character and sustainable lifestyle through functional and climatically responsive building design, layout and orientation that: a. reduces the need for mechanical heating, cooling and lighting; b. ensures access to sunlight and natural heating, cooling and ventilation for residents; c. provides protection and relief from the subtropical climate; d. mitigates the impact of urban heat island.	AO26.1 Development is designed to provide all dwellings with: a. floor-to-ceiling heights of at least 2.7m; b. habitable rooms with a minimum of 2 dual aspect windows or openings. Refer to Figure o and Figure p. AO26.2 Development includes: a. weather protection and sun shading to all external doors and windows to habitable rooms; b. deep recesses, eaves and sun-shading devices on the north-facing building facades; c. extensively shaded west-facing building facades using building and landscape elements such as adjustable screens, awnings or pergolas, green walls and planting.	Complies with AO/PO The building has a floor to ceiling height of 2.4m for each level, and the building has been designed to facilitate cross ventilation including dual aspect windows in habitable rooms. The building incorporates eaves and weather protection over entries (porch) and doors to alfresco areas. It is considered that the proposal appropriately incorporates sub-tropical design features.
PO27 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.	AO27.1 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. Note—Invasive species listed as 'Undesirable plant species' in the Planting species planning scheme policy are not required	Complies – The proposed design focuses buildings and associated hardstand and filling areas at the front of the site, with existing vegetation retained at the rear of the site, strategically connecting with vegetation on other sites to create a contiguous corridor for fauna habitat and movement. Some landscaping is also proposed at the front portion of the site. Significant trees will be retained, where possible.

Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy.	to be retained unless the tree is a significant, mature and healthy shade tree. Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy.	Will comply.
	AO27.2 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. Note—Landscape design incorporates planting in accordance with the Planting species planning scheme policy. Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy.	
	AO27.3 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. Note—Shade cover is to be measured at 12pm on 21 December.	
PO28 Development provides landscaping that must: a. provide shade to pedestrian pathways;	AO28.1 Development provides landscaping within the site along the frontage of the site that consists of: a. a minimum of 1 area of deep planting with a dimension of 4m x 4m;	Complies – Refer Site Plan. Will be addressed in detail as part of the operational works phase of the project.

b. maintained sightlines and support personal safety by allowing for the overlooking of the street and public spaces from the site and balconies; c. present an integrated landscape, neighbourhood and streetscape character; d. contribute positively to amenity and the subtropical microclimate of the site, streetscape and public spaces; e. reduce the appearance of building bulk and soften built form, driveways and hardstand areas from the street and adjoining properties; f. contribute to privacy between residences; g. provide natural shade to mitigate heat island impacts. Note—This is demonstrated by an overall site landscape concept plan. Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy.	b. shade and/or rounded canopy trees located to cast a minimum of 50% shade over the adjacent verge within 5 years of planting; c. a minimum of 50% of frontage length planted for a minimum width of 2m, excluding the driveway crossover and pedestrian access. Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy. 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. AO28.2 Development provides landscaping along side boundaries as follows: a. a minimum of 1.5m wide landscaping for a side boundary excluding the area for built to boundary walls; 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.	Complies – A minimum of 1.5m soft landscape open area is proposed adjacent to side boundaries. It is noted that these areas are not intended to be fully planted with trees and/or shrubs at the commencement of the development, and a good portion of this area is within the private open space areas for each dwelling, where residents will have some options to undertake landscaping/gardening activities and/or utilize the private recreation space to their own preferences.
PO29 Development provides deep planting areas that: a. are of sufficient size and dimension to contain large subtropical shade tree species;	AO29.1 Development locates deep-planting areas: a. to protect existing significant vegetation including large subtropical shade trees;	Complies – as detailed above, the design concept is to concentrate buildings and hardstand towards the front of the site and to provide a large deep planting area at the rear of the site, collocated with other areas on adjoining properties and some deep planting areas at the front of the site. Refer Site Plan.

	b. are subtropical tree species consistent with the Planting species planning scheme policy. 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.	
	AO29.4 Development ensures that deep-planting areas are exclusively for landscaping and do not contain: a. vehicle driveways, manoeuvring or hardstand areas and pedestrian paths; b. surface structures and infrastructure such as water conservation services, refuse storage areas, fire hydrants or boosters, electrical transformers or other utilities; c. sub-surface structures or infrastructure such as piping, bioretention pits, basement car parking structures.	Will comply – can be conditioned / addressed in detail through the operational works phase of the development.
Private and communal open space		
PO30 Development provides communal space that must be designed to provide: a. residents with passive and active recreation opportunities;	AO30.1 Development consisting of 10 or more dwellings provides communal open space, that is clearly distinguished from deep planting areas and private open space, and: a. is a minimum of 5% or 40m² of the site area, whichever is greater;	Complies Communal open space areas are proposed throughout the site as indicated on the site plan, as well as private open space areas for each dwelling. The communal recreation

b. a pleasant outlook for residents and maximise opportunities for shared views or access to viewing points; c. opportunity for a range of uses and flexible use.	b. is one consolidated useable space, or where exceeding 100m², two separate useable areas within the site; c. is a minimum 50% open to the sky; d. is a minimum of 25% landscaping; e. is a minimum of 25% shaded by trees within 5 years; f. is a maximum 25% as internal dedicated created space; g. is designed to provide a range of recreational facilities such as seating, barbeque, swimming pool and vegetable gardens; h. incorporates a flat paved or grassed area with a minimum dimension of 5m in any direction. 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. 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. Note—Internal spaces may include a gymnasium, movie room or entertainment room. Note—Guidance about retention of existing trees is provided by the Vegetation planning scheme policy. AO30.2	areas are approximately 250sqm in area. Dimensions are varied subject to the location on the site. Detailed design of this area will be undertaken as part of the operational works phase of the project. Complies.
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	Development ensures that communal outdoor space areas do not contain: a. vehicle driveways, manoeuvring or hardstand areas; or b. surface structures and infrastructure such as rainwater tanks, transformers and water boosters. 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.	
PO31 Development must provide attractive and functional private open space for residents that: a. is appropriately sized and located to enhance amenity and liveability for residents; b. is designed to be functional for the use of the possible number of residents in each dwelling; c. is designed to contribute to the form and detail of the building. Note—Private open space can be provided on ground, on balconies or in a structure over a platform, basement and on rooftops.	AO31.1 Development provides private open space which comprises: a. for ground storey dwellings, a minimum area of 35m² with a minimum dimension of 3m; b. for dwellings above ground storey, a balcony with a minimum area of 12m² and a minimum dimension of 3m. 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.	Complies with the AO/PO Dwellings on the eastern side of the site are proposed to be provided with level Private Open Space (POS) areas of 35sqm and a minimum dimension of 4m directly accessible from internal living areas. It is considered that the proposed design can appropriately provide an attractive and functional private open space area for residents. Detailed requirements such as screened plant area can be conditioned. It is considered that the proposed design will facilitate appropriate solar access / shading for the private open space areas.
	AO31.2 Development provides for private open space areas that are:	

	a. for the primary area, directly accessible from the internal primary living areas of the dwelling; b. provided with a screened area of 2m² minimum dimension capable of screening air-conditioning plant, private clothes drying, etc.; c. provided with adjustable, moveable or operable privacy screening where appropriate. AO31.3 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. AO31.4 Development ensures that private open space areas do not contain: a. vehicle driveways, manoeuvring or hardstand areas; or b. surface structures and infrastructure such as retaining walls, rainwater tanks, electricity transformers and fire hydrants and boosters. 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.	
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	AO31.5 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. 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.	
Refuse storage and collection		
PO32 Development provides refuse and recycling collection and storage facilities that: a. are located conveniently in an unobtrusive dedicated storage room or separate screened structure; b. are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised; c. provide for refuse and recycling including source separation; d. are of a design that allows low-frequency service collection; e. minimise ongoing building management cost for occupants. Note—Refer to the Refuse planning scheme policy for further guidance.	AO32 Development provides refuse and recycling collection and storage facilities, including source separation, in accordance with the Refuse planning scheme policy.	Complies It is proposed that a screened enclosure for 1,100 litre bulk bins will be provided. Refuse collection will be handled via the use of bulk bins with a screened bin enclosure provided at the end of the internal driveway between units 4 and 5, which ensures that convenient on-site collection is facilitated adjacent to the area where service vehicles can manoeuvre.

Car parking, manoeuvring and hardstand areas		
PO33 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.	AO33.1 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.	Complies
	AO33.2 Development provides site access, combined with short-term parking, drop-off zones or porte-cocheres, that does not dominate the street frontage or comprise more than 40% of the street frontage width.	Complies
	AO33.3 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.	Complies (as relevant) - Car parking is provided in garages of each dwelling. Additional uncovered parking is provided for some units.
PO34	AO34.1	

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: a. does not dominate the street frontage of the development; b. does not impact on the safety and efficiency of the road networks; c. does not detract from the quality of adjoining streetscape or public spaces; d. is safe and convenient for residents, visitors and service providers; e. does not negatively impact on the amenity of adjoining residents by way of noise, odour or light having regard to: i. the proximity of dwelling houses or existing multiple dwellings on adjoining sites; ii. the scale and detail of any parking structure walls when viewed from the street and adjoining properties; iii. setback distances to mitigate impacts; iv. the location of active frontages and public spaces. 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.	Development where not in a zone in the centre zones category or the Mixed use zone, provides car parking that is located: a. below ground; or b. 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; c. 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; d. landscaped and screened from view of the street, other public areas and adjoining properties; e. not in conflict with required vehicle queuing distances. 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. AO34.2 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. AO34.3	Complies - Car parking is provided in garages on the ground level of each dwelling. Additional uncovered parking is provided between the two buildings (behind the front buildings). No basement is proposed.
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	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 boundary ensures that where retaining walls and fencing are proposed: a. the maximum combined height of basement structure, retaining walls and fencing is 2m; b. structures and fences are finished with low-maintenance and pre-finished materials. 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. AO34.4 Development where not in a zone in the centre zones category or the Mixed use zone, ensures that the location of visitor parking is: a. clearly signposted; b. not located behind a security barrier; c. not located on both sides of the driveway; d. separated from the street frontage boundary by a 4m wide deep planting area. AO34.5 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	
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	a tandem car parking space for those units which provide direct vehicle access from the street, that is designed in accordance with Figure q. 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.	
PO35 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: a. located to minimise noise and fumes disturbance on residents within and adjoining the site; b. acoustically and visually screened to: i. minimise the reflection of headlights into dwelling windows; ii. attenuate noise impacts; c. landscaped to: i. soften the visual appearance of at grade hardstand areas; ii. enhance pedestrian safety; iii. improve visual amenity for the streetscape and urban area;	A035.1 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: a. located a minimum of 3 metres vertically and horizontally from any habitable window on site to minimise noise disturbance on residents; b. screened to prevent the reflection of car headlights onto dwelling windows adjoining or opposite the site. A035.2 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: a. acoustically screened from adjoining dwellings to a minimum height of 1.8m; b. provided with a vegetated buffer next to any movement or parking areas:	Complies – The design involves a central driveway collocated with garages and dwelling entries. Living areas are located on the other side of each dwelling and bedrooms are located upstairs. Detailed design will be finalized through the detailed design / operational works phase.

iv. provide shade for pedestrians and reduce the impact of glare and radiant heat from car parking areas. 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.	i. a minimum of 1m wide along the side boundary; ii. a minimum of 2m wide along the rear boundary; iii. planted at a pot size and density sufficient to screen up to 1.5m above ground level at establishment.	
	AO35.3 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: a. a minimum of 1 shade tree for every 6 car spaces; b. 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.	
	AO35.4 Development where not in a zone in the centre zones category or the Mixed use zone, provides: a. landscaping that is used to delineate safe pedestrian movement through car parks; b. exterior vehicle movement areas that are broken up by alternative materials, patterns or threshold treatments.	

	AO35.5 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. 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.	
Transit oriented development		
PO36 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: a. building design that enables future adaptation to facilitate non-residential uses; b. provision or contribution towards safe, logical and direct pedestrian access to railway or busway station entry points; c. enabling casual surveillance of the street, public spaces and immediate station environment, entries and platform; d. creating vibrant and attractive street environments and active public spaces at the edge of the railway or	AO36 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: 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; b. provides safe, logical and direct pedestrian access to and from the development to the street front or adjoining public areas; 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;	Not applicable – The site is not located within 200m walking distance of a railway or busway station.

busway station environment through pedestrian orientated building and landscape design.	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.	
Fencing and retaining walls		
PO37 Development provides fencing and retaining walls that must: a. facilitate casual surveillance of the street and public space; b. enable use of private open space; c. assist in highlighting entrances to the property; d. provide a positive interface to the streetscape; e. protect the privacy and amenity for residents and dwellings adjoining the site.	AO37.1 Development ensures that, where fencing is provided: a. along any common boundary to a street or public space, it is a maximum of: i. 1.2m in height, where fence construction is solid or less than 50% transparent; ii. 1.5m in height, where fence construction is at least 50% transparent; iii. 1.8m in height and solid only where setback behind landscaping and the site is on an arterial road; b. along any side or rear boundary, it is a minimum of 1.8m in height, except where forward of the main building line; c. along any side boundary, where forward of the main building line to the front boundary, it is: i. a maximum of 1.2m in height, where fence construction is solid or less than 50% transparent; or	Will comply – can be conditioned.

	ii. a maximum of 1.5m in height, where fence construction is at least 50% transparent.	Not applicable. Not proposed.
	A037.2 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.	
	A037.3 Development for a retaining wall is: a. stepped to minimise impact on the streetscape and pedestrian environment; b. a maximum of 0.6m in height if directly abutting the edge of the adjoining road reserve verge.	
Adaptable housing		
PO38 Development meets a diverse range of community needs by providing adaptable housing that is responsive to changing community life-cycle needs.	A038 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.	Not applicable. Not proposed.

Additional requirements for sites with an area of 7,000m ² or greater, or for 20 or more dwellings if in the Emerging community zone		
PO39 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: 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; b. retaining or respecting the character and environmental values of the site; c. reflecting local streetscape forms, features and character; d. contributing to the desired character and form of the locality; e. the establishment or extension of public streets and pathways; f. the provision of parks and other public spaces as appropriate to the scale of development; g. buildings that address existing streets;	AO39 Development is designed and sited in compliance with a structure plan prepared in accordance with the Structure planning planning scheme policy.	The subject site is the last remaining undeveloped lot in this part of McGinn Road, and adjoins a recently approved townhouse development to the east. No further structure planning is therefore required for the proposed development.

h. building height and setback transitions to an adjoining existing dwelling house and areas of lower density residential development. 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.		
Additional criteria for development if identified in a neighbourhood plan		
PO40 Development on a landmark site identified in a neighbourhood plan provides a prominent visual reference and contribution to the city’s public realm by: 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. providing a corner land dedication, if required, that:	AO40.1 Development: 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. Note—The Council’s Independent Design Advisory Panel may be invited to provide advice on developments in accordance	Not applicable.

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; iii. accommodates high levels of pedestrian movement and a high quality pedestrian setting. Note—A neighbourhood plan may indicate whether or not a land dedication is required.	with the provisions of the Independent design advisory panel planning scheme policy. AO40.2 Development provides a corner land dedication adjacent to the existing verge area which: a. complies with any dimensions identified in a neighbourhood plan; b. accommodates a deep-planted feature tree in compliance with the Infrastructure design planning scheme policy; c. is embellished in compliance with the Infrastructure design planning scheme policy. 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.	
PO41 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.	AO41.1 Development ensures building placement and design minimise visual impacts on a view corridor identified in a neighbourhood plan. Note—A neighbourhood plan may identify view corridors and may or may not identify any specific view points from which they are observed.	Not applicable.

	AO41.2 Development enhances opportunities for views and vistas from a view point identified in a neighbourhood plan. Note—A neighbourhood plan may identify view points and may or may not identify any specific view corridor that they observe.	
PO42 Development on a significant corner site identified in a neighbourhood plan provides a prominent visual reference and contribution to the neighbourhood's public realm by: a. accommodating high levels of pedestrian movement at the corner and enhancing the pedestrian experience; b. emphasising the corner 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, intersection or connection point in the neighbourhood; d. respecting the prominence of any adjoining or nearby heritage places, traditional character buildings or local landmarks; e. if a corner land dedication is required: i. accommodating a deep-planted feature tree within the dedication area;	AO42.1 Development is designed to emphasise the corner setting of a significant corner site identified in a neighbourhood plan and provides: a. building entries on both street frontages; or b. a single main entry at the corner. AO42.2 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: a. complies with any dimensions identified in the neighbourhood plan; b. accommodates a deep-planted feature tree in compliance with the road corridor design section of the Infrastructure design planning scheme policy; c. is embellished in compliance with the road corridor design section of the Infrastructure design planning scheme policy.	Not applicable.

ii. providing a building envelope that acknowledges and respects the presence of the feature tree canopy. Note—A neighbourhood plan will indicate whether or not a land dedication is required.	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. AO42.3 Development ensures that any part of the building, including the basement but excluding awnings, is outside the corner land dedication area. Note—A neighbourhood plan may indicate if a building is able to volumetrically extend into the corner land dedication area.	
If in the Infill housing zone precinct of the Character residential zone		
PO43 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.	AO43 Development in the Infill housing zone precinct of the Character residential zone does not exceed 1 dwelling per 300m² of site area.	Not applicable – the site is not located in this zone.
PO44 Development provides a side boundary setback that reflects the character and form intent of the area, generally characterised by the separation of buildings.	AO44 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	Not applicable.

	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.	
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Airport Environs Overlay Code

Table 8.2.2.3.A—Criteria for self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Proposal / Comment
Section A—If in the OLS sub-categories or the PANS-OPS sub-categories		
General		
PO1 Development does not create or potentially create a permanent or temporary obstruction or hazard to operational airspace of Brisbane or Archerfield airports.	AO1 Development does not penetrate or create any physical obstruction into the OLS or PANS-OPS and create an obstacle to an aircraft operating to or from the Brisbane or Archerfield airports. Editor's note— Where development intrudes into an airport's OLS or PANS-OPS, advice from the Civil Aviation Safety Authority should be sought.	Complies – the development is less than 9.5m high and does not penetrate airspace.
PO2 Development ensures that emissions do not significantly affect air turbulence, visibility or aircraft engine operation within the operational airspace of Brisbane or Archerfield airports. Editor's note— Where development does emit gases or particulates above those outlined in AO2, advice from the Civil Aviation Safety Authority should be sought.	AO2 Development does not emit into the OLS: - a gaseous plume at velocity exceeding 4.3m/s, as determined in conjunction with CASA Advisory Circular AC-139-05(1) Plume rise assessments; - smoke, dust, ash, steam or other airborne particulate.	Complies – the use will not generate any significant quantities of air emissions that would affect air turbulence, visibility or aircraft engine operation.

Performance outcomes	Acceptable outcomes	Proposal / Comment
Additional criteria if involving air services		
PO3 Development does not create a hazard to aviation operations conducted to or from the Brisbane or Archerfield airports.	AO3 Development will not create a hazard to airport operations in accordance with the written confirmation of the Civil Aviation Safety Authority.	Not applicable – the development does not involve air services.
Section B—If in the Bird and bat strike zone sub-categories		
PO4 Development does not attract birds and bats into operational airspace in significant numbers likely to cause a safety hazard to airport operations.	AO4.1 Development within the Bird and bat strike zone sub-categories area ensures that waste is covered and collected so that it is inaccessible to birds and bats.	Complies – waste bins will be covered to ensure it is not accessible to birds and bats.
	AO4.2 Development involving landscaping or drainage works, including artificial waterbodies located within the distance from airport 0-3km sub-category, are designed and installed to minimise the potential to attract birds and bats.	Complies – the landscaping on the site will be designed to not attract birds or bats that impact on aviation services.
Section C—If in the Public safety area sub-categories		
PO5 Development does not expose or increase the risk to public safety.	AO5.1 Development does not increase the number of people living, working or congregating in the Public safety area sub-categories.	Not applicable – the development is not in this area.

Performance outcomes	Acceptable outcomes	Proposal / Comment
	A05.2 Development does not materially increase the storage and handling of dangerous goods or combustible liquids within the Public safety area sub-categories.	Not applicable – the development is not in this area.
Section D—If in the Light intensity sub-categories		
PO6 Development ensures that buildings and structures do not adversely impact airport operations or interfere with pilot vision.	AO6.1 Development ensures that outdoor lighting: • does not imitate the format of approach or runway lighting by configuring lights in straight parallel lines greater than 500m in length; • does not emit light that will exceed the maximum light intensity specified within the light intensity area identified on the Light intensity sub-categories. 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.	Complies – all outdoor lighting will comply with the standard Council conditions, which ensure the acceptable outcome is met with regard to light intensity. The development will also not include any lighting or straight parallel lines greater than 500m in length.

Performance outcomes	Acceptable outcomes	Proposal / Comment
	AO6.2 Development in the Within 6km-Max intensity of light sources 3 degrees above horizon sub-category does not involve: - coloured flashing or sodium lighting; or - glare or upward shining lights; or - flare plumes.	Complies – no flashing lights, sodium lights or upwards shining lights will be used on the development. Flare plumes will also not be in use.
Section E—If in the Aviation facilities sub-categories		
PO7 Development is of an appropriate design or implements management measures that avoid potential adverse impacts on an aviation facility. Note—Development complies with this performance outcome where written confirmation from Air Services Australia confirms that the development will not impair the functioning of the aviation facility.	AO7 Development does not impair the functioning of an aviation facility by creating a permanent or temporary structure or any other physical line-of-sight obstruction between transmitting or receiving devices that: - transmits an electromagnetic field that will interfere with the functioning of the aviation facility; or - contains a reflective surface that will interfere with the functioning of the aviation facility. 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.	Not applicable – the development is not in this area.

Performance outcomes	Acceptable outcomes	Proposal / Comment
Section F—If in the Australian Noise Exposure Forecast (ANEF) contour sub-categories		
PO8 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. 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.	AO8.1 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: - provides external windows and doors which are acoustically rated to a minimum of Rw 30: - ensures that the roof, ceiling and insulation combination is acoustically rated to a minimum of Rw 45; - ensures that external walls are acoustically rated to a minimum of Rw 50.	Not applicable – the development is not for a residential or sensitive land use within the ANEF sub-category.
	AO8.2 Development for short-term accommodation or tourist park located in the ANEF 25-30 sub-category: - provides external windows and doors which are acoustically rated to a minimum of Rw 30; - ensures that the roof, ceiling and insulation combination is acoustically rated to a minimum of Rw 45; - ensures that external walls are acoustically rated to a minimum of Rw 50.	Not applicable – the development is not for one of these uses.

Performance outcomes	Acceptable outcomes	Proposal / Comment
PO9 Development for a sensitive use is appropriately located to prevent inappropriate exposure to very high levels of aircraft noise.	AO9.1 Development for a 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 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.	The use will not be exposed to high levels of aircraft noise.
	AO9.2 Development for 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.	Not applicable – the development is not for short-term accommodation or a tourist park.

Bicycle Network Overlay Code

Table 8.2.3.3—Criteria for self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Proposal / Comment
PO1 Development contributes to the safe and efficient provision and operation of the bicycle network.	AO1.1 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).	The development maintains the secondary cycle route along McGinn Road as identified in the Bicycle Network Overlay mapping.
	AO1.2 Development does not compromise the provision of the bicycle network as identified on the Bicycle network overlay map.	Complies - the development will not compromise any future bicycle pathways.
Additional criteria for a site adjacent to or traversed by the Riverwalk-Typology 1 sub-category or Riverwalk-Typology 2 sub-category		
PO3 Development provides a high-quality, vibrant and safe riverside path with a strong pedestrian and cyclist amenity focus.	AO3.1 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.	Not applicable – the development is not in this area.

Performance outcomes	Acceptable outcomes	Proposal / Comment
	AO3.2 Development ensures that new Riverwalk sections are designed and constructed to connect to existing adjoining sections of the Riverwalk.	Not applicable – the development is not in this area.
	AO3.3 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.	Not applicable – the development is not in this area.
PO4 Development ensures that Riverwalk contributes to the sense of place and cultural significance of the river with inclusion of public art to highlight: • activity nodes; • entrances and gateways; • landmarks and features of interest; • visual connectors to the river.	AO4 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.	Not applicable – the development is not in this area.
PO5	AO5.1 Development retains and enhances existing riparian vegetation through the design and construction of Riverwalk.	Not applicable – the development is not in this area.

Performance outcomes	Acceptable outcomes	Proposal / Comment
Development protects existing native riparian vegetation and enhances the Brisbane River's landscape values.	A05.2 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.	Not applicable – the development is not in this area.
PO6 Development adjoining Riverwalk: - contributes to the creation of a vibrant and active waterfront; - provides direct access to Riverwalk; - allows for visual interaction and surveillance of the public domain.	A06.1 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.	Not applicable – the development is not in this area.
	A06.2 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.	Not applicable – the development is not in this area.
PO7 Development ensures that the interface between the Riverwalk and the Brisbane River: supports a safe and publicly accessible waterfront; enhances the views of the river, both near and far.	A07.1 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.	Not applicable – the development is not in this area.
	A07.2 Development ensures that any revetment wall: minimises impact on the riparian edge;	Not applicable – the development is not in this area.

Performance outcomes	Acceptable outcomes	Proposal / Comment
	is constructed in compliance with the standards in Infrastructure design planning scheme policy.	

Biodiversity Areas Overlay Code

Please refer to the assessment provided in the attached Environmental Assessment Report prepared by 28 South Environmental

Community Purposes Network Overlay Code

Table 8.2.8.A.3—Criteria for Self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Proposal / Comment
If on a site in the Existing trunk park sub-category, Existing non-trunk park sub category, LGIP planned park acquisition specific location sub-category, LGIP planned park upgrade specific location sub-category, LGIP planned park embellishment specific location sub-category, LGIP planned corridor park specific location sub-category, Long term park specific location sub-category or Long term corridor park specific location sub-category		
PO1 Development which is assumed future urban development provides the existing and planned infrastructure for the parks network in the Local government infrastructure plan on the site: - to serve the recreational needs of Brisbane's residents, workers and visitors on a local, district and metropolitan scale; - to maximise recreational, visual, cultural and biodiversity values; - of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use; - to meet the requirements of intended users;	AO1 Development which is assumed future urban development provides land and embellishments for existing and planned infrastructure for the parks network in the Local government infrastructure plan on the site in compliance with the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy.	Not applicable – the site is not identified as a future park. Infrastructure charges paid for the conversion of land uses will therefore be used to provide the planned embellishments of existing parkland in the area.

Performance outcomes	Acceptable outcomes	Proposal / Comment
to provide, in appropriate locations, that provide for a diversity of recreational opportunities and avoid duplicating facilities in nearby parks.		
PO2 Development provides for the payment of additional trunk infrastructure costs for the following: - for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; - for development completely inside the priority infrastructure area in the Local government infrastructure plan: - trunk infrastructure to be provided earlier than planned in the Local government infrastructure plan; - long term infrastructure for the parks network which is made necessary by development that is not assumed future urban development; - other infrastructure for the parks network associated with development that is not assumed future urban development which is made necessary by the development.	AO2 No acceptable outcome is prescribed.	Standard infrastructure charges are applicable to this use only, and will be paid in accordance with Council's policy.

Performance outcomes	Acceptable outcomes	Proposal / Comment
Editor's note—The payment of additional trunk infrastructure costs under the Act 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. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the <i>Planning Act 2016</i>.		
PO3 Development protects a park shown on the Community purposes network overlay map to ensure the following are not compromised: - the long term infrastructure for the parks network in the Long term infrastructure plans and an applicable neighbourhood plan; - the existing and planned infrastructure for the parks network in the Local government infrastructure plan; - the provision of long term, existing and planned infrastructure for the parks network which: - is required to service the development or existing and future urban development in the planning scheme area; or - is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.	AO3 Development protects a park shown on the Community purposes network overlay map in compliance with the following: - for long term infrastructure for the parks network, the Long term infrastructure plans; - for existing and planned infrastructure for the parks network, the Local government infrastructure plan; - the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy.	Not applicable – the site is not designated as future parkland.

Performance outcomes	Acceptable outcomes	Proposal / Comment
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.		
If on a site in the Existing community facilities and land for community facilities sub-category, LGIP planned land for community facilities specific location sub-category or Long term land for community facilities specific location sub-category		
PO4 Development which is assumed future urban development provides the existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan on the site: - to serve the physical, social and cultural needs of Brisbane's residents, workers and visitors on a local, district and metropolitan scale; - to maximise recreational, social and cultural values; - of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use; - to meet the requirements of the intended users; - to provide, in appropriate locations, for a diversity of community service, cultural and leisure opportunities, that are integrated or co-located with complementary uses and avoid	AO4 Development which is assumed future urban development provides land for existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan on the site in compliance with the standards for the land for the community facilities network in the Community facilities code and the Infrastructure design planning scheme policy.	Not applicable – the site is not designated as land for future community facilities.

Performance outcomes	Acceptable outcomes	Proposal / Comment
duplicating facilities on nearby land in the community facilities network.		
PO5 Development provides for the payment of additional trunk infrastructure costs for the following: - for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; - for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: - trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; - long term infrastructure for the land for community facilities network which is made necessary by development that is not assumed future urban development; - other infrastructure for the land for community facilities network associated with development that is not assumed future urban development which is made necessary by the development.	AO5 No acceptable outcome is prescribed.	Standard infrastructure charges are applicable to this use only and will be paid in accordance with Council's policy.

Performance outcomes	Acceptable outcomes	Proposal / Comment
Editor's note—The payment of additional trunk infrastructure costs under the Act 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. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the <i>Planning Act 2016</i>.		
PO6 Development protects land for community facilities shown on the Community purposes network overlay map to ensure the following are not compromised: - the long term infrastructure for the land for community facilities network in the Long term infrastructure plans and an applicable neighbourhood plan; - the existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan; - the provision of long term, existing and planned infrastructure for the land for community facilities network which: - is required to service the development or existing and future urban development in the planning scheme areas; or	AO6 Development protects land for community facilities network shown on the Community purposes network overlay map in compliance with the following: - for long term infrastructure for the land for community facilities network, the Long term infrastructure plans; - for existing and planned infrastructure for the land for community facilities network, the Local government infrastructure plan; - the standards for the land for community facilities network in the Community facilities code and the Infrastructure design planning scheme policy.	Not applicable – the site is not designated as land for future community facilities.

Performance outcomes	Acceptable outcomes	Proposal / Comment
is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.		

Critical Infrastructure and Movement Network Overlay Code

Table 8.2.9.3—Performance Outcomes and Acceptable Outcomes

Performance outcomes	Acceptable outcomes	Proposal / Comment
Access to air service, detention facilities, emergency services, hospital, port service or residential care facility		
PO1 Development ensures that air service, detention facilities, emergency services, hospital, port service and residential care facilities maintain essential functions and retain transport connections necessary for their function during a natural disaster event.	AO1 Development for air service, detention facilities, emergency services, hospital, port service or residential care facilities: (a) has direct vehicular access to a critical route or an interim critical route; or (b) has a hazard-free route (up to and including a 0.05% AEP (2000 year ARI) flood event) to a critical route or an interim critical route during a natural disaster event; or (c) includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event; or (d) where the development cannot access a critical route or an interim critical route during a natural disaster event, the development: (i) demonstrates that it services a local/district catchment and can continue to service and access that catchment during a natural disaster event; (ii) includes a business continuity plan for the operation of the use or throughout the natural disaster event.	The proposed use will not restrict access to any of these essential services.

Performance outcomes	Acceptable outcomes	Proposal / Comment
Access to telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation		
PO2 Development ensures that a telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation which support a disaster response activity retains necessary access during a natural disaster event to ensure its continued operation.	AO2 Development for a telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation: (a) has direct vehicular access to a critical route or an interim critical route; or (b) has a hazard-free route to a critical route or an interim critical route during a natural disaster event; or (c) includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event; or (d) has been designed to operate in all flood events without human intervention.	The proposed use will not restrict access to any of these uses.
Access by emergency services to medium impact industry, high impact industry or special industry		
PO3 Development for medium impact industry, high impact industry and special industry achieves appropriate access and egress for personnel and emergency services during a natural disaster event.	AO3 Development for medium impact industry, high impact industry or special industry: (a) has direct vehicular access a critical route or an interim critical route; or (b) has a hazard-free route to a critical route or an interim critical route during a natural disaster event; or (c) includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event.	While the proposal is not for an industrial use, the site is easily accessible for emergency services, and will not require any upgrade of external access.

Road Hierarchy Overlay Code

Table 8.2.18.3—Criteria for Self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Proposal / Comment
Section A—If for self-assessable or assessable development for a material change of use		
PO1 Development ensures that: - vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of: - the road hierarchy shown on the Road hierarchy overlay map; - public transport operations; - pedestrian and cyclist movement; - site access driveways in the road area accommodate all turns only when such arrangements are safe and can be demonstrated to not inhibit transport system operation.	AO1.1 Development ensures that an access driveway is provided from: - a minor road; - a district road or suburban road if the development has high traffic-generating potential.	Complies - The proposed development will not generate high volumes of traffic, and the proposed access to McGinn Road is suitable for this category of street (District Road).
	AO1.2 Development ensures that an access driveway is not provided to or from a primary freight route identified on the Road hierarchy overlay map.	Not applicable - The site is not located on a freight route.
	AO1.3 Development ensures that a use other than a use with high traffic-generating potential gains all vehicular access, other than for service vehicles, via the lowest order road in the road hierarchy to which the site has frontage.	Complies - All access will be obtained from the site frontage to McGinn Road, which is the only frontage access location available.

Performance outcomes	Acceptable outcomes	Proposal / Comment
	AO1.4 Development ensures that a turn to and from a major road is restricted to a left turn only.	Not applicable – no access is proposed from a major road.
	AO1.5 Development ensures that vehicle access is provided to an abutting site that only has frontage to an arterial road, to facilitate access to the abutting site via an alternative street.	Not applicable.
Section B—If for assessable development for a material change of use		
PO2 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.	AO2.1 Development ensures that the traffic generated by the development is consistent with the adjoining road's hierarchical classification, function and expected traffic flows.	The use does not generate excessive traffic that would compromise the safety or efficiency of the road network.
	AO2.2 Development mitigates an impact on the road hierarchy if the development: • is for a major development; or • involves an access driveway to a major road; or • 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	Not applicable – development is not a major development, on a major road, or within 100m of a signalised intersection.

Performance outcomes	Acceptable outcomes	Proposal / Comment
	Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy.	
Section C—If for assessable development for a material change of use or reconfiguring of a lot		
PO3 Development makes provision for future extension, expansion and widening of the existing and future road hierarchy where required.	AO3 No acceptable outcome is prescribed.	Not applicable - the site is not affected by any plans for proposed road widening or expansion.
If on a site in or adjacent to a planned infrastructure corridor on an Infrastructure corridor plan		
PO4 Development protects a planned infrastructure corridor on an Infrastructure corridor plan, being: - planned trunk infrastructure beyond the planning horizon for which a level of strategic and concept design planning has been carried out by the Council; - an item of development infrastructure of importance for future development in the planning scheme area; - for the maintenance of proper standards in local development.	AO4 Development protects a planned infrastructure corridor identified on an Infrastructure corridor plan in accordance with the Infrastructure design planning scheme policy.	Not applicable - the site is not located on an infrastructure corridor.

Performance outcomes	Acceptable outcomes	Proposal / Comment
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy		
PO5 Development ensures that a new road connection into the road hierarchy provides: - safe, efficient and convenient external connectivity of the new movement system to the major road network; - a minimum number of intersections to the major road network.	AO5 Development provides access to an appropriate road within the road hierarchy for the area and the extended road system meets the objectives of the wider road hierarchy and neighbourhood accessibility.	Not applicable. The proposal does not include any reconfiguration of the lot.
PO6 Development ensures that an extension of or change to the road hierarchy: - provides internal connectivity of the movement system to the neighbourhood; - 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; - provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route;	AO6.1 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.	Not applicable.
	AO6.2 Development mitigates any impact on the road network. 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 Infrastructure design planning scheme policy (Traffic impact assessment and definitions section).	Not applicable.

Performance outcomes	Acceptable outcomes	Proposal / Comment
- includes the provision of bus routes in the road hierarchy that provide ease of access to bus customers; - minimises vehicle volumes and speed in residential streets while providing connectivity to higher order roads in a reasonable travel time; - provides a street layout that minimises travel time and traffic volumes on neighbourhood roads; - provides low permeability of street layout to positively discourage through traffic while achieving high permeability for pedestrian and cycle networks; - provides safe accessibility to lots by having more than one street providing access to the area; - addresses all the impacts on the road hierarchy.		
PO7 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.	AO7 Development ensures that residential lots are laid out to ensure a future use does not directly ingress from or egress to a major road.	Not applicable.

Performance outcomes	Acceptable outcomes	Proposal / Comment
PO8 Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay.	AO8 Development ensures that an intersection is designed to the standard of the highest order road at the point of intersection in accordance with the road design standard in the Infrastructure design planning scheme policy.	Not applicable.

Streetscape Hierarchy Overlay Code

Table 8.2.20.3.A—Criteria for Self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Proposal / Comment
Section A—If for self-assessable or assessable development		
PO1 Development must improve pedestrian movement and amenity by providing for verges to a width that is appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.	AO1 Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as specified in Table 8.2.20.3.B and the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	The proposal will deliver a verge designed in accordance with the planning scheme outcomes. The verge will be an appropriate width to support pedestrian movement and have sufficient space to accommodate large subtropical street tree planting.
PO2 Development must construct verges including street tree planting, street furniture, paving, lighting and verge and kerb treatments that establish a high-quality subtropical streetscape with a strong pedestrian amenity focus.	AO2.1 Development ensures that existing street trees are retained and protected.	Complies - the proposal will not affect any existing street trees.
	AO2.2 Development ensures that street tree planting, street furniture, paving, lighting and verge and kerb treatment are designed and constructed in compliance with the specifications of the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	Complies – the quality of any existing street trees, paving and kerb treatment will be retained.

Performance outcomes	Acceptable outcomes	Proposal / Comment
Section B—If for assessable development		
PO3 Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map: • facilitates a high level of pedestrian movement and activity; • enforces the sense of arrival to individual precincts and major connections; • provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the public realm.	AO3.1 Development ensures that a corner land dedication is provided: • where identified in the Streetscape hierarchy overlay map; • in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	Not applicable. The site is not located on a corner.
	AO3.2 Development ensures that landscaping including a large feature tree and seating is provided in a corner land dedication area in compliance with the specifications and standards in the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	Not applicable.
	AO3.3 Development ensures that public art is provided in a corner land dedication area where identified in a neighbourhood plan and in compliance with the specifications and standards in the streetscape locality advice and public art standards in the Infrastructure design planning scheme policy.	Not applicable.

Performance outcomes	Acceptable outcomes	Proposal / Comment
PO4 Development supports and contributes to the formation of an integrated and continuous through-block pedestrian and bicycle network that: - facilitates convenient, safe, logical, active, legible and direct access to centres of activity, public transport facilities and public open spaces, including small-scale spaces; - ensures the continuation of adjoining existing links to create an integrated and continuous through-block pedestrian network.	AO4 Development ensures that cross block links are provided: - where identified in the Streetscape hierarchy overlay map; - in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy. Note—Cross block links are shown in the general location in which they are needed.	Not applicable - the site is not located on land that requires provision for cross-block links. Refer discussion regarding bicycle network and biodiversity corridor / existing adjoining development that has not provided a connection to this site.
PO5 Development ensures that cross block links: - are designed and are of a width scale that reflects their function and location; - have a strong street presence that signifies that they are publicly accessible; - create a 24-hour publicly accessible space with equitable access; - are of sufficient width to accommodate desired embellishments, pedestrian movement and activities and enable clear sightlines; - are effectively signed, accessible and assist in way-finding.	AO5.1 Development ensures that cross block links are provided: - where identified in the Streetscape hierarchy overlay map; - in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	Not applicable.
	AO5.2 Development ensures that a cross block link: - is dedicated to the Council; - creates a 24-hour publicly accessible space with equitable access;	Not applicable.

Performance outcomes	Acceptable outcomes	Proposal / Comment
	• is provided at-grade with an adjoining public area and connects safely without any lip or step; • incorporates crime prevention through environmental design principles; • incorporates a minimum corridor width of 6m, including a minimum unobstructed pavement width of 3m; • provides lighting and shelter; • has signage at each end identifying the connection provided; • is straight and allows for visual connection to the other end; • does not contain and is not adjacent to bin collection and car parking areas; • is not used for vehicle access including service vehicle access. • Note—Refer to the Crime prevention through environmental design planning scheme policy.	
If in or on a site adjoining the Wildlife movement solution sub-category		

Performance outcomes	Acceptable outcomes	Proposal / Comment
PO6 Development incorporates effective wildlife movement infrastructure that enables safe wildlife movement across and past transport infrastructure.	AO6 Development ensures that infrastructure solutions are: - provided at the locations identified on the Streetscape hierarchy overlay map; - designed to: - account for daily and seasonal movement needs of native wildlife, such as foraging, breeding, predator and natural disaster avoidance; - achieve physical separation of native wildlife and the road; - adopt designs and treatments known to be used by native species, including significant fauna species listed in the Biodiversity area overlay code. Note—Refer to the Infrastructure design planning scheme policy for further guidance of the design of wildlife movement solutions.	Not applicable - the site does not adjoin the Wildlife Movement area.

Infrastructure Design Code

Table 9.4.4.3.A—Criteria for assessable development

Performance outcomes	Acceptable outcomes	Proposal / Comment
PO1 Development provides roads, pavement, edging and landscaping which: • are designed and constructed in accordance with the road hierarchy; • provide for safe travel for pedestrians, cyclists and vehicles; • provide access to properties for all modes; • provide utilities; • provide high levels of aesthetics and amenity, improved liveability and future growth; • provide for the amelioration of noise and other pollution; • provide a high-quality streetscape; • provide a low-maintenance asset with a minimal whole-of-life cost. Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.	AO1 Development provides roads and associated pavement, edging and landscaping which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	Will comply - Design of roads, pavement, edging and landscaping will be in accordance with Brisbane City Council's (BCC) standards, as relevant to the proposed development. It is understood that the McGinn Road frontage will need to be provided to Council standards (Infrastructure Design PSP) Detailed infrastructure design will be addressed further as part of the operational works phase of the project.

Performance outcomes	Acceptable outcomes	Proposal / Comment
PO2 Development provides road pavement surfaces which: - are well designed and constructed; - durable enough to carry the wheel loads of the intended types and numbers of travelling and parked vehicles; - ensures the safe passage of vehicles, pedestrians and cyclists, the discharge of stormwater run-off and the preservation of all-weather access; - allows for reasonable travel comfort.	AO2 Development provides road pavement surfaces which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	Will comply – Road pavement surfaces will be designed in accordance with BCC standard drawings for residential roads.
PO3 Development provides a pavement edge which is designed and constructed to: - control vehicle movements by delineating the carriageway for all users; - provide for people with disabilities by allowing safe passage of wheelchairs and other mobility aids.	AO3 Development provides pavement edges which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	Will comply – pavement edges will be designed in accordance with BCC standards.
PO4 Development provides verges which are designed and constructed to:	AO4 Development provides verges which are designed and constructed in compliance with the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	Will comply – as per above.

Performance outcomes	Acceptable outcomes	Proposal / Comment
- provide safe access for pedestrians clear of obstructions and access areas for vehicles onto properties; - provide a sufficient area for public utility services; - be maintainable by the Council.		
PO5 Development provides a lane or laneway identified in a neighbourhood plan which: - allows equitable access for all modes; - is safe and secure; - has 24-hour access; - is a low-speed shared zone environment; - has a high-quality streetscape.	A05 Development provides a lane or laneway identified in a neighbourhood plan which is embellished in compliance with the streetscape locality advice standards in the Infrastructure design planning scheme policy.	No applicable – a neighbourhood plan does not identify any laneways on the site.
PO6 Development of an existing premises provides at the frontage to the site, if not already provided, the following infrastructure to an appropriate urban standard: an effective, high-quality paved roadway;	A06 Development of an existing premises provides at the frontage of the site, if not already existing, the following infrastructure to the standard that would have applied if the development involved new premises as stated in the road corridor design standards in the Infrastructure design planning scheme policy: concrete kerb and channel;	Will comply as relevant – as per above.

Performance outcomes	Acceptable outcomes	Proposal / Comment
- an effective, high-quality roadway kerb and channel; - safe, high-quality vehicle crossings over channels and verges; - safe, accessible, high-quality verges compatible and integrated with the surrounding environment; - safe vehicle access to the site that enables ingress and egress in a forward gear; - provision of and required alterations to public utilities; - effective drainage; - appropriate conduits to facilitate the provision of required street-lighting systems and traffic signals.	- forming and grading to verges; - crossings over channels and verges; - a constructed bikeway; - a constructed verge or reconstruction of any damaged verge; - construction of the carriageway; - payment of costs for required alterations to public utility mains, services or installations; - construction of and required alterations to public utility mains, services or installations; - drainage works; - installation of electrical conduits.	
P07 Development provides both cycle and walking routes which: - are located, designed and constructed to their network classification (where applicable); - provide safe and attractive travel routes for pedestrians and cyclists for commuter and recreational purposes; - provide safe and comfortable access to properties for pedestrians and cyclists;	A07 Development provides cycle and walking routes which are located, designed and constructed in compliance with the road corridor design and off-road pathway design standards in the Infrastructure design planning scheme policy.	Will comply as relevant – as per above.

Performance outcomes	Acceptable outcomes	Proposal / Comment
- incorporate water sensitive urban design into stormwater drainage; - provide for utilities; - provide for a high level of aesthetics and amenity, improved liveability and future growth; - are a low-maintenance asset with a minimal whole-of-life cost; - minimise the clearing of significant native vegetation. Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.		
PO8 Development provides refuse and recycling collection, separation and storage facilities that are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised.	AO8.1 Development provides refuse and recycling collection and storage facilities in accordance with the Refuse planning scheme policy.	PO – It is proposed that the development will include refuse storage within the site, and kerbside collection of bins. The refuse storage and collection will be managed to ensure it does not result in unacceptable amenity impacts.
	AO8.2 Development ensures that refuse and recycling collection and storage location and design do not have any adverse impact including odour, noise or visual impacts on the amenity of land uses within or adjoining the development.	

Performance outcomes	Acceptable outcomes	Proposal / Comment
	Note—Refer to the Refuse planning scheme policy for further guidance.	
PO9 Development ensures that: - land used for an urban purpose is serviced adequately with regard to water supply and waste disposal; - the water supply meets the stated standard of service for the intended use and fire-fighting purposes.	AO9.1 Development ensures that the reticulated water and sewerage distribution system for all services is in place before the first use is commenced.	Will Comply - Water and sewer reticulation will be in accordance with Council and Urban Utilities requirements and standards.
	AO9.2 Development provides the lot with reticulated water supply and sewerage to a standard acceptable to the distributor—retailer.	
PO10 Development provides public utilities and street lighting which are the best current or alternative technology and facilitate accessibility, easy maintenance, minimal whole-of-life costs, and minimal adverse environmental impacts.	AO10.1 Development provides public utilities and street lighting which are located and aligned to: - avoid significant native vegetation and areas identified within the Biodiversity areas overlay map; - minimise earthworks; - avoid crossing waterways, waterway corridors and wetlands or if a crossing is unavoidable, tunnel-boring techniques are used to minimise disturbance, and a disturbed area is reinstated and restored on completion of the work.	Will comply, as applicable - existing street lighting provided to the frontage of the site is sufficient for the proposed development and will be maintained.

Performance outcomes	Acceptable outcomes	Proposal / Comment
	Note—Guidance on the restoration of habitat is included in the Biodiversity areas planning scheme policy.	
	AO10.2 Development provides compatible public utility services and street-lighting services which are co-located in common trenching for underground services.	
	AO10.3 Development provides public utilities and street lighting which are designed and constructed in compliance with the public utilities standards in the Infrastructure design planning scheme policy.	
PO11 Development ensures that land used for urban purposes is serviced adequately with telecommunications and energy supply.	AO11 Development provides land with the following services to the standards of the approved supplier: • electricity; • telecommunications services; • gas service where practicable.	Complies - the existing site is provided with electricity and telecommunications services. Any alterations to connections will seek the relevant utility provider's approval prior to works commencing.

Performance outcomes	Acceptable outcomes	Proposal / Comment
PO12 Development ensures that major public projects promote the provision of affordable, high-bandwidth telecommunications services throughout the city.	AO12 Development provides conduits which are provided in all major Council and government works projects to enable the future provision of fibre optic cabling, if: - the additional expense is unlikely to be prohibitive; or - further major work is unlikely or disruption would be a major concern, such as where there is a limited capacity road; or - there is a clear gap in the telecommunications network; or - there is a clear gap in the bandwidth available to the area. Editor's note—An accurate, digital 'as built' three-dimensional location plan is to be supplied for all infrastructure provided in a road.	Will comply, as relevant. Detailed engineering information to be provided through the detailed design phase.
PO13 Development provides public art identified in a neighbourhood plan or park concept plan which: - is provided commensurate with the status and scale of the proposed development; - is sited and designed: - as an integrated part of the project design; - as conceptually relevant to the context of the location;	AO13 Development provides public art identified in a neighbourhood plan or park concept plan which is sited and designed in compliance with the public art standards in the Infrastructure design planning scheme policy.	Not applicable – the site has not been identified in a neighbourhood plan as requiring provision for public art.

Performance outcomes	Acceptable outcomes	Proposal / Comment
- to reflect and respond to the cultural values of the community; - to promote local character in a planned and informed manner.		
PO14 Development provides signage of buildings and spaces which promote legibility to help users find their way.	AO14 Development provides public signage: - at public transport interchanges and stops, key destinations, public spaces, pedestrian linkages and at entries to centre developments; - which details the location of the key destinations, public spaces and pedestrian linkages in the vicinity, the services available within the development and where they are located. Editor's note—Signage is to be in accordance with Local Law Number 1 (Control of Advertisements Local Law).	Not applicable - the proposal will not require the installation of public signage.
PO15 Development that provides community facilities which form part of the development is functional, safe, low maintenance, and fit for purpose.	AO15 Development that provides community facilities which form part of the development is designed in compliance with the community facilities standards in the Infrastructure design planning scheme policy.	Not applicable - the proposal will not require the provision of specific facilities for the use.

Performance outcomes	Acceptable outcomes	Proposal / Comment
PO16 Development provides public toilets which: - are required as part of a community facility or park; - are located, designed and constructed to be: - safe; - durable; - resistant to vandalism; - able to service expected demand; - fit for purpose.	AO16 Development that provides public toilets is designed and constructed in compliance with the public toilets standards in the Infrastructure design planning scheme policy.	Not applicable - the proposal will not require the provision of public toilets.
PO17 Development provides bridges, tunnels, elevated structures and water access structures that are designed and constructed using proven methods, materials and technology to provide for: - safe movement of intended users; - an attractive appearance appropriate to the general surroundings and any adjacent structures; - functionality and easy maintenance; - minimal whole-of-life cost;	AO17 Development that provides bridges, tunnels, elevated structures and water access structures is designed and constructed in compliance with the standards in the Infrastructure design planning scheme policy.	Not applicable – the development will not incorporate these facilities.

Performance outcomes	Acceptable outcomes	Proposal / Comment
- longevity; - current and future services. Note—All bridges and elevated and associated elements must be designed and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.		
PO18 Development provides culverts which are designed and constructed using proven methods, materials and technology to provide for: - safety; - an attractive appearance appropriate to the general surroundings; - functionality and easy maintenance; - minimal whole-of-life cost; - longevity; - future widening; - current and future services; - minimal adverse impacts, such as increase in water levels or flow velocities, and significant change of flood patterns.	AO18 Development that provides culverts is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.	Will comply, as relevant.

Performance outcomes	Acceptable outcomes	Proposal / Comment
Note—All culverts and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.		
PO19 Development provides batters, retaining walls, and seawalls and river walls which are designed and constructed using proven methods, materials and technology to provide for: • safety; • an attractive appearance appropriate to the surrounding area; • easy maintenance; • minimal whole-of-life cost; • longevity; • minimal water seepage. Note—All retaining walls and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.	AO19 Development that provides batters, retaining walls, seawalls and river walls is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.	Will comply, as relevant. Detailed engineering information to be provided through the detailed design phase.
If for development with a gross floor area greater than 1,000m²		
PO20 Development ensures that construction is managed so that use of public spaces and movement on pedestrian, cyclist and other traffic routes is not	AO20 Development ensures that during construction:	Will comply.

Performance outcomes	Acceptable outcomes	Proposal / Comment
unreasonably disrupted and existing landscaping is adequately protected from short- and long-term impacts. Note—The preparation of a construction management plan can assist in demonstrating achievement of this performance outcome. Note—The Transport, access, parking and servicing planning scheme policy provides advice on the management of vehicle parking and deliveries during construction.	- the ongoing use of adjoining and surrounding parks and public spaces, such as malls and outdoor dining, is not compromised; - adjoining and surrounding landscaping is protected from damage; - safe, legible, efficient and sufficient pedestrian, cyclist and vehicular accessibility and connectivity to the wider network are maintained.	
PO21 Development ensures that construction and demolition activities are guided by measures that prevent or minimise adverse impacts including sleep disturbance at a sensitive use, due to noise and dust, including dust from construction vehicles entering and leaving the site. Note—A noise and dust impact management plan prepared in accordance with the Management plans planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO21.1 Development ensures that demolition and construction: - only occur between 6:30am and 6:30pm Monday to Saturday, excluding public holidays; - do not occur over periods greater than 6 months.	Will comply.
	AO21.2 Development including construction and demolition does not release dust emissions beyond the boundary of the site.	
	AO21.3 Development construction and demolition does not involve asbestos-containing materials.	

Performance outcomes	Acceptable outcomes	Proposal / Comment
PO22 Development ensures that: • construction and demolition do not result in damage to surrounding property as a result of vibration; • vibration levels achieve the vibration criteria in Table 9.4.4.3.B, Table 9.4.4.3.C, Table 9.4.4.3.D and Table 9.4.4.3.E. Note—A vibration impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO22 Development ensures that the nature and scale of construction and demolition do not generate noticeable levels of vibration.	All construction works will be managed to ensure there are no adverse impacts caused by vibration on adjoining properties.

Landscape Work Code

Table 9.4.5.3.C—Criteria for self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Proposal / Comment
PO1 Development ensures that trees are protected from development impacts.	AO1.1 Development ensures that trees identified in a landscape concept plan or development approval are retained and protected in accordance with AS 4970-2009 – Protection of trees on development sites.	Will comply – The proposal plans include a concept landscape plan/site plan that includes Deep Planting areas throughout the site. It is proposed that existing trees will be retained on the balance area to the south of the proposed development footprint, in conjunction with new landscape work. A more detailed landscape concept plan is proposed to be provided as part of the operational works phase of the development.
	AO1.2 Development ensures that tree surgery and pruning is carried out in accordance with AS 4373-2007 Pruning of amenity trees for: • vegetation damaged as a result of the development; • vegetation requiring pruning of branches and/or roots.	Can comply – can be conditioned, as relevant.
PO2 Development provides acoustic barriers and long fences along street frontages which: • are enhanced by appropriate planting; • are of high visual quality;	AO2.1 Development ensures that an acoustic barrier or fence which is required by a use code to be provided along a fence or within the site: • is designed in compliance with the standards in the Infrastructure design planning scheme policy;	Not applicable – the proposed development will not require the construction of an acoustic barrier to the road frontages.

Performance outcomes	Acceptable outcomes	Proposal / Comment
- are designed for longevity; - provide maintenance access and promote pedestrian permeability in appropriate circumstances.	- incorporates elements of visual interest appropriate to the scale of the development for a fence or acoustic barrier over 40m long; - incorporates a gate for maintenance access to the street frontage side of the barrier or fence if a gate can open on to a publicly accessible area within the site; - incorporates a gate or appropriately designed opening for public pedestrian access where linking two publicly accessible areas	
	AO2.2 Development ensures that a planting buffer required by a use code for an acoustic barrier or fence incorporates: - species in accordance with the Planting species planning scheme policy; - a minimum of 2 tier planting.	
P03 Development provides species as a screen or buffer which maintain the amenity of adjoining premises.	A03 Development ensures that a landscape buffer required by a use code incorporates: - species in accordance with the Planting species planning scheme policy; - a minimum of 2 tier planting.	Not applicable – the proposed development does not require a landscape buffer.

Performance outcomes	Acceptable outcomes	Proposal / Comment
PO4 Development has artificial growing environments which: • maximise opportunities for high-quality landscape planting; • incorporate water conservation measures.	AO4.1 Development provides drainage for podium planters which is connected to the stormwater drain and allows for flush out.	Not applicable – no podium planters are proposed.
	AO4.2 Development provides species which are chosen to ensure the long-term performance and access requirements of the landscape.	
	AO4.3 Development provides podium planting in compliance with BSD-9010, BSD-9011, BSD-9012.	
PO5 Development provides landscaping in a common area which provides for clear sightlines and good visibility to entrance and exit points.	AO5.1 Development incorporates a plant selection along a pathway which ensures: • a clear trunk height of minimum 1.8m at maturity; • a shrub height of maximum 1m at maturity. • Refer to the Crime prevention through environmental design planning scheme policy.	All landscaping adjoining the pedestrian entrance to the site will maintain safe sight lines.

Performance outcomes	Acceptable outcomes	Proposal / Comment
	AO5.2 Landscaping and mounding do not interfere with visibility along a pathway. Refer to the Crime prevention through environmental design planning scheme policy.	Complies - landscaping to the frontage of the site will ensure that clear sight lines are maintained, whilst balancing an appropriate landscaped outcome.
PO6 Development provides landscaping which supports a legible environment that can be safely navigated by pedestrians and cyclists.	AO6 Development ensures that the landscape design provides cues to distinguish between a public area, a semi-public area and a private area. Note—Cues could include changes in levels, surface or landscape treatment or fencing.	Will comply.
PO7 Development provides a plant selection which addresses the functional issues of the development including: - screening and buffering; - street presentation;	AO7 Development provides species in accordance with the Planting species planning scheme policy.	Will comply – the new landscaped areas will be provided with appropriate planting species.

Performance outcomes	Acceptable outcomes	Proposal / Comment
• shading; • character; • amenity; • ecology; • water availability and stormwater treatment.		
PO8 Development provides planting densities and stock sizes which are optimised to reduce maintenance and erosion and to achieve amenity and ecological outcomes.	AO8 Development provides planting densities and stock sizes which are based on achieving full coverage of the mulched planting areas within 2 years.	New landscaping will be undertaken with appropriate planting densities in accordance with Council's requirements.
PO9 Development provides planting areas in open-air car parking areas which are designed and constructed to ensure that landscaping and shade trees thrive and achieve a minimum 50% shade cover within 5 years of planting.	AO9.1 Development provides species in a car park that are selected in accordance with the Planting species planning scheme policy.	Landscaping adjoining car parking spaces will be undertaken in accordance with the planning scheme policy.
	AO9.2 Development provides planting areas within car parking areas that are protected by wheel stops or bollards.	Wheel stops / other devices will be used to protect landscaped areas, where relevant.

Performance outcomes	Acceptable outcomes	Proposal / Comment
PO10 Development for a shade structure does not compromise landscape outcomes.	AO10 Development for a shade structure in a car park allows unimpeded access to natural sunlight and rainwater for landscaping and shade trees.	No applicable – no parking shade structures are proposed.
PO11 Development involving the construction of retaining walls provides for: • safety; • an attractive appearance appropriate to the surrounding area; • easy maintenance; • longevity; • minimal water seepage impacts.	AO11 Development of a retaining wall: • is constructed in compliance with the structures standards in the Infrastructure design planning scheme policy and is certified by a Registered Professional Engineer Queensland; • incorporates planting areas.	All retaining walls will be designed and certified by an engineer, and be complemented by appropriate landscaping.
PO12 Development provides for: • water sensitive urban design measures which are employed within the landscape design to maximise stormwater use and to reduce any adverse impacts on the landscape; • stormwater harvesting to be maximised and any adverse impacts of stormwater minimised.	AO12.1 Development provides landscaping which is designed using the standards in the Landscape design guidelines for water conservation planning scheme policy.	All landscaping will be designed in accordance with the planning scheme policy.
	AO12.2 Development ensures that the design and requirements for irrigation is in accordance with the standards in the Landscape design guidelines for water conservation planning scheme policy.	All landscaping will be designed in accordance with the planning scheme policy.

Performance outcomes	Acceptable outcomes	Proposal / Comment
	AO12.3 Development provides areas of pavement, turf and mulched garden beds which are adequately drained. Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.	All landscaping will be designed in accordance with the planning scheme policy.
PO13 Development provides landscaping which is capable of efficient and effective maintenance that ensures the success of the landscaping.	AO13.1 Development ensures that all turf areas on the site are accessible externally by standard lawn maintenance equipment and receive adequate sunlight.	Will comply. It is noted that communal open space areas are proposed. Detailed design of the landscaping within these areas will be provided as part of the detailed design/operational works phase of the development.
	AO13.2 Development provides a reticulated irrigation system to common landscape and recreation areas and ensures that podium planters serviced from tank water and the control device is located in a common area.	Will comply – as relevant.
	AO13.3 Development provides one hose cock within each private landscape and recreation area.	Will comply - Suitable hose cocks will be provided for irrigation and maintenance.

Performance outcomes	Acceptable outcomes	Proposal / Comment
	AO13.4 Development provides landscaping that uses appropriate materials to maintain the function of an overland flow path.	All landscaping will be designed in accordance with the planning scheme policy.
	AO13.5 Development provides planting media and mulch in accordance with AS4454 Compost, soil conditioners and mulches and AS 4419-2003 Soils for landscaping and garden use.	Complies - All planting media and mulch will be in accordance with the relevant Australian Standards.
PO14 Development ensures that the location and type of planting do not compromise the function and accessibility of services and facilities.	AO14 Development provides plant species which are selected and sited, taking into consideration the location and access requirements of overhead and underground services.	Complies – all landscaping will be clear of overhead and underground services. It is noted that existing overhead electrical infrastructure results in the site frontage not being suitable for street tree planting.

Outdoor Lighting Code

Table 9.4.7.3—Criteria for self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Proposal / Comment
PO1 Development provides outdoor lighting that does not have an adverse impact on any person, activity or fauna because of light emissions, either directly or by reflection.	AO1.1 Development ensures that technical parameters, design, installation, operation and maintenance of outdoor lighting: - comply with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting; - maintain a minimum of 20lux at the footpath level where in a zone in the centre zones category or the Mixed use zone. Note—The effects of outdoor lighting should be mitigated where a window of a habitable room of a nearby dwelling will be illuminated beyond maximum permissible values outlined in AS 4282-1997 Control of the obtrusive effects of outdoor lighting.	Will comply - All outdoor and security lighting installed for the development will be designed to ensure compliance with the Australian Standard to ensure that an appropriate standard of lighting is provided without resulting in any adverse amenity impacts.
	AO1.2 Development provides floodlighting that is restricted to a type that gives no upward component of light where mounted horizontally, such as a full cut off luminaire.	Will Comply - All floodlighting will be designed to project downwards and not cause any adverse amenity impacts.

Stormwater Code

Table 9.4.9.3.A—Criteria for assessable development

Performance outcomes	Acceptable outcomes	Proposal / Comment
Section A—If for a material change of use, reconfiguring a lot, operational work or building work Note—Compliance with the performance outcomes and acceptable outcomes in this section should be demonstrated by the submission of a site-based stormwater management plan for high risk development only.		
PO1 Development provides a stormwater management system which achieves the integrated management of stormwater to: • minimise flooding; • protect environmental values of receiving waters; • maximise the use of water sensitive urban design; • minimise safety risk to all persons; • maximise the use of natural waterway corridors and natural channel design principles. Editor's note—The stormwater management system to be developed to address PO1 is not intended to require management of stormwater quality.	AO1 Development provides a stormwater management system designed in compliance with the Infrastructure design planning scheme policy.	Will comply. The proposed design makes provision for stormwater management with a Stormwater Management Plan outlined in the attached report prepared by Context Engineering. The proposed development will not have any impact on upstream or downstream flood levels. Internal stormwater will be conveyed to McGinn Road as the lawful point of discharge.

Performance outcomes	Acceptable outcomes	Proposal / Comment
PO2 Development ensures that the stormwater management system and site work does not adversely impact flooding or drainage characteristics of premises which are up slope, down slope or adjacent to the site.	A02.1 Development does not result in an increase in flood level or flood hazard on up slope, down slope or adjacent premises.	Please refer to the attached report and associated civil design plans prepared by Context Engineering.
	A02.2 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	
PO3 Development ensures that the stormwater management system does not direct stormwater run-off through existing or proposed lots and property	A03.1 Development ensures that the location of the stormwater drainage system is contained within a road reserve, drainage reserve, public pathway, park or waterway corridor.	

Performance outcomes	Acceptable outcomes	Proposal / Comment
where it is likely to adversely affect the safety of, or cause nuisance to properties.	A03.2 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	Please refer to the attached report and associated civil design plans prepared by Context Engineering.
	A03.3 Development obtains a lawful point of discharge in compliance with the standards in the Infrastructure design planning scheme policy.	
	A03.4 Where on private land, all underground stormwater infrastructure is secured by a drainage easement.	
PO4 Development provides a stormwater management system which has sufficient capacity to safely convey run-off taking into account increased run-off from impervious surfaces and flooding in local catchments.	A04.1 Development provides a stormwater conveyance system which is designed to safely convey flows in compliance with the standards in the Infrastructure design planning scheme policy.	Stormwater management infrastructure on the site will be connected to a lawful point of discharge, which is the Council infrastructure within McGinn Road.
	A04.2 Development provides sufficient area to convey run-off which will comply with the standards in the Infrastructure design planning scheme policy.	

Performance outcomes	Acceptable outcomes	Proposal / Comment
PO5 Development designs stormwater channels, creek modification works, bridges, culverts and major drains to protect and enhance the value of the waterway corridor or drainage path for fauna movement.	A05 Development ensures the design of stormwater channels, creek modifications or other infrastructure, permits terrestrial and aquatic fauna movement.	Not applicable – the proposed development will not incorporate any of these elements.
PO6 Development ensures that location and design of stormwater detention and water quality treatment: - minimises risk to people and property; - provides for safe access and maintenance; - minimises ecological impacts to creeks and waterways.	AO6.1 Development locates stormwater detention and water quality treatment: - outside of a waterway corridor; - offline to any catchment not contained within the development.	Please refer to the attached report and associated civil design plans prepared by Context Engineering.
	AO6.2 Development providing for stormwater detention and water quality treatment devices are designed in compliance with the standards in the Infrastructure design planning scheme policy.	New drainage works will be designed to comply with Council's requirements.
PO7 Development is designed, including any car parking areas and channel works to: reduce property damage;	A07.1 Development (including any ancillary structures and car parking areas) is located above minimum flood immunity levels in Table 9.4.9.3.B, Table 9.4.9.3.C, Table 9.4.9.3.D, Table 9.4.9.3.E and Table 9.4.9.3.F. Note—Compliance with this acceptable outcome can be demonstrated by the submission of a hydraulic and hydrology	Please refer to the attached report and associated civil design plans prepared by Context Engineering.

Performance outcomes	Acceptable outcomes	Proposal / Comment
provide safe access to the site during the defined flood event.	report identifying flood levels and development design levels (as part of a site-based stormwater management plan).	
	AO7.2 Development including the road network provides a stormwater management system that provides safe pedestrian and vehicle access in accordance with the standards in the Infrastructure design planning scheme policy.	
PO8 Development designs stormwater channels, creek modification works and the drainage network to protect and enhance the environmental values of the waterway corridor or drainage path.	AO8.1 Development ensures natural waterway corridors and drainage paths are retained.	No applicable. The site does not contain any stormwater channels or creeks.
	AO8.2 Development provides the required hydraulic conveyance of the drainage channel and floodway, while maximising its potential to maximise environmental benefits and minimise scour. Editor's note—Guidance on natural channel design principles can be found in the Council's publication Natural channel design guidelines.	
	AO8.3 Development provides stormwater outlets into waterways, creeks, wetlands and overland flow paths with energy dissipation to minimise scour in compliance with the standards in the Infrastructure design planning scheme policy.	

Performance outcomes	Acceptable outcomes	Proposal / Comment
	AO8.4 Development ensures that the design of modifications to the existing design of new stormwater channels, creeks and major drains is in compliance with the standards in the Infrastructure design planning scheme policy.	
PO9 Development is designed to manage run-off and peak flows by minimising large areas of impervious material and maximising opportunities for capture and re-use.	AO9 No acceptable outcome is prescribed.	New drainage works will be designed to comply with Council's requirements.
PO10 Development ensures that there is sufficient site area to accommodate an effective stormwater management system.	AO10 No acceptable outcome is prescribed.	The site has sufficient area to cater for the required drainage infrastructure.
PO11 Development provides for the orderly development of stormwater infrastructure within a catchment, having regard to the:	AO11.1 Development with up-slope external catchment areas provides a drainage connection sized for ultimate catchment conditions that is directed to a lawful point of discharge.	Please refer to the attached report and associated civil design plans prepared by Context Engineering.

Performance outcomes	Acceptable outcomes	Proposal / Comment
- existing capacity of stormwater infrastructure within and external to the site, and any planned stormwater infrastructure upgrades; - safe management of stormwater discharge from existing and future up-slope development; - implication for adjacent and down-slope development.	AO11.2 Development ensures that existing stormwater infrastructure that is undersized is upgraded in compliance with the Priority infrastructure plan and the standards in the Infrastructure design planning scheme policy.	
PO12 Development provides stormwater infrastructure which: - remains fit for purpose for the life of the development and maintains full functionality in the design flood event; - can be safely accessed and maintained cost effectively; - ensures no structural damage to existing stormwater infrastructure.	AO12.1 The stormwater management system is designed in compliance with the Infrastructure design planning scheme policy.	Please refer to the attached report and associated civil design plans prepared by Context Engineering.
	AO12.2 Development provides a clear area with a minimum of 2m radius from the centre of an existing manhole cover and with a minimum height clearance of 2.5m.	
PO13 Development ensures that all reasonable and practicable measures are taken to manage the impacts of erosion, turbidity and sedimentation, both within and external to the development site from construction activities, including vegetation clearing, earthworks, civil construction, installation of services,	AO13 No acceptable outcome is prescribed.	New drainage works within the site will be designed to comply with Council's requirements.

Performance outcomes	Acceptable outcomes	Proposal / Comment
rehabilitation, revegetation and landscaping to protect: - the environmental values and water quality objectives of waters; - waterway hydrology; - the maintenance and serviceability of stormwater infrastructure. Note—The Infrastructure design planning scheme policy outlines the appropriate measures to be taken into account to achieve the performance outcome.		
PO14 Development ensures that: - unnecessary disturbance to soil, waterways or drainage channels is avoided; - all soil surfaces remain effectively stabilised against erosion in the short and long term.	AO14 No acceptable outcome is prescribed.	New drainage works within the site will be designed to comply with Council's requirements.
PO15 Development does not increase: the concentration of total suspended solids or other contaminants in stormwater flows during site construction;	AO15 No acceptable outcome is prescribed.	New drainage works within the site will be designed to comply with Council's requirements.

Performance outcomes	Acceptable outcomes	Proposal / Comment
run-off which causes erosion either on site or off site.		
Section B—Additional criteria which apply to high-risk development, being one or more of the following: - a material change of use for an urban purpose which involves greater than 2,500m² of land that: - will result in an impervious area greater than 25% of the net developable area; or - will result in 6 or more dwellings. - reconfiguring a lot for an urban purpose that involves greater than 2,500m² of land and will result in 6 or more lots; - operational work for an urban purpose which involves disturbing greater than 2,500m² of land.		
PO16 Development ensures that the entry and transport of contaminants into stormwater is avoided or minimised to protect receiving water environmental values. Note—Prescribed water contaminants are defined in the Environmental Protection Act 1994 . Note—Compliance with the performance outcome should be demonstrated by the submission of a site-based stormwater management plan for high-risk development only.	AO16 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	Please refer to the attached report and associated civil design plans prepared by Context Engineering.

Performance outcomes	Acceptable outcomes	Proposal / Comment
PO17 Development ensures that: - the discharge of wastewater to a waterway or external to the site is avoided; or - if the discharge cannot practicably be avoided, the development minimises wastewater discharge through re-use, recycling, recovery and treatment. Note—The preparation of a wastewater management plan can assist in demonstrating achievement of this performance outcome. Editor’s note—This code does not deal with sewerage which is the subject of the Wastewater code.	AO17 No acceptable outcome is prescribed.	Not applicable. The development will not discharge wastewater to a waterway.

Transport, Access, Parking and Servicing Code

Table 9.4.11.3.B—Self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Proposal / Comment
PO1 Development is designed: - to include a technically competent and accurate response to the transport and traffic elements of the development; - in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; - to ensure the efficient operation and safety of the development and its surrounds. Note—The acceptable outcome and performance outcome can be demonstrated through a development application that: - 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; - is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings	AO1 Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	The proposed development is for a relatively small-scale residential development consisting of 24 dwellings, with 1.5 car parking spaces provided per dwelling in single and double garages integrated into each dwelling, with an additional 4 car parking spaces provided on site for visitors. The proposal has been designed to cater for site access, car parking and servicing generally in accordance with the outcomes sought by the planning scheme policy, and in response to the small-scale nature of the proposal and site constraints.

Performance outcomes	Acceptable outcomes	Proposal / Comment
comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.		
PO2 Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the transport network consistent with the planning by the State Government and Council.	AO2 No acceptable outcome is prescribed.	Not applicable – the proposal is not of a major size.
PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.	AO3.1 Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	It is proposed to provide a single crossover adjacent to the eastern boundary of the site, with detailed design to be in accordance with Council's standard drawings.

Performance outcomes	Acceptable outcomes	Proposal / Comment
	AO3.2 Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.	Not applicable – no easement access is required.
PO4 Development provides walking and cycle routes through the site which: - 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; - encourage walking and cycling; - ensure pedestrian and cyclist safety; - provide a direct and legible network. Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.	AO4.1 Development provides walking and cycle routes which are constructed on the carriageway or through the site to: - create a walking or cycle route along the full frontage of the site; - connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.	It is understood that the verge will need to adjusted in accordance with Council's standards, including providing a 1.2m wide pathway in front of the site. This can be conditioned by Council. The development does not incorporate any walking or cycle routes that would restrict sightlines.
	AO4.2 Development provides walking and cycle routes that are constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	
	AO4.3 Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines.	

Performance outcomes	Acceptable outcomes	Proposal / Comment
PO5 Development provides secure and convenient bicycle parking which: - for visitors is obvious and located close to the building's main entrance; - 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; - is easily and safely accessible from outside the site; - does not impact adversely on visual amenity; - does not impede the movement of pedestrians or other vehicles; - is designed to comply with a recognised standard for the construction of bicycle facilities. 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.	AO5.1 Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	On-site bicycle parking can be accommodated within the car spaces or unit areas of the proposed development.
	AO5.2 Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities.	Not applicable.
	AO5.3 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.	Not applicable.
	AO5.4 Development provides visitor bicycle parking which does not impede pedestrian movement.	Not applicable.
	AO5.5 Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Not applicable.

Performance outcomes	Acceptable outcomes	Proposal / Comment
PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users. Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	AO6 Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Not applicable - Showers and storage areas are located in each dwelling unit.
PO7 Development provides pedestrian and cyclist access to the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles.	AO7 Development provides pedestrian and cycle access that is designed and constructed in compliance with the site access design guidelines, pedestrian facilities standards and cyclist facilities standards in the Transport, access, parking and servicing planning scheme policy.	Complies - The site provides appropriate at-grade access for pedestrians and cyclists.
PO8 Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities.	AO8 No acceptable outcome is prescribed.	See above.

Performance outcomes	Acceptable outcomes	Proposal / Comment
PO9 Development provides access driveways in the road area that are located, designed and controlled to: - minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists; - ensure the amenity of adjacent premises, from impacts such as noise and light.	AO9.1 No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).	Not applicable - the proposed development is not a major development.
	AO9.2 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.	Complies – a single access driveway is proposed.
	AO9.3 Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Complies - the site is located on a section of road that has good sight distances in both directions.
	AO9.4 Development provides access driveways in the road area which: - are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; - are not provided through a bus stop, taxi rank or pedestrian crossing or refuge.	The proposed access crossover will be constructed in accordance with the requirements of the planning scheme policy and will not conflict with other infrastructure such as bus stops, taxi ranks or pedestrian crossings.

Performance outcomes	Acceptable outcomes	Proposal / Comment
	AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	Not applicable. No shared access arrangements are proposed.
PO10 Redevelopment provides for: - 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; - the reinstatement of adjacent footpaths.	AO10 No acceptable outcome is prescribed.	Any redundant crossovers will be closed and reinstated in accordance with these requirements.
PO11 Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.	AO11.1 Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Complies - the proposed buildings are set back from the site frontage where the vehicle access is located, which provides good sight distances to and from the site along the street frontage.
	AO11.2 Development ensures that convex mirrors are only used in a site: as a secondary support at access driveways;	Not applicable – the development will not require the use of mirrors to improve sight distance or safety.

Performance outcomes	Acceptable outcomes	Proposal / Comment
	in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy.	
PO12 Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.	AO12 Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. Note—For 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.	Not applicable – the site is not located within the City core or City frame areas.
PO13 Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.	AO13 Development outside of the City core and City frame as identified in Figure a: - provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or - 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.	The proposed development has been designed to ensure all vehicle parking spaces comply with the requirements of the Transport, access, parking and servicing code for manoeuvring and car park spaces. Kerbside collection of refuse is proposed due to the small size of the townhouse development, and the large amount of road frontage. Given this, no on-site manoeuvring for refuse is

Performance outcomes	Acceptable outcomes	Proposal / Comment
	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.	required. There is sufficient room clear of the crossover in front of the site, for the required bins to be serviced at the kerb. Please refer to the attached planning report that addresses the provision of on-site car parking numbers.
PO14 Development ensures that the number of car parking spaces and design of the car parking area: - meet the combined design peak parking demand for residential, visitor and business parking; - allow for the temporal sharing of car-parking spaces for uses with different peak parking demands. 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.	AO14.1 Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time.	Complies - the site is provided with sufficient car parking for the intended use.
	AO14.2 Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.	Not applicable – the proposal is not for a mixed use development.
PO15 Development provides a car park layout which allows for on-site vehicle parking that: is clearly defined, safe and easily accessible;	AO15 Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy.	The development has been designed to ensure service vehicles can enter and exit the site in a forward direction.

Performance outcomes	Acceptable outcomes	Proposal / Comment
- is designed to contain potential adverse impacts within the site; - does not detract from the aesthetics or amenity of an area; - discourages on-street parking if parking has an adverse traffic management safety or amenity impact; - is consistent with safe and convenient pedestrian and cyclist movement.		
PO16 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	AO16 Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by: - facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; - defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; - promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; - ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; - including way-finding cues;	The design of the development is small in scale, which facilitates casual surveillance and avoids the creation of entrapment locations.

Performance outcomes	Acceptable outcomes	Proposal / Comment
	minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas. 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.	
PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	AO17 Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by: - denying access to potential canvas through access control techniques; - reducing potential canvases through canvas reduction techniques; - ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.	The development has been designed to minimise areas where graffiti and vandalism can affect the property.
PO18 Development is serviced by an adequate number and size of service vehicles.	AO18 Development ensures that the number and size of design service vehicles selected for the site is in compliance with the	The development has been designed to ensure service vehicles can enter and exit the site in a forward direction.

Performance outcomes	Acceptable outcomes	Proposal / Comment
	standards in the Transport, access, parking and servicing planning scheme policy.	
PO19 Development layout provides for services which: - are wholly within the site; - are clearly defined, safe and easily accessible; - are designed to contain potential adverse impacts of servicing within the site; - do not detract from the aesthetics or amenity of the surrounding area.	AO19.1 Development ensures that a service bay provided on site: - 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; - is located away from street frontages and screened from adjoining premises.	Refer to AO18 above.
	AO19.2 Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy.	Refer to AO18 above.
	AO19.3 Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	Refuse collection will be handled via the use of bulk bins with a screened bin enclosure provided at the end of the internal driveway between units 4 and 5, which ensures that convenient on-site collection is facilitated adjacent to the area where service vehicles can manoeuvre.

Performance outcomes	Acceptable outcomes	Proposal / Comment
PO20 Development provides service vehicle access routes to and from the site which minimise the impact on: - amenity and safety in residential areas; - streets not constructed to a standard that accommodate increased heavy vehicle movements.	AO20 Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	Complies - Service vehicles can readily access the site as required.
If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensional vehicle or any on vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)		
PO21 Development which is freight-dependent development ensures that the traffic generated by the development does not impact on: - the operation of the transport network; - the safety and amenity of a residential area; - 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.	AO21.1 Development which is freight-dependent development is located on a site which: - 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 - 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.	Not applicable – the development is not serviced by a B-double or oversized vehicle.

Performance outcomes	Acceptable outcomes	Proposal / Comment
	AO21.2 Development which is freight-dependent development provides any necessary upgrade to a road used as an access route in compliance with the Infrastructure design planning scheme policy.	Not applicable – the development is not serviced by a B-double or oversized vehicle.