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APPLICATION REF
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9.3.5 Community facilities code

9.3.5.1 Application

1. This code applies to assessing a material change of use if:
    a. accepted development subject to compliance with identified requirements, where acceptable outcomes of this code are identified requirements in a table of assessment for a material change of use (section 5.5) or a neighbourhood plan (section 5.9); or
    b. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for a material change of use (section 5.5) or a neighbourhood plan (section 5.9); or
    c. impact assessable development for a use in the community facilities activity group or a use of a community nature.
2. When using this code, reference should be made to section 1.5 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Note—Development involving a residential component including multiple dwelling, residential care facility or on-site student accommodation as part of an educational establishment, is also assessed against the Multiple dwelling code and any prescribed secondary code.

Note—Community facilities is a defined activity group listed in Table SC1.1.2 in Schedule 1 that applies to uses in the Community facilities zone. When the term community facilities is used within this code it means any of the above uses to which this code is applicable.

Note—Uses within some zone precincts of the Community facilities zone are regulated by Queensland Government legislation and are not subject to planning and development control under the planning scheme. For example, development controls for major sports stadiums such as Suncorp Stadium are regulated under the *Major Sports Facilities Act 2001*; and land designated for development such as schools and hospitals under Section 35 of the Act is accepted development, to the extent that the development would otherwise be accepted development subject to compliance with identified acceptable outcomes, or assessable development, under the planning scheme. Details of designations for development are identified in Schedule 5 Designation of premises for development. Where planning control of the relevant Community facilities zone precinct is relinquished by the relevant legislation or governing authority, the planning scheme provides a default position for describing and assessing the development outcomes being sought in the Community facilities zone.

Note—Where this code includes performance outcomes or acceptable outcomes that relate to:

- air quality assessment, guidance is provided in the Air quality planning scheme policy;
- crime prevention through environmental design, guidance is provided in the Crime prevention through environmental design planning scheme policy;
- design for the reduction of graffiti, guidance is provided in the Graffiti prevention planning scheme policy;
- noise impacts assessment, guidance is provided in the Noise impact assessment planning scheme policy;
- preparing a park master plan or park management plan, guidance is provided in the Park management plan planning scheme policy;
- refuse and recycling, guidance is provided in the Refuse planning scheme policy;
- transport, access, parking or servicing provisions, guidance is provided in the Transport, access, parking and servicing planning scheme policy;
- subtropical design of buildings or outdoor spaces, guidance is provided in the Subtropical building design planning scheme policy.

9.3.5.2 Purpose

1. The purpose of the Community facilities code is to assess the suitability of development on land in the Community facilities zone and of development for community facilities in other zones.
2. The purpose of the code will be achieved through the following overall outcomes:

a. Development is of a design, siting, construction and built form that is suited to the facility, in accordance with the particular operational, functional and locational requirements of community services and facilities.
b. Development is integrated or co-located with other community facilities where possible to create a multifunctional service hub.
c. Development provides co-location of facilities in metropolitan parks with sport and recreation premises to create multipurpose facilities that can be used for a wide range of recreation and community purposes and adapted to meet changing community demands over time.
d. Development that may limit the ongoing operation and expansion of existing uses or prejudice development of new facilities appropriate to the specific nature of the particular Community facilities zone precinct is excluded.
e. Development ensures that the level of public and active transport, or private vehicular accessibility and car parking, for users of the facility is appropriate to the purpose, and where possible, the use is clustered within or in close proximity to centres well-serviced by public and active transport.
f. Development:
    i. is appropriately located according to the type of proposed use;
    ii. is highly accessible and preferably integrated and co-located with complementary uses where possible;
    iii. is of a scale, height and bulk that provides a high level of amenity;
    iv. is generally consistent with the character of the area;
    v. transitions sensitively to surrounding uses;
    vi. is supported by complementary uses of appropriate scale and purpose to directly serve the employees and activities of the zone precinct, and which do not compromise the commercial, retail or community service role and function of nearby centre activities.
g. Development for major government facilities and services is of a form suitably specific to the facility in recognition of the particular operational, functional and locational requirements of the use.
h. Development impacts are considered in relation to the community benefit that the facility or service will provide to the broader community.
i. Buildings and structures in the particular zone precincts are varied to present a variety of building forms, materials and facade treatments.
j. Development complements the prevailing scale, built form and streetscape of the zone or zone precinct and surrounding areas.
k. Development achieves satisfactory standards in managing the potential adverse impacts on the health, safety and amenity of adjoining sensitive uses, predominantly through maintaining adequate buffering between these land uses.
l. Development achieves a satisfactory standard of environmental performance by integrating into development principles of innovative, sustainable and efficient design, construction and operation, to encourage water conservation and responsiveness to climate.
m. Road, rail, public transport and active transport connectivity and accessibility between community facilities and key destinations is maximised, to ensure efficient and safe movement of people and goods, and a high level of accessibility for employees and visitors or patrons of the special purpose.
n. Development for a sensitive use is compatible with nearby existing uses that have the potential for off-site air emissions, considers the health and wellbeing of occupants and does not adversely impact on the continued operation of those existing uses.

9.3.5.3 Performance outcomes and acceptable outcomes

Table 9.3.5.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development		
PO1 Development ensures that the hours of operation are: a. consistent with reasonable community expectations for the use and are consistent with the purpose of the zone or zone precinct; b. controlled so that the community facility does not impact on the amenity of: i. a residence within the building where the use is located; ii. nearby sensitive uses.	**AO1.1** Development for a non-residential use has hours of operation, including the use of indoor activity areas and private open space, which are limited to 7am to 6pm. **AO1.2** Development has hours of operation for delivery vehicles which are limited to 7am to 6pm Monday to Saturday, excluding public holidays.	**The hours of operation of the existing place of worship are not proposed to change as part of this application. The existing hours have been established for a significant period of time and form part of the historic approval on the land.**
PO2 Development ensures that noise generated does not exceed the noise (planning) criteria in Table 9.3.5.3.B and night-time noise criteria in Table 9.3.5.3.C at a sensitive zone or sensitive use. 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—Where the development involves an activity regulated by the Entertainment Venues and Events Local Law, the operating noise levels and requirements may be specified on a permit or approval issued under that law.	**AO2.1** Development: a. does not involve amplified music entertainment; b. is conducted wholly within an enclosed building and does not involve external activity, dining or entertainment areas; c. provides a 2m high acoustic fence along any boundary with land in a residential zone; d. ensures mechanical plant or equipment is acoustically screened from adjoining sensitive uses. Note—Mechanical plant includes generators, motors, compressors and pumps such as air-conditioning, refrigeration or coldroom motors. **AO2.2**	**Complies – The place of worship use is undertaken indoors. Part of this application is to enclose a roofed area between the two existing buildings on the site, which will mitigate against some noise issues of people gathering in that area (part of recent complaints from adjoining residents).** **The proposed car park will have a 2m high acoustic fence to the side and rear boundary.** **Complies – The use will continue to operate as it has for a number of years.**

	Development does not generate noise that is clearly audible and creates a disturbance within a dwelling or its associated balcony or patio.	
PO3 Development: a. avoids or minimises air emissions; b. complies with the following criteria at a sensitive zone or sensitive use: i. air quality planning criteria in Table 9.3.5.3.D; ii. odour criteria in Table 9.3.5.3.E. 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.	**AO3.1** Development: a. does not involve activities that generate air emission, including odour, dust, fumes or smoke beyond the site; b. where cooking or food odour is released, exhaust is discharged vertically and directed away from a sensitive use, and vents are separated by the following distances: i. a minimum of 6m horizontally from a sensitive use; ii. a minimum of 2m above a thoroughfare or roof with regular foot traffic. **AO3.2** Development ensures that all vents for a below-ground car park are separated from a sensitive use in accordance with AS 1668.2-2012 The use of ventilation and air-conditioning in buildings — Mechanical ventilation in buildings.	**Complies – The existing use does not emit odour, dust, fumes or smoke beyond the site. Sealing the car parking will ultimately improve the existing situation for vehicular movement areas.** **Not applicable. No vents proposed.**
PO4 Development for a sensitive use is located to achieve the air quality (planning) criteria in Table 9.3.5.3.D and odour criteria in Table 9.3.5.3.E. 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.	**AO4** Development for a sensitive use is located at least 150m from a spray painting workshop. Note—This distance is to be measured between the building constraining the spray painting workshop and the property boundary of the sensitive use.	**Not applicable. The proposed use is not located within 150 of a spray painting workshop.**
PO5 Development for air conditioning, refrigeration and other mechanical plant, vents, exhausts and refuse and recycling storage areas are compatible in appearance	**AO5** Development ensures that air conditioning, refrigeration and other mechanical plant, vents, exhausts and refuse and recycling storage areas are:	**Will comply.**

and arrangement with nearby premises to ensure adverse amenity impacts associated with the development are ameliorated.	a. located so that they are not visually obtrusive when viewed from the street; b. screened from an adjacent sensitive use.	
PO6 Development for outdoor lighting must not have an adverse impact on any person, activity or fauna because of light emissions, either directly or by reflection.	**AO6.1** Development provides for outdoor lighting with technical parameters, design, installation, operation and maintenance of outdoor lighting that comply with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting. Note—The effects of outdoor lighting should be mitigated where windows of habitable rooms of nearby dwellings will be illuminated beyond maximum permissible values outlined in AS 4282-1997 Control of the obtrusive effects of outdoor lighting. **AO6.2** Development ensures that floodlighting is restricted to the type that gives no upward component of light where mounted horizontally, that is a full cut off luminar.	**Will comply.** **Will comply.**
PO7 Development within the City core and City frame as identified in Figure a of the Transport, access, parking and servicing code provides for car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.	**AO7** Development within the City core and City frame as identified in Figure a of the Transport, access, parking and servicing code provides for on-site parking spaces at maximum parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	**Not applicable. The subject site is outside of the City Core and City Frame area.**
PO8 Development outside the City core and City frame area as identified in Figure a of the Transport, access, parking and servicing code provides for a number of on-site car parking spaces that accommodate design peak car parking demands without overflow parking onto adjacent properties or adjacent streets.	**AO8** Development: a. outside the City core and City frame as identified in Figure a of the Transport, access, parking and servicing code provides for on-site car parking in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or b. for which no parking standard is identified in the Transport, access, parking and servicing	**Performance solution sought –** **The existing place of worship has a GFA of approximately 595sqm, with a total of 3 car parking spaces on-site.** **The purpose of this application is an attempt to resolve matters concerning the neighbours, being noise and traffic.**

	planning scheme policy, does not result in on-street parking.	**The proposed enclosure of the roof area results in an additional 85sqm of GFA, which is in response to adjoining residents complaining of noise from people gather at the 'foyer' to the place of worship.** **The additional GFA does no increase the patronage of the place of worship, but mitigates against noise.** **The net result, would be 3 car parking spaces to service 680sqm of GFA.** **The proposed development includes providing car parking in the vacant land as part of the subject site, resulting in an additional 25 car parking spaces (total 28 spaces), which significantly improves the existing reliance on street parking and alternative transport.** **Whilst the car parking rate is not satisfied, the proposed development better addresses the performance outcome by providing significantly more car parking spaces for the use.**
PO9 Development provides adequate facilities for bicycles.	**AO9** Development provides for cyclist facilities in accordance with the standards in the Transport, access, parking and servicing planning scheme policy.	**Not applicable. The TAPS PSP does not have cyclist facilities requirements for a place of worship.**
PO10 Development must be serviced adequately with regard to water supply and waste disposal, and water supply must meet the stated standard of service for the intended use and fire fighting purposes.	**AO10** Development ensures that all lots are: a. provided with reticulated water supply and sewerage; or b. provided with appropriate on-site sewerage, where the development does not provide access to reticulated sewer for all lots.	**Complies – The subject site is connected to all basic services.**

If for a childcare centre		
PO11 Development does not expose children to levels of soil contamination in excess of the health-based investigation levels outlined in the National environmental protection measure for assessment of site contamination (incorporating Schedule B (7a)). Note—This can be demonstrated by the preparation of a Stage 1 Preliminary investigation report that complies with the Draft guidelines for the assessment and management of contaminated land in Queensland, any succeeding guidelines, or other relevant state or federal guidelines, statutory measures or standards.	**AO11** Development is on a site that has not previously been used for industrial purposes or a notifiable activity (as defined in Schedule 3 of the *Environmental Protection Act 1994*) as demonstrated by a site history investigation report conducted by a suitably qualified person (as defined under Section 381 of the *Environmental Protection Act 1994*).	**Not applicable. The proposed development is a place of worship.**
Section B—If for assessable development		
PO12 Development on a site within a Community facility zone precinct must be protected for public use, and where a community facility use ceases, its replacement must be another community facility or a community facility integrated with another development. Editor's note—For example, premises formerly used as a school may be adapted to accommodate an arts or cultural services hub.	**AO12** Development of an existing community facility within a Community facility zone precinct may be transitioned to another type of use within the community facility activity group, where a demonstrable need of the community will be fulfilled.	**Not applicable. Whilst the existing use has been established on the site for a number of years, the site remains within the Low-medium density residential zone.**
PO13 Development for a community facility which is purpose-built on public land delivers buildings or structures that are designed as multipurpose community hubs where possible, rather than stand-alone or single-use facilities to: a. create a sense of place, belonging and community, and to provide a focal point for community activity; b. increase efficiencies in built form; c. provide a better return on infrastructure costs where enabling service providers to share	**AO13** No acceptable outcome is prescribed.	**Not applicable. The subject site is in private ownership.**

facilities over an increased span of operating hours; d. facilitate adaptation of the building or infrastructure to respond to changing community needs.		
PO14 Development design must be consistent with the reasonable expectations for built form, site layout and landscape design of development on surrounding land.	**AO14** Development is of a scale, height and bulk that is not greater than that of surrounding development.	**Complies – The proposed alterations to the existing buildings are enclosing the lower level roofed area. The height of the existing roof is single storey height.**
PO15 Development has a building form that is varied and building bulk that is reduced by design elements such as awnings, recesses and projections, and a range of materials, colours and textures.	**AO15** No acceptable outcome is prescribed.	**Complies**
PO16 Development does not impose adverse visual amenity impacts on surrounding sensitive uses.	**AO16.1** Development has a 2m wide landscaped buffer provided between boundaries with residential uses and vehicle movement and parking areas. **AO16.2** Development has a building setback from a site boundary with a residential premises of a minimum of 3m, or half the height of the building at that point, whichever is greater. **AO16.3**	**Performance solution sought –** **The proposed car parking area is built to the side boundary of the adjoining residential property to the south. The car park design allows for a 1736mm landscape buffer to the eastern boundary. The car park also provides landscaping centrally in the car park and a deep landscaping area at the front of the site to provide shade trees to minimise the impact of the hardstand.** **Performance solution sought –** **The proposed 'extension' to the existing built form on the site is to enclose an existing roofed structure. The roof structure is 300mm off the western boundary. The purpose of enclosing the roofed area is to enhance the amenity of the adjoining residents by mitigating against noise transfer from the 'foyer' of the place of worship.**

	Development has a 2m high acoustic fence and screen landscaping provided along a site boundary adjoining a sensitive use.	**Complies – The proposed development includes a minimum 2m high acoustic fence around the proposed car parking area to maintain the amenity of the adjoining residents.**
PO17 Development ensures that building siting and design achieves a pleasant and manageable environment by allowing passage of cooling breezes and employing sun control devices to reduce glare, shade buildings and maintain comfortable indoor temperatures.	**AO17.1** Development is orientated to allow good access to sunlight and breezes. **AO17.2** Development has window placement and an internal layout which allows for cross ventilation. Note—North- or north-east facing windows, balconies or decks may provide lesser levels of privacy than would otherwise be allowed by this code, where passive solar design is improved.	**Complies - The existing built form has access to light and breezes.** **The proposed extension is an enclosed structure to mitigate against noise impacts to the adjoining residential property. The enclosure does not have windows.**
PO18 Development provides for vehicular accessways that are designed and located to: a. minimise on-site and off-site safety conflicts between pedestrians and vehicles; b. ensure efficient pedestrian or vehicular ingress to or egress from the premises; c. reduce the visual impact on the streetscape.	**AO18.1** Development has buildings and activity areas located to prevent potentially hazardous vehicular or pedestrian movements. **AO18.2** Development ensures that the location of access ways maintain the integrity, quality and primacy of footpaths. **AO18.3** Development provides convenient, safe and clearly visible pedestrian access to the site.	**Complies – The built form is separated from the car parking area. Dedicated pedestrian access and pathway connecting the building entry will be provided.** **Complies – The entry points are dedicated and legible to users.** **Complies – The entry points are dedicated and legible to users.**
PO19 Development ensures that on-site car parking is located so as to ensure that employee, patron and visitor car parking associated with the use: a. does not dominate the frontage of the premises; b. maintains the amenity of the street and adjacent properties. Note—On-site parking areas are provided for staff, patrons and visitors in accordance with the Transport, access, parking and servicing planning scheme policy.	**AO19** Development ensures that car parking: a. is provided below or at the rear of a primary building for the use and is not within the front setback of the site; b. where forward of the building line, car parking is integrated with high quality landscaping.	**Performance solution sought –** **The proposed car parking results in spaces forward of the building fronting Kipling Street. The building has a front boundary setback of 13m, with two (2) existing spaces in tandem at the front of the building.** **The proposed dedicated car parking has 7 spaces forward of the existing building, however they are screened with a significant 4m deep landscaping**

		buffer in the front of the car park to ensure the car park does not dominate the street.
PO20 Development ensures servicing, storage and refuse and recycling collection areas are: a. unobtrusive; b. located and managed so that adverse impacts on nearby sensitive uses, neighbouring properties and public domain are minimised.	**AO20** Development reduces the visual impacts of loading bays, site storage and access points for refuse and recycling collection by: a. buffering with appropriate landscaping; b. locating service areas away from public spaces, primary street frontages and sensitive uses. Note—Refer to the Refuse planning scheme policy for further guidance.	**Not applicable. No loading bays proposed.**
PO21 Development ensures that outdoor lighting contributes to pedestrian safety and amenity while minimising light nuisance and light spill.	**AO21** Development provides a lighting system in accordance with AS 4282-1997 Control of the obtrusive effects of outdoor lighting, while still being a minimum of 20lux at footpath level.	**Will comply.**
PO22 Development ensures that direct overlooking to adjoining residential dwellings is minimised by building layout, location and design of windows, balconies and screening devices.	**AO22** Development ensures that windows, balconies, verandahs, terraces or decks that have a direct view into windows of habitable rooms in an adjoining residential dwelling, are screened by: a. fixed opaque glazing; or b. fixed external screens; or c. fencing, but only if the overlooking is from the ground storey.	**Will comply.**
PO23 Development must create a safe environment by incorporating the key elements of crime prevention through environmental design.	**AO23.1** Development incorporates the key elements of crime prevention through environmental design in its layout, building or structure design and landscaping by: a. facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; b. defining different uses and private and public ownership through design and restricting access	**Complies – The building has graffiti prevention measures with landscaping and overlooking of the street.**

	from non-residential uses into private residential dwellings; c. promoting safety and minimising opportunities for graffiti and vandalism through exterior building design, orientation of buildings and the use of active frontages; d. ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; e. including way-finding cues; f. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas. 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. **AO23.2** Development ensures that fencing adjoining waterway corridors, parkland and cycling and walking routes is low and visually permeable, with: a. a maximum height of 1.2m, and at least 50% transparent; or b. a maximum height of 0.9m if less than 50% transparent.	
PO24 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	**AO24** Development incorporates graffiti and vandalism prevention techniques in its layout, building or structure design and landscaping by: a. denying access to potential canvas 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.	**Complies – The building has graffiti prevention measures with landscaping and overlooking of the street.**

	Note—For guidance on graffiti and vandalism prevention techniques refer to the Graffiti prevention planning scheme policy.	
If for community facilities in zones other than the Community facilities zone Note—The performance outcomes and acceptable outcomes described below provide further assessment benchmarks for community facilities in specific zones to which this code is applicable. To the extent of any contrary direction or inconsistency with the general code provisions listed above, these more specific performance outcomes and acceptable outcomes prevail.		
PO25 Development must be located to minimise the introduction of non-local traffic into residential streets which are minor roads.	**AO25** Development is not located on a minor road.	**Performance solution sought –** **The existing place of worship has a dual frontage to Mayfield Road (major road) and Kipling Street (minor road). There is only 1 car parking space in the Mayfield Road frontage, with the primary access to the place of worship being via the Kipling Street frontage.** **The proposed dedicated car park is accessed via Kipling Street, which is the only vehicular access point to that part of the site (no alternative access point).** **The existing approved use has the primary access within the 'minor road' and the proposed car parking area is intended to minimize the impacts of vehicular movements within the neighbourhood street and be a significant improvement on the existing access arrangements.**
If for community facilities in the Emerging community zone or where impact assessable in any other zone		
PO26 Development ensures that the community facility is co-located with or in close proximity to other community facilities, centre uses or focal points such as public transport interchanges or public open space.	**AO26.1** Development located in newly developing areas or outer suburban areas ensures that the community facility is located: a. on a site identified for that purpose on an approved structure plan, master plan or park management plan; or b. adjacent to community focal points such as shopping centres, major public transport	**Not applicable.**

	interchanges, parkland, schools or sporting grounds. **AO26.2** Development located in a built-up inner or middle-suburban area ensures that the community facility is: a. co-located with another community facility; or b. located within 500m of a centre or other community facility.	**Complies – The existing place of worship has operated from the site for a number of years. The place of worship is entrenched within the community and has good access to the Moorooka strip on Beaudesert Road (200m to the west of the site).**
PO27 Development must be on a site with high accessibility.	**AO27.1** Development: a. provides convenient and safe walking and cycling access from nearby public transport infrastructure and other public areas; or b. is located in a high-use area such as a commercial building, shopping centre and other centre localities. **AO27.2** Development ensures that the community facility is easily identifiable to facilitate ease of access by patrons.	**Complies – The subject site is in close proximity to regular public transport services on Beaudesert Road, in addition to Bus Route 116, which the stop is in the Mayfield Road frontage of the site.** **Complies – The existing pedestrian entrance from Mayfield Road is proposed to be enhanced to reduce noise to the adjoining residents and there will be direct access to the main entry from the proposed car park on Kipling Road.**
If for community facilities in the Emerging community zone		
PO28 Development that is a club, community care centre, community use, educational establishment, emergency services or place of worship is encouraged to establish and contribute to a vital and contained community.	**AO28** Development including a club, community care centre, community use, educational establishment, emergency services or place of worship is located in accordance with a subdivision plan developed through a coordinated and integrated structure planning process.	**Not Applicable. The subject site is located within the Low-medium density residential Zone.**
If for a community use in the Open space zone or Sport and recreation zone		
PO29	**AO29**	**Not Applicable. The subject site is located within the Low-medium density residential Zone.**

Development with community use activities requiring permanent facilities or infrastructure is located only in district or metropolitan parks or recreation facilities where it is compatible with and complements the sporting, leisure and recreation experiences of community users.	Development with facilities or infrastructure for community use activities: a. is located within district or metropolitan parks or recreation facilities; b. demonstrates a nexus with any existing sporting, leisure and recreation activities on a site.	
PO30 Development with permanent structures and buildings for the community use and associated outdoor recreation infrastructure is of a scale, bulk and location compatible with the surrounding area.	**AO30** Development with buildings or structures associated with the community use is designed and located in accordance with a park master plan or park management plan adopted in the Park management plan planning scheme policy, or where no plan exists: a. is a minimum distance of 15m from any boundary to a residential premises; b. does not exceed a height of 9.5m.	**Not Applicable. The subject site is located within the Low-medium density residential Zone.**
If for emergency services in the Environmental management zone or Rural zone		
PO31 Development with an emergency services use is located to facilitate efficient access and emergency responses.	**AO31** Development ensures that an emergency services use is located: a. on a suburban or arterial road; b. to support existing concentrations of centre activity uses or residential uses.	**Not applicable. The proposed development is for 'Place of Worship'.**

Editor's note—For a proposal to be accepted development subject to compliance with identified requirements, it must meet all the identified acceptable outcomes of this code and any other applicable code. Where it does not meet all identified acceptable outcomes, the proposal becomes assessable development and a development application is required. Where a development application is triggered, only the specific acceptable outcomes that the proposal fails to meet need to be assessed against the corresponding assessable acceptable outcomes or performance outcomes and relevant overall outcomes. Other identified acceptable outcomes that are met are not assessed as part of the development application.

Table 9.3.5.3.B—Noise (planning) criteria

Criteria location	Intrusive noise criteria	Acoustic amenity criteria

	Day, evening and night $L_{Aeq,adj,T}$ are not greater than the RBL plus the value in this column for the relevant criteria location, where T equals: • **Day: 11hr** • **Evening: 4hr** • **Night: 9hr**	**Day, evening and night $L_{Aeq,adj,T}$ are not greater than the values in the below columns for the relevant criteria location, where T equals:** • **Day: 11hr** • **Evening: 4hr** • **Night: 9hr**		
		Day	**Evening**	**Night**
Low density residential zone boundary	3dB(A)	55dB(A)	45dB(A)	40dB(A)
Low-medium density residential zone boundary	3dB(A)	55dB(A)	45dB(A)	40dB(A)
Medium density residential zone boundary	3dB(A)	55dB(A)	50dB(A)	45dB(A)
High density residential zone boundary	3dB(A)	55dB(A)	50dB(A)	50dB(A)
Character residential zone boundary	3dB(A)	50dB(A)	45dB(A)	40dB(A)
Tourist accommodation zone boundary	3dB(A)	55dB(A)	50dB(A)	50dB(A)
At a sensitive use in Principal centre zone	5dB(A)	60dB(A)	55dB(A)	50dB(A)
At a sensitive use in Major centre zone	5dB(A)	60dB(A)	55dB(A)	50dB(A)
At a sensitive use in District centre zone	5dB(A)	60dB(A)	55dB(A)	50dB(A)
At a sensitive use in Neighbourhood centre zone	5dB(A)	55dB(A)	50dB(A)	50dB(A)
At a sensitive use in Specialised centre zone	5dB(A)	55dB(A)	50dB(A)	50dB(A)
Emerging community zone boundary	5dB(A)	55dB(A)	50dB(A)	45dB(A)
Environmental management zone boundary	0dB(A)	40dB(A)	40dB(A)	40dB(A)
Conservation zone boundary	0dB(A)	40dB(A)	40dB(A)	40dB(A)
At a sensitive use in Mixed use zone	5dB(A)	60dB(A)	55dB(A)	50dB(A)
At a sensitive use in Rural zone	5dB(A)	55dB(A)	50dB(A)	45dB(A)

At a sensitive use in Rural residential zone	5dB(A)	50dB(A)	45dB(A)	40dB(A)
At a sensitive use in Township zone	5dB(A)	55dB(A)	45dB(A)	40dB(A)

Note—

- LAeq,adj,T: The adjusted A-weighted equivalent continuous sound pressure level of the development during the time period T, where T is an 11-hour day, 4-hour evening and 9-hour night, determined in accordance with the methodology described in the Noise impact assessment planning scheme policy.
- RBL: Rating background level determined in accordance with the methodology described in the Noise impact assessment planning scheme policy.
- Day: 7am to 6pm
- Evening: 6pm to 10pm
- Night: 10pm to 7am
- dB(A): A-weighted decibels

Table 9.3.5.3.C—Night time noise criteria

<table>
<tr><th>Criteria location</th><th>Where the existing $L_{Aeq,9hr}$ night at the criteria location is:</th><th>Average of the highest 15 single L_{Amax} events over a given night (10pm-7am) period is not greater than the following values at the relevant criteria location:</th><th>The absolute highest single L_{Amax} event over a given night (10pm-7am) period is not greater than the following values at the relevant criteria location:</th></tr>
<tr><td rowspan="3">At the zone boundary of:
• Low density residential zone;
• Low-medium density residential zone;
• Medium density residential zone;
• High density residential zone;
• Character residential zone;
• Tourist accommodation zone;
• Emerging community zone.</td><td>< 45dB(A)</td><td>50dB(A)</td><td>55dB(A)</td></tr>
<tr><td>45 to 60dB(A)</td><td>$L_{Aeq,9hr\ night}$ + 5dB(A)</td><td>$L_{Aeq,9hr\ night}$ + 10dB(A)</td></tr>
<tr><td>> 60dB(A)</td><td>65dB(A)</td><td>70dB(A)</td></tr>
<tr><td>External to a sensitive use located in a:
• Principal centre zone;
• Major centre zone;
• District centre zone;
• Neighbourhood centre zone;
• Specialised centre zone;</td><td>Not applicable</td><td>65dB(A)</td><td>70dB(A)</td></tr>
</table>

• Mixed use zone; • Rural zone; • Rural residential; • Township zone.			

Note—

- LAmax: The A-weighted maximum sound pressure level determined in accordance with the methodology described in the Noise impact assessment planning scheme policy.
- LAeq,9hr: The A-weighted equivalent continuous sound pressure level of the development during the night-time period 10pm to 7am, determined in accordance with the methodology described in the Noise impact assessment planning scheme policy.
- dB(A): A-weighted decibels

Table 9.3.5.3.D— Air quality planning criteria

Pollutant	**Averaging time**	**Health outcome protected**	**Criteria including background ($\mu g/m^3$)**	**Criteria including background (ppm)**
Nitrogen dioxide	1 hour	Health and wellbeing	250	0.12
	Annual	Health and wellbeing	62	0.03
Sulfur dioxide	1 hour	Health and wellbeing	570	0.2
	24 hours	Health and wellbeing	230	0.08
	Annual	Health and wellbeing	57	0.02
Particulate matter (PM) as total suspended particulates (TSP)	Annual	Health and wellbeing	90	-
PM less than 10µm (PM_{10})	24 hours	Health and wellbeing	50	-
	Annual	Health and wellbeing	25	-
PM less than 2.5µm ($PM_{2.5}$)	24 hours	Health and wellbeing	25	-
	Annual	Health and wellbeing	8	-
Carbon monoxide	8 hours	Health and wellbeing	11,000	9

Dust deposition as insoluble solids	Annual	Protecting aesthetic environment	$4g/m^2$/month	-
Acetaldehyde	1 hour	Odour	42	0.023
Acetone	1 hour	Health and wellbeing	22,000	9.2
Antimony and compounds	1 hour	Health and wellbeing	9	-
Arsenic and compounds (as total metal content in PM_{10})	1 hour	IARC Group 1 carcinogen (known human carcinogen)	0.09	-
	Annual	Health and wellbeing	$6ng/m^3$	-
Benzene	1 hour	Health and wellbeing	29	0.009
	Annual	Health and wellbeing	10	0.003
Benzo(a)pyrene (as marker for PAH)	Annual	Health and wellbeing	$0.3ng/m^3$	-
Beryllium and compounds	1 hour	IARC Group 1 carcinogen (known human carcinogen)	0.004	-
Cadmium and compounds (as total metal content in PM_{10})	Annual	Health and wellbeing	$5ng/m^3$	-
Chromium III compounds	1 hour	Health and wellbeing	9	-
Chromium VI compounds	1 hour	IARC Group 1 carcinogen (known human carcinogen)	0.09	-
Copper dusts and mists	1 hour	Health and wellbeing	18	-
Copper fumes	1 hour	Health and wellbeing	3.7	-
Cumene (isopropyl benzene)	1 hour	Odour	21	0.004
Dioxins and furans (as TCDD TEF)	1 hour	IARC Group 1 carcinogen (known human carcinogen)	0.000002	-
Ethyl acetate	1 hour	Odour	12,100	3.5

Ethyl acrylate	1 hour	Odour	0.4	0.0001
Ethyl butyl ketone	1 hour	Health and wellbeing	4,200	0.9
Ethylbenzene	1 hour	Health and wellbeing	8,000	1.8
Formaldehyde	1 hour	Protecting aesthetic environment	96	0.07
	24 hours	Health and wellbeing	54	0.04
Lead and compounds (as total metal content in total suspended particulates)	Annual	Health and wellbeing	0.5	-
MDI (diphenylmethane diisocyanate)	1 hour	USEPA extremely toxic	0.04	-
Mercury inorganic	1 hour	Health and wellbeing	1.8	-
	Annual	Health and wellbeing	1.1	-
Mercury organic	1 hour	Health and wellbeing	0.18	-
Methyl ethyl ketone	1 hour	Odour	3,200	1.1
Methyl isobutyl ketone	1 hour	Odour	230	0.05
Methyl styrene	1 hour	Odour	140	0.029
n-Butanol	1 hour	Odour	500	0.16
n-Butyl acetate	1 hour	Odour	1,020	0.21
n-Hexane	1 hour	Health and wellbeing	3,200	0.9
Nickel and compounds (as total metal content in PM_{10})	Annual	Health and wellbeing	0.02	-
Styrene	1 hour	Odour	65	0.014
	7 days	Health and wellbeing	280	0.06
TDI (toluene-2,4-diisocyanate; toluene-2,6-diisocyanate)	1 hour	USEPA extremely toxic	0.04	-

Toluene	1 hour	Odour	958	0.23
	24 hours	Health and wellbeing	4,100	1
	Annual	Health and wellbeing	410	0.1
Xylenes (as a total of ortho, meta and para isomers)	24 hours	Health and wellbeing	1,200	0.25
	Annual	Health and wellbeing	950	0.2
Zinc chloride fumes	1 hour	Health and wellbeing	18	-
Zinc oxide fumes	1 hour	Health and wellbeing	90	-

Note—

- Criteria that are stated in µg/m^3 are to be referenced to 0° C.
- Criteria that are stated in ppm are to be expressed as volume/volume.
- Averaging times of 1 hour or less are to be presented using the 99.9th percentile concentration of the total site impact from dispersion modelling and background concentration for all pollutants in the above table, or the maximum concentration from dispersion modelling if no background concentration is available.
- Averaging times of greater than 1 hour are to be presented using the maximum concentration of the total site impact from dispersion modelling and background concentration.
- Dust deposition is the maximum allowable level from new and existing sources, calculated from annualised modelling data.
- Polycyclic aromatic compounds (PAH) are assessed as benzo(a)pyrene equivalent using potency equivalency factors as listed in the Air quality planning scheme policy.
- Dioxins and furans are assessed as 2,3,7,8-tetrachlorodibenzodioxin equivalent (TCDD) using toxic equivalency factors (TEF) as listed in the Air quality planning scheme policy.
- ng — nanograms.

Table 9.3.5.3.E—Odour criteria

Pollutant	Averaging time	Health outcome protected	Criteria (odour units—OU)
Odour	1 hour	Odour	0.5 OU for tall stacks
Odour	1 hour	Odour	2.5 OU for ground-level and wake-affected plumes from short stacks

Note—Odour criteria are to be evaluated using the 99.5th percentile concentration from dispersion modelling.

8.2.18 Road hierarchy overlay code

8.2.18.1 Application

1. This code applies to assessing development on of land adjoining or having frontage or access to roads identified in the Road hierarchy overlay, if:
    a. accepted development subject to compliance with identified requirements, where acceptable outcomes of this code are identified requirements in a table of assessment for an overlay (section 5.10); or
    b. assessable development, where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or
    c. impact assessable development.
2. The Road hierarchy overlay map identifies the following sub-categories:
    a. Motorway sub-category;
    b. Arterial road sub-category;
    c. Suburban road sub-category;
    d. District road sub-category;
    e. Neighbourhood road sub-category;
    f. Local road sub-category;
    g. Future motorway sub-category;
    h. Future arterial road sub-category;
    i. Future suburban road sub-category;
    j. Future district road sub-category;
    k. Primary freight route sub-category;
    l. Primary freight access sub-category.
3. When using this code, reference should be made to section 1.5 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Note—Where this code includes performance outcomes or acceptable outcomes that relate to road types, traffic impact reports and hierarchy design and construction, guidance is provided in the Infrastructure design planning scheme policy.

Note—Laneways are a type of public road identified in the Road hierarchy overlay and are required in locations where specified in the Streetscape hierarchy overlay map.

Editor's note—The desired standard of service for the provision of trunk infrastructure is specified in the Local government infrastructure plan.

Editor's note—For a proposal to be accepted development subject to compliance with identified requirements, it must meet all the identified acceptable outcomes of this code that relate to the applicable sub-category and any other applicable code. Where it does not meet all identified acceptable outcomes, the proposal becomes assessable development and a development application is required. Where a development application is triggered, only the specific acceptable outcomes that the proposal fails to meet need to be assessed against the corresponding assessable acceptable outcomes or performance outcomes and relevant overall outcomes. Other identified acceptable outcomes that are met are not assessed as part of the development application.

8.2.18.2 Purpose

1. The purpose of the Road hierarchy overlay code is to:
    a. Implement the policy direction in the Strategic framework, in particular:
        i. Theme 4: Brisbane's highly effective transport and infrastructure and Element 4.1 — Brisbane's transport infrastructure networks;
        ii. Theme 2: Brisbane's outstanding lifestyle and Element 2.1 — Brisbane's identity.
    b. Provide for the assessment of the suitability of development in the Road hierarchy overlay.
2. The purpose of the code will be achieved through the following overall outcomes:
    a. Development contributes to the safe and efficient operation of the existing and planned road hierarchy and to the function of the road as part of Brisbane's public domain.
    b. Development accessing roads is consistent with and does not compromise the road hierarchy in its use, function, flow, or capacity by buses, pedestrians and cyclists.
    c. Development that changes the function of a road by generating traffic does so such that the new function of the road in the hierarchy is compatible with the surrounding road hierarchy and where necessary is reconstructed to meet its new design parameters.
    d. Development that provides a new road internal and connecting to the road hierarchy complements or completes the existing road hierarchy.
    e. Development does not compromise the completion of the road hierarchy.
    f. Development ensures that land uses are located to support and implement a safe and efficient road hierarchy facilitating the efficient movement of people and goods.

8.2.18.3 Performance outcomes and acceptable outcomes

Table 8.2.18.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use		
PO1 Development ensures that: a. vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of:	**AO1.1** Development ensures that an access driveway is provided from: a. a minor road; b. a district road or suburban road if the development has high traffic-generating	**Complies – The subject site is accessed by a major road (District Road) and minor road (Neighbourhood Road). The proposed access to the car park is from the lower order road.**

i. the road hierarchy shown on the Road hierarchy overlay map; ii. public transport operations; iii. pedestrian and cyclist movement; b. the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas; c. site access driveways in the road area accommodate all turns only when such arrangements are safe and can be demonstrated to not inhibit transport system operation.	potential. **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.	**Complies – The site does not have a frontage to a primary 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 – The site has access to a low order road.**
	AO1.4 Development ensures that a turn to and from a major road is restricted to a left turn only.	**Not applicable.**
	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 and function of the road hierarchy and addresses all the impacts to the road network.	**AO2.1** Development ensures that the traffic generated by the development is consistent with the road hierarchy classification, function and expected traffic flows for the area.	**Complies – The existing traffic to the site is accommodated within the surrounding street network. The proposed car park will improve the traffic in the surrounding streets by removing up to 25 more cars off the road.**
	AO2.2 Development mitigates an impact on the road hierarchy if the development: a. is for a major development; or b. involves an access driveway to a major road; or c. involves an access driveway within 100m of a	**Not applicable.**

	signalised intersection. Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy.	
Section C—If for assessable development for a material change of use or reconfiguring of a lot		
PO3 Development makes provision for the extension, expansion and widening of the existing and future road network where required.	**AO3** No acceptable outcome is prescribed.	**Not applicable. There are no road requirements for the subject site.**
PO3A Development provides for the payment of extra trunk infrastructure costs for the following: a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; b. for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; ii. long term infrastructure for the road network which is made necessary by development that is not assumed future urban development; iii. other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution.	**AO3A** No acceptable outcome is prescribed.	**Not applicable.**

Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the *Planning Act 2016*.		
If on a site in or adjacent to the District road sub-category which has a width less than 20 metres, or to the Suburban road sub-category or to the Arterial road sub-category		
PO4 Development protects a corridor for the road network shown on the Road hierarchy overlay map to ensure the following are not compromised: a. the long term infrastructure for the road network in the Long term infrastructure plans; b. the existing and planned infrastructure for the road network in the Local government infrastructure plan; c. the provision of long term, existing and planned infrastructure for the road network which: i. is required to service the development or existing and future urban development in the planning scheme area; or ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.	**AO4** Development protects a corridor for the road network shown on the Road hierarchy overlay map in compliance with the following: a. for the long term infrastructure for the road network, the Long term infrastructure plans; b. for existing and planned infrastructure for the road network, the Local government infrastructure plan; c. the standards for the road network in the Infrastructure design planning scheme policy.	**Not applicable.**
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy		
PO5 Development ensures that a new road connection provides: a. safe, efficient and convenient connectivity of the new road to the major road network; b. a minimum number of intersections to the major	**AO5** Development provides access to the road network in a manner that preserves the function of the road hierarchy and addresses all impacts to the road network.	**Not applicable. The proposed development does not alter the road network.**

road network.		
PO6 Development ensures that an extension of or change to the road network: a. provides internal connectivity and connects to the external road network; b. provides pedestrian connectivity to facilitate ease of access by the shortest reasonable route to neighbourhood facilities, parks, schools, shops, bus routes, transport facilities or open space systems; c. provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route; d. includes the provision of bus routes that provide ease of access to bus customers; e. minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time; f. provides a street layout that minimises travel time and traffic volumes on minor roads; g. provides high permeability for pedestrian and cycle networks; h. provides safe accessibility to lots by having more than one street providing access to the area; i. preserves the function of the road hierarchy and addresses all impacts to the road network.	**AO6.1** Development ensures that a new or upgraded road is designed and constructed in accordance with its road hierarchy classification as shown on the Road hierarchy overlay and the standards in the Infrastructure design planning scheme policy. **AO6.2** Development preserves the function of the road hierarchy and addresses all impacts on the road network. Note—This can be demonstrated in a transport impact assessment report prepared and certified by a 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. The proposed development does not alter the road network.** **Not applicable. The proposed development does not alter the road network.**
PO7 Development ensures that premises and vehicle access are located and controlled so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the major road network and preserves the function of the road hierarchy.	**AO7** Development ensures that residential lots are laid out to ensure a future use does not directly ingress from or egress to a major road.	**Not applicable. The proposed development does not alter the road network.**

PO8 Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay map.	**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. The proposed development does not alter the road network.**

8.2.20 Streetscape hierarchy overlay code

8.2.20.1 Application

1. This code applies to assessing development of land adjoining or having frontage to (i.e. where the overlay sub-category is located in adjoining road reserve or public land), or traversed by or containing, any of the overlay sub-categories identified in the Streetscape hierarchy overlay map, if:
    a. accepted development subject to compliance with identified requirements, where acceptable outcomes of this code are identified requirements in a table of assessment for an overlay (section 5.10); or
    b. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or
    c. impact assessable development.
2. The Streetscape hierarchy overlay map identifies the following sub-categories:
    a. Subtropical boulevard — in centre verge width 6m sub-category;
    b. Subtropical boulevard — in centre verge width 5m sub-category;
    c. Subtropical boulevard — in centre verge width 3.75/4.25m sub-category;
    d. Subtropical boulevard — out of centre verge width 6m sub-category;
    e. Subtropical boulevard — out of centre verge width 5m sub-category;
    f. Subtropical boulevard — out of centre verge width 3.75/4.25m sub-category;
    g. Centre street major sub-category;
    h. Centre street minor sub-category;
    i. Neighbourhood street major sub-category;
    j. Neighbourhood street minor sub-category;
    k. Industrial street sub-category;
    l. Pathway link sub-category;
    m. Corner land dedication sub-category;
    n. Locality street sub-category;
    o. Laneway sub-category;
    p. Wildlife movement solution sub-category.
3. When using this code, reference should be made to section 1.5 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Note—Where this code includes performance outcomes or acceptable outcomes that relate to:
- design of public realm, guidance is provided in the Infrastructure design planning scheme policy.
- crime prevention through environmental design, guidance is provided in the Crime prevention through environmental design planning scheme policy.

Editor's note—The desired standard of service for the provision of trunk infrastructure is specified in the Local government infrastructure plan.

Editor's note—For a proposal to be accepted development subject to compliance with identified requirements, it must meet all the identified acceptable outcomes of this code that relate to the applicable sub-category and any other applicable code. Where it does not meet all identified acceptable outcomes, the proposal becomes assessable development and a development application is required. Where a development application is triggered, only the specific acceptable outcomes that the proposal fails to meet need to be assessed against the corresponding assessable acceptable outcomes or performance outcomes and relevant overall outcomes. Other identified acceptable outcomes that are met are not assessed as part of the development application.

8.2.20.2 Purpose

1. The purpose of the Streetscape hierarchy overlay code is to:
    a. Implement the policy direction in the Strategic framework, in particular:
        i. Theme 2: Brisbane's outstanding lifestyle and Element 2.1 — Brisbane's identity;
        ii. Theme 4: Brisbane's highly effective transport and infrastructure and Element 4.1 — Brisbane's transport infrastructure networks.
    b. Provide for the assessment of the suitability of development in the Streetscape hierarchy overlay.
2. The purpose of the code will be achieved through the following overall outcomes:
    a. Development ensures that verges are wide enough to support high levels of pedestrian movement and have sufficient space to accommodate large subtropical street tree plantings.
    b. Development ensures that existing street trees are retained and new subtropical tree species in the verge make a significant contribution to shade tree cover and carbon sequestration.
    c. Development ensures that subtropical planting reinforces city gateways, thresholds and nodes.
    d. Development ensures that verges comprise consistent and high-quality treatments with improved footpaths and increased shade and shelter appropriate to their anticipated pedestrian use and where the use will change from the current zone.
    e. Development protects and contributes to safe, direct and convenient access for pedestrians and cyclists of all ages and abilities throughout sites and throughout neighbourhoods.
    f. Development maintains options for the safe movement of wildlife along a corridor.

8.2.20.3 Performance outcomes and acceptable outcomes

Table 8.2.20.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development		
PO1 Development must improve pedestrian movement and amenity by providing for verges to a width that is appropriate to accommodate large subtropical street	**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	**Complies – The verge width is greater than the minimum width of 3.75m for the full frontage.**

tree planting and high levels of pedestrian movement.	advice and road corridor design standards in the Infrastructure design planning scheme policy.	
PO2 Development must construct verges including street tree planting, street furniture, paving, lighting and verge and kerb treatments that establish a high-quality subtropical streetscape with a strong pedestrian amenity focus.	**AO2.1** Development ensures that existing street trees are retained and protected. **AO2.2** 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.	**Performance solution sought – The existing Leopard Tree in the Kipling Street frontage is proposed to be replaced with appropriate native species from the PSP.** **Not applicable.**
Section B—If for assessable development		
PO3 Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map: a. facilitates a high level of pedestrian movement and activity; b. enforces the sense of arrival to individual precincts and major connections; c. provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the public realm.	**AO3.1** Development ensures that a corner land dedication is provided: a. where identified in the Streetscape hierarchy overlay map; b. in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy. **AO3.2** 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. The subject site is not a corner lot.** **Not applicable. There is no provision for a large feature tree.**
	AO3.3 Development ensures that public art is provided in a	**Not applicable.**

	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.	
If in or on a site adjoining the Wildlife movement solution sub-category		
PO4 Development incorporates effective wildlife movement infrastructure that enables safe wildlife movement across and past transport infrastructure.	**AO4** Development ensures that infrastructure solutions are: a. provided at the locations identified on the Streetscape hierarchy overlay map; b. designed to: i. account for daily and seasonal movement needs of native wildlife, such as foraging, breeding, predator and natural disaster avoidance; ii. achieve physical separation of native wildlife and the road; iii. adopt designs and treatments known to be used by native species, including 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 subject site does not adjoin a wildlife movement network.**

Table 8.2.20.3.B—Required verge widths for the streetscape hierarchy

Streetscape type	Required width
Any Streetscape type adjoining the frontage of a lot which forms part of Council's public park network	In compliance with the Infrastructure design planning scheme policy
Subtropical boulevard — in centre verge width 6m	6m

Subtropical boulevard — in centre verge width 5m	5m
Subtropical boulevard — in centre verge width 3.75/4.25m	3.75m or 4.25m for new roads
Subtropical boulevard — out of centre verge width 6m	6m
Subtropical boulevard — out of centre verge width 5m	5m
Subtropical boulevard — out of centre verge width 3.75/4.25m	3.75m or 4.25m for new roads
Centre street major	5m
Centre street minor	3.75m or 4.25m for new roads
Neighbourhood street major	3.75m or 4.25m for new roads
Neighbourhood street minor	3.75m or 4.25m for new roads
Industrial street	3.75m or 4.25m for new roads
Pathway link	In compliance with Chapter 4 Pathway design outside the road corridor of the Infrastructure design planning scheme policy
Corner land dedication	Range $25m^2$ to $81m^2$
Locality street	In compliance with the Infrastructure design planning scheme policy
Laneway	In compliance with the Infrastructure design planning scheme policy