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APPLICATION REF
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FLUX PROPERTY

9.4.3 Filling and Excavation Code Assessment

***Table 1** - Table 9.4.3.3.A Performance outcomes and acceptable outcomes*

Performance outcomes	Acceptable outcomes	Response
PO1 Development for filling or excavation minimises visual impacts from retaining walls and earthworks.	**AO1** Development ensures that the total height of any cut and fill, whether or not retained, does not exceed: 2.5m in a zone in the Industry zones category; 1m in all other zones, or if adjoining a sensitive zone.	**Complies with AO1** Earthworks are limited to establishing the building platform and car park, comprising approximately 253m³ of cut and 25m³ of fill. The maximum change in level is approximately 0.45m (retaining wall) and 0.25m (downturn slabs), well below the 1m maximum (Engineering Report, **Attachment F**). Excavation to remove the underground fuel tanks will be temporary and backfilled with validated clean fill to finished levels as part of the site remediation works.
PO2 Development of a retaining wall proposed as a result of filling or excavation: (a) is designed and constructed to be fit for purpose; (b) does not impact adversely on significant vegetation; (c) is capable of easy maintenance. Editor's note—A retaining wall also needs to comply with the Building Regulation and	**AO2.1** Development of a retaining structure, including footings, surface drainage and subsoil drainage: (a) is wholly contained within the site; (b) if the total height to be retained is greater than 1m, then: (c) the retaining wall at the property boundary is no greater than 1m above the ground level;	**Complies with AO2.1** The proposed retaining wall, including footings and drainage, is wholly contained within the site and is no more than approximately 0.45m high, so the terracing requirements for walls over 1m do not apply (Engineering Report, **Attachment F**).

Performance outcomes	Acceptable outcomes	Response
embankment gradients will need to comply with the Building Regulation. *Note—Guidance on the protection of native vegetation is included in the Biodiversity areas planning scheme policy.*	(d) all further terracing from the 1m high boundary retaining wall is 1 vertical unit:1 horizontal unit; (e) the distance between each successive retaining wall (back of lower wall to face of higher wall) is no less than 1m horizontally to incorporate planting areas.	
	AO2.2 Development of a retaining wall over 1m in height protects significant vegetation on the site and on adjoining land and is designed and constructed in accordance with the structures standards in the Infrastructure design planning scheme policy and certified by a Registered Professional Engineer Queensland.	**Not applicable** No retaining wall over 1m in height is proposed. There is no significant vegetation on or adjoining the site that would be affected.
	AO2.3 Development provides a retaining wall finish that presents to adjoining land that is maintenance free if the setback is less than 750mm from the boundary.	**Complies with AO2.3** Where the retaining wall is within 750mm of a boundary, it will be constructed of masonry or concrete with a pre-finished, maintenance-free face to adjoining land.
	AO2.4 Development for filling only uses clean fill that does not include any construction rubble, debris, weed seed or viable parts of plant	**Complies with AO2.4** Only clean fill, free of construction rubble, debris, weed seed and undesirable plant species, will be used. Fill used to backfill the

Performance outcomes	Acceptable outcomes	Response
	species listed as an undesirable plant species in the Planting species planning scheme policy.	former fuel tank excavations will be validated as clean in accordance with the site remediation requirements.
PO3 Development ensures that a rock anchor is designed and constructed to be fit for purpose.	**AO3** Development ensures that a rock anchor: (a) is constructed in accordance with the standards in the Infrastructure design planning scheme policy; (b) where it extends beyond the property boundary, is supported by a letter of consent from the adjoining land and building owners.	**Not applicable** No rock anchors are proposed.
PO4 Development protects all services and public utilities.	**AO4** Development protects services and public utilities and ensures that any alteration or relocation of services or public utilities meets the standard design specifications of the responsible service authorities.	**Complies with AO4** Existing services will be located and protected during construction. Alterations to services, including upgrading the water service and sewer property connection, raising manholes to finished levels, and adjusting pits in the verge, will be designed and constructed to the specifications of Urban Utilities, Energex, the telecommunications providers and Council (Engineering Report, **Attachment F**).
PO5 Development provides surface and sub-surface drainage to prevent water seepage,	**AO5** Development ensures all flows and subsoil drainage are directed to a lawful point of	**Complies with AO5** All surface and subsoil drainage is collected by the internal pit and pipe network and

Performance outcomes	Acceptable outcomes	Response
concentration of run-off or ponding of stormwater on adjacent land.	discharge of a surface water diversion drain, including to the top or toe of a retaining wall in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy.	directed to the lawful point of discharge, the kerb and channel in Lamington Avenue, via a kerb adaptor. Major flows are conveyed overland to Lamington Avenue. No flows are directed onto adjoining land (Engineering Report, **Attachment F**).
PO6 Development ensures that the design and construction of all open drainage works is undertaken in accordance with natural channel design principles, being the development of a stormwater conveyance system for major flows, by using a vegetated open channel or drain that approximates the features and functions of a natural waterway to enhance or improve riparian values of those stormwater conveyance systems. Editor's note—Guidance on natural channel design principles can be found in the Council's publication Natural channel design guidelines.	**AO6** Filling or excavation does not involve the construction of open drainage.	**Complies with AO6** The filling and excavation do not involve the construction of open drainage.
PO7 Development for filling or excavation:	**AO7.1** Development for filling or excavation provides water quality treatment that complies with the stormwater drainage section of the Infrastructure design planning scheme policy.	**Complies with AO7.1** The site is less than 2,500m² and the development does not trigger the stormwater quality treatment requirements of the State Planning Policy, so formal stormwater quality

Performance outcomes	Acceptable outcomes	Response
(a) does not degrade water quality or adversely affect environmental values in receiving waters; (b) ensures site sediment and erosion control standards are best practice.		treatment is not required (Engineering Report, **Attachment F**).
	AO7.2 Development provides erosion and sediment control standards that are in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy.	**Complies with AO7.2** Erosion and sediment controls will be installed before works commence and maintained throughout construction, in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy and IECA guidelines. Controls include sediment fencing, kerb inlet protection, a stabilised construction entry and exit, and stockpile management (Concept Engineers drawings P100 and P101, Engineering Report, **Attachment F**).
PO8 Development for filling or excavation is conducted such that adverse impacts at a sensitive use due to noise and dust are prevented or minimised. *Note—A noise and dust impact management plan prepared in accordance with the Management plans planning scheme policy can assist in demonstrating achievement of this performance outcome.*	**AO8.1** Development ensures that no dust emissions extend beyond the boundary of the site, including dust from construction vehicles entering and leaving the site.	**Complies with AO8.1** Dust will be managed through a construction management plan, including watering of exposed surfaces and stockpiles, covering loaded trucks, a stabilised construction exit and street sweeping, so that dust does not extend beyond the site boundary. The applicant accepts a condition requiring a construction management plan.
	AO8.2	**Complies with AO8.2**

Performance outcomes	Acceptable outcomes	Response
	Development for filling or excavation activity only occurs between the hours of 6:30am and 6:30pm Monday to Saturday, excluding public holidays.	Filling and excavation will occur only between 6:30am and 6:30pm, Monday to Saturday, excluding public holidays.
PO9 Development ensures that vibration generated by the filling or excavation operation does not exceed the vibration criteria in Table 9.4.3.3.B, Table 9.4.3.3.C, Table 9.4.3.3.D and Table 9.4.3.3.E. *Note—A noise management report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.*	**AO9** Development involving filling or excavation does not cause a ground-borne vibration beyond the boundary of the site.	**Complies with AO9** No blasting or piling for earthworks is proposed. Earthworks are shallow and will be undertaken with small-to-medium plant, with non-vibratory compaction near the site boundaries, so ground-borne vibration will not extend beyond the site.
PO10 Development ensures that heavy trucks hauling material to and from the site do not affect the amenity of established areas and limits environmental nuisance impact on adjacent land.	**AO10** Development ensures that heavy trucks hauling material to and from the site: (a) occur for a maximum of 3 weeks; (b) use a major road to access the site; (c) only use a minor road for the shortest-most-direct route that has the least amount of environmental nuisance if there is no major road alternative.	**Complies with AO10** The net export of approximately 228m³ equates to roughly 25 to 30 truck movements, which will be completed in well under 3 weeks. Trucks will enter and leave via the Lamington Avenue crossover, using only the short section of Lamington Avenue between the site and Nudgee Road (an arterial road) before travelling on the major road network.

Performance outcomes	Acceptable outcomes	Response
PO11 Development for filling or excavation protects the environment and community health and wellbeing from exposure to contaminated land and contaminated material.	**AO11** Development does not involve: (a) excavation on land previously occupied by a notifiable activity or on land listed on the Environmental Management Register or the Contaminated Land Register; (b) filling with material containing a contaminant.	**Complies with PO11** The site is listed on the Environmental Management Register for the notifiable activity "service stations – operating a commercial service station" (DETSI search, **Attachment A**), so AO11 is not met. Excavation is required to remove the northern underground fuel tank, bowsers and fuel lines from the former service station. The remaining underground fuel tanks will be left in situ and capped with a concrete slab. PO11 is achieved, as the excavation will protect the environment and community health by removing the source of contamination, or capping: (a) the northern tanks and associated infrastructure will be decommissioned and removed by a suitably qualified contractor in accordance with AS 1940 and relevant Queensland Government guidance; (b) soil and, where relevant, groundwater will be investigated by a suitably qualified person, with impacted material remediated, classified and disposed of to an appropriately licensed facility;

Performance outcomes	Acceptable outcomes	Response
		(c) excavations will be validated and backfilled with clean fill before construction proceeds; (d) no fill containing a contaminant will be imported to the site; and (e) the remaining underground tanks will be capped by a concrete slab, preventing access and potential spread of contaminates. Section 3.1 of the planning report describes the remediation approach in more detail. The applicant accepts a condition requiring a site investigation, remediation and validation report prepared by a suitably qualified person before building work begins.
PO12 Development provides for: (a) landscaping for water conservation purposes; (b) water sensitive urban design measures which are employed within the landscape design to maximise stormwater use; (c) drainage and stormwater measures to reduce any adverse impacts on the landscape;	**AO12.1** Development provides drainage for artificial growing environments which is connected to the stormwater drain.	**Complies with AO12.1** Raised planters and garden beds will include subsurface drainage connected to the site stormwater network (Landscape Plans, **Attachment E** – specification notes).
	AO12.2 Development ensures that the maximum site stormwater harvest capacity is utilised to meet the irrigation demand of the development before alternative irrigation sources are utilised and is in compliance with	**Complies with PO12** No stormwater harvesting is proposed. Irrigation demand is minimised by subtropical, low-maintenance plant species suited to the local climate, and by mulched garden beds.

Performance outcomes	Acceptable outcomes	Response
(d) stormwater harvesting to be maximised and any adverse impacts of stormwater minimised; (e) reticulated irrigation to all artificial growing environments. *Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.*	the standards in the Landscape design planning scheme policy.	
	AO12.3 Development provides areas of pavement, turf, landscaping and mulched garden beds which are drained. *Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.*	**Complies with AO12.3** Pavement, landscaped and mulched garden areas are graded to the internal pit and pipe network, and garden beds and planters include subsurface drainage.
	AO12.4 Development provides a reticulated irrigation system to all landscaping areas in accordance with the Landscape design planning scheme policy.	**Complies with AO12.4** A reticulated irrigation system will be provided to all landscaped areas in accordance with the Landscape design planning scheme policy. The applicant accepts a condition to this effect.
PO13 Development ensures cutting and filling for the development of canals or artificial waterways avoids adverse impacts on coastal resources and processes.	**AO13** Development does not involve the creation of canals or artificial waterways.	**Not applicable** The proposal does not involve canals or artificial waterways.

9.4.4 Infrastructure Design Code Assessment

Table 1 *- Table 9.4.4.3.A Performance outcomes and acceptable outcomes*

Performance outcomes	Acceptable outcomes	Response
PO1 Development provides roads, pavement, edging and landscaping which: (a) are designed and constructed in accordance with the road hierarchy; (b) provide for safe travel for pedestrians, cyclists and vehicles; (c) provide access to properties for all modes; (d) provide utilities; (e) provide high levels of aesthetics and amenity, improved liveability and future growth; (f) provide for the amelioration of noise and other pollution; (g) provide a high-quality streetscape; (h) 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.	**Complies with AO1** No new roads are proposed. Works in the road reserve are limited to reconstructing the Lamington Avenue crossover, verge works on both frontages, and adjusting existing service pits and the hydrant to finished levels. These works will be designed and constructed in accordance with the road corridor design standards in the Infrastructure design planning scheme policy. The applicant accepts a condition requiring detailed design approval before construction.

Performance outcomes	Acceptable outcomes	Response
PO2 Development provides road pavement surfaces which: (a) are well designed and constructed; (b) durable enough to carry the wheel loads of the intended types and numbers of travelling and parked vehicles; (c) ensures the safe passage of vehicles, pedestrians and cyclists, the discharge of stormwater run-off and the preservation of all-weather access; (d) allows for reasonable travel comfort.	**AO2** Development provides road pavement surfaces which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	**Not applicable** No new road pavement is proposed. Any disturbed road pavement at the crossover will be reinstated in accordance with the road corridor design standards in the Infrastructure design planning scheme policy.
PO3 Development provides a pavement edge which is designed and constructed to: (a) control vehicle movements by delineating the carriageway for all users; (b) provide for people with disabilities by allowing safe 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.	**Not applicable** No new pavement edges are proposed. The existing upright kerb and channel on both frontages is retained, other than at the reconstructed Lamington Avenue crossover, which will be built to Council 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	**Complies with AO4** Verge works on Nudgee Road and Lamington Avenue will be designed and constructed in accordance with the road corridor design and

Performance outcomes	Acceptable outcomes	Response
(a) provide safe access for pedestrians clear of obstructions and access areas for vehicles onto properties; (b) provide a sufficient area for public utility services; (c) be maintainable by the Council.	locality advice standards in the Infrastructure design planning scheme policy.	streetscape locality advice standards, including the full-width paved verge recommended by Council at prelodgement. The verges will provide clear pedestrian access, accommodate existing utility services and be maintainable by Council. See also the Streetscape hierarchy overlay code assessment.
PO5 Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which: (a) allows equitable access for all modes; (b) is safe and secure; (c) has 24-hour access; (d) is a low-speed shared zone environment; (e) has a high-quality streetscape.	**AO5** Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which is embellished in compliance with the streetscape locality advice standards in the Infrastructure design planning scheme policy.	**Not applicable** No lane or laneway is identified for the site on the Streetscape hierarchy overlay map or in the Racecourse precinct neighbourhood plan.
PO6 Development of an existing premises provides at the frontage to the site, if not already provided, the following infrastructure to an appropriate urban standard: (a) an effective, high-quality paved roadway;	**AO6** Development of an existing premises provides at the frontage of the site, if not already existing, the following infrastructure to the standard that would have applied if the development involved new premises as stated	**Complies with AO6** Both frontages already have a sealed carriageway, concrete kerb and channel, a concrete footpath, street lighting and traffic signals. The proposal provides the following infrastructure at the frontages where required:

Performance outcomes	Acceptable outcomes	Response
(b) an effective, high-quality roadway kerb and channel; (c) safe, high-quality vehicle crossings over channels and verges; (d) safe, accessible, high-quality verges compatible and integrated with the surrounding environment; (e) safe vehicle access to the site that enables ingress and egress in a forward gear; (f) provision of and required alterations to public utilities; (g) effective drainage; (h) appropriate conduits to facilitate the provision of required street-lighting systems and traffic signals.	in the road corridor design standards in the Infrastructure design planning scheme policy: (a) concrete kerb and channel; (b) forming and grading to verges; (c) crossings over channels and verges; (d) a constructed bikeway; (e) a constructed verge or reconstruction of any damaged verge; (f) construction of the carriageway; (g) payment of costs for required alterations to public utility mains, services or installations; (h) construction of and required alterations to public utility mains, services or installations; (i) drainage works; (j) installation of electrical conduits.	(a) reconstruction of the Lamington Avenue vehicle crossover to Council standards, allowing vehicles to enter and leave in forward gear (Traffic Engineering Assessment, **Attachment G**); (b) forming, grading and paving of the verges, and reinstatement of any verge damaged during construction; (c) upgrades to the water service and sewer property connection, and adjustment of the hydrant, manholes and telecommunications pits to finished levels, at the applicant's cost (Engineering Report, **Attachment F**); and (d) drainage via a kerb adaptor to the existing kerb and channel in Lamington Avenue. No additional bikeway, carriageway construction or electrical conduits are required at the frontages. The cycle routes on both frontages operate within the existing road reserves.
PO7 Development provides both cycle and walking routes which:	**AO7** Development provides cycle and walking routes which are located, designed and constructed in compliance with the road corridor design and off-road pathway design	**Complies with AO7** The existing footpaths on Nudgee Road and Lamington Avenue are retained and will be reinstated where disturbed during construction. A dedicated pedestrian entry is

Performance outcomes	Acceptable outcomes	Response
(a) are located, designed and constructed to their network classification (where applicable); (b) provide safe and attractive travel routes for pedestrians and cyclists for commuter and recreational purposes; (c) provide safe and comfortable access to properties for pedestrians and cyclists; (d) incorporate water sensitive urban design into stormwater drainage; (e) provide for utilities; (f) provide for a high level of aesthetics and amenity, improved liveability and future growth; (g) are a low-maintenance asset with a minimal whole-of-life cost; (h) minimise the clearing of significant native vegetation. *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.*	standards in the Infrastructure design planning scheme policy.	provided from Nudgee Road. No new cycle or walking routes are required. See also the Bicycle network overlay code assessment.
PO8	**AO8.1**	**Complies with AO8.1**

Performance outcomes	Acceptable outcomes	Response
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.	Development provides refuse and recycling collection and storage facilities in accordance with the Refuse planning scheme policy.	Refuse and recycling are stored in 1,100L bins within an enclosed, screened bin store on the eastern side of the site and collected on-site by a rear-lift refuse collection vehicle, in accordance with the Refuse planning scheme policy (Traffic Engineering Assessment, **Attachment G**).
	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. *Note—Refer to the Refuse planning scheme policy for further guidance.*	**Complies with AO8.2** The bin store is enclosed and screened from the streets and the adjoining motel, and collection is limited to 7:00am to 6:00pm, avoiding odour, noise and visual impacts on adjoining land uses (Noise Impact Assessment, **Attachment H**).
PO9 Development ensures that: (a) land used for an urban purpose is serviced adequately with regard to water supply and waste disposal; (b) 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.	**Complies with AO9.1** The site is serviced by the DN150 water main in Nudgee Road and the 150mm sewer main along the eastern boundary. Upgraded water and sewer connections will be in place before the use commences (Engineering Report, **Attachment F**).
	AO9.2	**Complies with AO9.2**

Performance outcomes	Acceptable outcomes	Response
	Development provides the lot with reticulated water supply and sewerage to a standard acceptable to the distributor—retailer.	The water service will be upgraded to meet the demand of the development, including for fire-fighting, and the 100mm sewer property connection will be retained and upgraded. Sizing will be confirmed by the hydraulic consultant at detailed design to Urban Utilities' standards (Engineering Report, **Attachment F**).
PO10 Development provides public utilities and street lighting which are the best current or alternative technology and facilitate accessibility, easy maintenance, minimal whole-of-life costs, and minimal adverse environmental impacts.	**AO10.1** Development provides public utilities and street lighting which are located and aligned to: (a) avoid significant native vegetation and areas identified within the Biodiversity areas overlay map; (b) minimise earthworks; (c) avoid crossing waterways, waterway corridors and wetlands or if a crossing is unavoidable, tunnel-boring techniques are used to minimise disturbance, and a disturbed area is reinstated and restored on completion of the work. *Note—Guidance on the restoration of habitat is included in the Biodiversity areas planning scheme policy.*	**Complies with AO10.1** Service connections are made to existing mains in the adjoining road reserves and along the eastern boundary. They do not affect significant native vegetation or areas in the Biodiversity areas overlay, require minimal earthworks and do not cross any waterway.

Performance outcomes	Acceptable outcomes	Response
	AO10.2 Development provides compatible public utility services and street-lighting services which are co-located in common trenching for underground services.	**Complies with AO10.2** New underground electricity and telecommunications connections will be co-located in common trenching where practicable.
	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.	**Complies with AO10.3** Utility connections and any alterations to public utilities will be designed and constructed in accordance with the public utilities standards in the Infrastructure design planning scheme policy and the requirements of the relevant service providers.
PO11 Development ensures that land used for urban purposes is serviced adequately with telecommunications and energy supply.	**AO11** Development provides land with the following services to the standards of the approved supplier: (a) electricity; (b) telecommunications services; (c) gas service where practicable.	**Complies with AO11** Electricity (low and high voltage overhead lines), telecommunications (P50 and P100 conduits) and medium pressure gas mains are available in the Nudgee Road and Lamington Avenue road reserves. Connections will be provided to the standards of the approved suppliers (Engineering Report, **Attachment F**).
PO12 Development ensures that major public projects promote the provision of affordable,	**AO12** Development provides conduits which are provided in all major Council and government	**Not applicable** The proposal is not a major Council or government works project.

Performance outcomes	Acceptable outcomes	Response
high-bandwidth telecommunications services throughout the city.	works projects to enable the future provision of fibre optic cabling, if: (a) the additional expense is unlikely to be prohibitive; or (b) further major work is unlikely or disruption would be a major concern, such as where there is a limited capacity road; or (c) there is a clear gap in the telecommunications network; or (d) there is a clear gap in the bandwidth available to the area. Editor's note—An accurate, digital 'as built' three-dimensional location plan is to be supplied for all infrastructure provided in a road.	
PO13 Development provides public art identified in a neighbourhood plan or park concept plan which: (a) is provided commensurate with the status and scale of the proposed development; (b) is sited and designed: (c) as an integrated part of the project design;	**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** No public art is identified for the site in the Racecourse precinct neighbourhood plan or a park concept plan.

Performance outcomes	Acceptable outcomes	Response
(d) as conceptually relevant to the context of the location; (e) to reflect and respond to the cultural values of the community; (f) 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: (a) at public transport interchanges and stops, key destinations, public spaces, pedestrian linkages and at entries to centre developments; (b) which details the location of the key destinations, public spaces and pedestrian linkages in the vicinity, the services available within the development and where they are located. Editor's note—Signage is to be in accordance with Local Law Number 1 (Control of Advertisements Local Law).	**Not applicable** The site is not a public transport interchange, key destination, public space or entry to a centre development. Building signage will identify the tenancies and be designed in accordance with Local Law Number 1 (Control of Advertisements Local Law).
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	**Not applicable** No community facilities are proposed.

Performance outcomes	Acceptable outcomes	Response
	community facilities standards in the Infrastructure design planning scheme policy.	
PO16 Development provides public toilets which: (a) are required as part of a community facility or park; (b) are located, designed and constructed to be: (c) safe; (d) durable; (e) resistant to vandalism; (f) able to service expected demand; (g) 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** No public toilets are proposed.
PO17 Development provides bridges, tunnels, elevated structures and water access structures that are designed and constructed using proven methods, materials and technology to provide for: (a) safe movement of intended users; (b) an attractive appearance appropriate to the general surroundings and any adjacent structures;	**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** No bridges, tunnels, elevated structures or water access structures are proposed.

Performance outcomes	Acceptable outcomes	Response
(c) functionality and easy maintenance; (d) minimal whole-of-life cost; (e) longevity; (f) 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: (a) safety; (b) an attractive appearance appropriate to the general surroundings; (c) functionality and easy maintenance; (d) minimal whole-of-life cost; (e) longevity; (f) future widening; (g) current and future services;	**AO18** Development that provides culverts is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.	**Not applicable** No culverts are proposed.

Performance outcomes	Acceptable outcomes	Response
(h) minimal adverse impacts, such as increase in water levels or flow velocities, and significant change of flood patterns. *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: (a) safety; (b) an attractive appearance appropriate to the surrounding area; (c) easy maintenance; (d) minimal whole-of-life cost; (e) longevity; (f) minimal water seepage. *Note—All retaining walls and associated elements are to be designed and certified by a Registered Professional Engineer*	**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.	**Complies with AO19** The only retaining wall proposed is approximately 0.45m high. It will be designed in accordance with the structures standards in the Infrastructure design planning scheme policy, with a durable, low-maintenance finish and drainage to prevent seepage (Engineering Report, **Attachment F**).

Performance outcomes	Acceptable outcomes	Response
Queensland in accordance with the applicable design standards.		
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 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.*	**AO20** Development ensures that during construction: (a) the ongoing use of adjoining and surrounding parks and public spaces, such as malls and outdoor dining, is not compromised; (b) adjoining and surrounding landscaping is protected from damage; (c) safe, legible, efficient and sufficient pedestrian, cyclist and vehicular accessibility and connectivity to the wider network are maintained.	**Not applicable** The proposal has a gross floor area of 561.5m², which is less than 1,000m². Construction will nonetheless be managed through a construction management plan, including hours of work, dust control and pedestrian management on the adjoining footpaths.
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	**AO21.1** Development ensures that demolition and construction: (a) only occur between 6:30am and 6:30pm Monday to Saturday, excluding public holidays;	**Not applicable** See above.

Performance outcomes	Acceptable outcomes	Response
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.*	(b) do not occur over periods greater than 6 months.	
	AO21.2 Development including construction and demolition does not release dust emissions beyond the boundary of the site.	**Not applicable** See above.
	AO21.3 Development construction and demolition does not involve asbestos-containing materials.	**Not applicable** See above.
PO22 Development ensures that: (a) construction and demolition do not result in damage to surrounding property as a result of vibration; (b) 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.	**Not applicable** See above.

Performance outcomes	Acceptable outcomes	Response
If for a material change of use or reconfiguring a lot in an urban area (as defined in the Regulation) involving premises that is, or will be, accessed by common private title, where involving buildings, either attached or detached, that are not covered by other legislation mandating fire hydrants		
PO23 Development ensures that fire hydrants are: (a) installed and located to enable fire services to access water safely, effectively and efficiently; (b) suitably identified so that fire services can locate them at all hours.	**AO23.1** Above or below ground fire hydrants are provided on residential, commercial and industrial streets and private roads, at not more than 90m intervals, and at each street intersection. *Note—On residential streets, above ground fire hydrants may be single outlet. On commercial and industrial streets above ground fire hydrants should have dual valved outlets.*	**Not applicable** The proposal is on a single lot and does not involve premises accessed by common private title.
	AO23.2 Fire hydrants are identified by: (a) raised reflectorised pavement markers (RRPM) on sealed roads; (b) marker posts at the fence line where on an unsealed road, as road (HR) or path (HP) hydrants.	**Not applicable** See above.
PO24 Development ensures road widths and construction within the development, are adequate for refuse vehicles and for fire	**AO24** Internal private roads have a minimum roadway clearance between obstructions of	**Not applicable** See above.

Performance outcomes	Acceptable outcomes	Response
emergency vehicles to gain access to a safe working area close to buildings and near water supplies whether or not on-street parking spaces are occupied.	3.5m wide and 4.8m high in addition to any width required for on-street parking.	
Development for major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System where not in the Utility services zone precinct of the Special purpose zone		
PO25 Development avoids or otherwise minimises adverse impacts on surrounding land uses through the use of buffers and setbacks and the appropriate design and location of plant and operational areas within the site.	**AO25** No acceptable outcome is prescribed.	**Not applicable** The proposal is not for major electricity infrastructure or bulk water supply infrastructure.
Development potentially impacting on major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System where the infrastructure is not in the Utility services zone precinct of the Special purpose zone		
PO26 Development is sited and designed to: (a) avoid safety risks to people or property; (b) minimise noise and visual impacts to people and property; (c) ensure the physical integrity and operation, maintenance and expansion of the infrastructure is not compromised.	**AO26** No acceptable outcome is prescribed.	**Not applicable** No major electricity infrastructure or bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System affects the site. The overhead electricity lines in the adjoining roads are distribution lines.

9.4.5 Landscape Work Code Assessment

Table 1 *- Table 9.4.5.3 Performance outcomes and acceptable outcomes*

Performance outcomes	Acceptable outcomes	Response
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.	**Complies with AO1.1** The existing trees identified for retention near the north-western and north-eastern corners of the site and the Lamington Avenue frontage (Existing Site Plan, **Attachment D**) will be retained and protected during construction in accordance with AS 4970-2009 Protection of trees on development sites, including tree protection zones and fencing (Landscape Plans, **Attachment E**).
	AO1.2 Development ensures that tree surgery and pruning is carried out in accordance with AS 4373-2007 Pruning of amenity trees for: (a) vegetation damaged as a result of the development; (b) vegetation requiring pruning of branches and/or roots.	**Complies with AO1.2** Any pruning of retained trees, or of branches or roots damaged during construction, will be carried out by a qualified arborist in accordance with AS 4373-2007 Pruning of amenity trees.
PO2	**AO2.1**	**Complies with AO2.1** No acoustic barrier or long fence is proposed along a street frontage. The 2.5m acoustic

Performance outcomes	Acceptable outcomes	Response
Development provides acoustic barriers and long fences along street frontages which: (a) are enhanced by appropriate planting; (b) are of high visual quality; (c) are designed for longevity; (d) provide maintenance access and promote pedestrian permeability in appropriate circumstances.	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: (a) is designed in compliance with the standards in the Infrastructure design planning scheme policy; (b) incorporates elements of visual interest appropriate to the scale of the development for a fence or acoustic barrier over 40m long; (c) incorporates a gate for maintenance access to the street frontage side of the barrier or fence if a gate can open on to a publicly accessible area within the site; (d) incorporates a gate or appropriately designed opening for public pedestrian access where linking two publicly accessible areas.	barrier recommended in the Noise Impact Assessment (**Attachment H**) is located along the eastern side boundary. It will be designed in accordance with the Infrastructure design planning scheme policy, using durable, gap-free materials with a surface mass of at least 12kg/m², and softened with planting on the site side. No gate is required, as the barrier does not adjoin a publicly accessible area.
	AO2.2 Development ensures that a planting buffer required by a use code for an acoustic barrier or fence incorporates: (a) species in accordance with the Planting species planning scheme policy; (b) a minimum of 2 tier planting.	**Complies with AO2.2** Screening planting along the eastern boundary, in front of the acoustic barrier, comprises at least two tiers of shrubs and groundcovers selected from species consistent with the Planting species planning scheme policy (Landscape Plans, **Attachment E**).

Performance outcomes	Acceptable outcomes	Response
PO3 Development provides species as a screen or buffer which maintain the amenity of adjoining premises.	**AO3** Development ensures that a landscape buffer required by a use code incorporates: (a) species in accordance with the Planting species planning scheme policy; (b) a minimum of 2 tier planting.	**Complies with AO3** Landscape buffers along the northern and eastern boundaries include a deep-planted tree strip, shrubs and groundcovers (at least two tiers), using species consistent with the Planting species planning scheme policy, to screen the adjoining motels (Landscape Plans, **Attachment E**).
PO4 Development provides growing media and volumes appropriate for landscape work to ensure the long-term performance, ease of maintenance and sustainability of plantings.	**AO4.1** Development provides growing media and volumes for landscape work in accordance with the Landscape design planning scheme policy. *Note—Notations of proposed growing media and soil volume calculations for the documented mature vegetation size and scale may assist in demonstrating compliance with the acceptable outcome.*	**Complies with AO4.1** Growing media will comply with AS 4419, with minimum topsoil depths of 300mm to planting areas and 1,000mm to tree pits, in accordance with the landscape specification and the Landscape design planning scheme policy (Landscape Plans, **Attachment E**).
	AO4.2 Development provides species which are chosen to ensure the long-term performance and access requirements of the landscape.	**Complies with AO4.2** The planting palette uses hardy, subtropical, low-maintenance species suited to the local climate and a car park and streetscape setting, located to allow maintenance access.
	AO4.3	**Not applicable**

Performance outcomes	Acceptable outcomes	Response
	Development provides podium planting in compliance with the Infrastructure design planning scheme policy.	No podium planting is proposed.
PO5 Development provides landscaping in a common area which provides for clear sightlines and good visibility to entrance and exit points.	**AO5.1** Development incorporates a plant selection along a pathway which ensures: (a) a clear trunk height of minimum 1.8m at maturity; (b) a shrub height of maximum 1m at maturity. Refer to the Crime prevention through environmental design planning scheme policy.	**Complies with AO5.1** Planting along pedestrian paths, including the Nudgee Road entry and the path from the car park, uses low groundcovers and shrubs (generally no higher than 1m) and trees with clear trunks of at least 1.8m at maturity, maintaining sightlines in accordance with CPTED principles.
	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 with AO5.2** No mounding is proposed. Planting along paths is low-level, so visibility along pathways and to the building entries is maintained.
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.	**Complies with AO6** Changes in paving, garden beds, raised planters and low fencing distinguish the public footpath, the semi-public outdoor seating

Performance outcomes	Acceptable outcomes	Response
	Note—Cues could include changes in levels, surface or landscape treatment or fencing.	area and car park, and the private service areas.
PO7 Development provides a plant selection which achieves the functional and aesthetic outcomes to balance the form and scale of the development including: (a) screening and buffering; (b) street presentation; (c) shading; (d) amenity.	**AO7** Development provides species in accordance with the Planting species planning scheme policy.	**Complies with AO7** The planting palette comprises subtropical species consistent with the Planting species planning scheme policy, providing screening to the adjoining motels, an attractive street presentation to Nudgee Road and Lamington Avenue, shade to the car park and amenity for customers (Landscape Plans, **Attachment E**).
PO8 Development provides planting densities and stock sizes which are optimised to: (a) reduce maintenance and erosion; (b) achieve amenity and ecological outcomes; (c) provide the level of coverage for any green facades, green walls or green roofs to achieve the functional and aesthetic outcomes of the landscape work for the life of the development. *Note—The Landscape design planning scheme policy provides guidance on*	**AO8.1** Development provides planting densities and stock sizes when planting in natural ground which achieves: (a) full coverage of the mulched planting areas within 2 years; 95% coverage of the extent of the elevation within 2 years where for green facades.	**Complies with AO8.1** Planting densities and stock sizes will be confirmed at detailed design to achieve full coverage of mulched planting areas within 2 years, in accordance with the landscape specification (Landscape Plans**, Attachment E**). No green façades are proposed.
	AO8.2 Development achieves the minimum planting coverage for any artificial growing	**Complies with AO8.2** The raised planters will achieve the minimum planting coverage specified in the Landscape design planning scheme policy.

Performance outcomes	Acceptable outcomes	Response
information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.	environment as specified in the Landscape design planning scheme policy.	
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.	**Complies with AO9.1** Shade trees and planting in and around the car park are selected in accordance with the Planting species planning scheme policy and positioned to achieve 50% shade cover within 5 years.
	AO9.2 Development provides planting areas within car parking areas that are protected by wheel stops or bollards.	**Complies with AO9.2** Planting areas within and adjoining the car park will be protected from vehicles by kerbs and wheel stops.
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.	**Not applicable** No shade structure is proposed in the car park.
PO11 Development involving the construction of retaining walls provides for: (a) safety;	**AO11** Development of a retaining wall: (a) is constructed in compliance with the structures standards in the Infrastructure design planning scheme policy and is	**Complies with AO11** The retaining wall (approximately 0.45m high) will be designed to the structures standards in the Infrastructure design planning scheme policy and certified by an RPEQ. It adjoins landscaped areas, which soften its

Performance outcomes	Acceptable outcomes	Response
(b) an attractive appearance appropriate to the surrounding area; (c) easy maintenance; (d) longevity; (e) minimal water seepage impacts.	certified by a Registered Professional Engineer Queensland; (b) incorporates planting areas.	appearance (Engineering Report, **Attachment F**).
PO12 Development provides for: (a) water sensitive urban design measures which are employed within the landscape design to maximise stormwater use; (b) drainage and stormwater management measures to reduce any adverse impacts on the landscape; (c) stormwater harvesting to be maximised and any adverse impacts of stormwater minimised; (d) reticulated irrigation to all artificial growing environments. *Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.*	**AO12.1** Development provides drainage for artificial growing environments which is connected to the stormwater drain.	**Complies with AO12.1** Raised planters will include drainage cells and subsurface drainage connected to the site stormwater network (Landscape Plans, **Attachment E** – specification notes).
	AO12.2 Development ensures that the maximum site stormwater harvest capacity is utilised to meet the irrigation demand of the development before alternate irrigation sources are utilised, and is in accordance with the standards in the Landscape design planning scheme policy.	**Complies with PO12** No stormwater harvesting is proposed. Irrigation demand is minimised through hardy, subtropical species and mulched garden beds.
	AO12.3 Development provides areas of pavement, turf, landscaping and mulched garden beds which are adequately drained. *Note—This may be achieved through the provision and/or treatment of swales, spoon*	**Complies with AO12.3** Pavement and landscaped areas are graded to the internal pit and pipe network, and garden beds and planters include subsurface drainage.

Performance outcomes	Acceptable outcomes	Response
	drains, field gullies, sub-surface drainage and stormwater connections.	
	AO12.4 Development provides a reticulated irrigation system to all landscaping areas in accordance with the Landscape design planning scheme policy.	**Complies with AO12.4** A reticulated irrigation system will be provided to all landscaped areas in accordance with the Landscape design planning scheme policy.
PO13 Development provides landscaping and supporting growing environments which: (a) are safe; (b) ensure efficient and effective maintenance; (c) ensures success and long-term performance. *Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.*	**AO13.1** Development ensures that all turf areas on the site are accessible externally by standard lawn maintenance equipment and receive adequate sunlight.	**Not applicable** No turf areas are proposed. Landscaped areas are mulched garden beds and planters.
	AO13.2 Development ensures that where landscape work on structures are serviced from tank water, the control devices are located in a common area.	**Not applicable** No landscape work on structures serviced from tank water is proposed.
	AO13.3 Development provides one hose cock within each private landscape and recreation area.	**Not applicable** No private landscape or recreation areas are proposed. Hose cocks will be provided for maintenance of landscaped areas.
	AO13.4	**Not applicable**

Performance outcomes	Acceptable outcomes	Response
	Development provides landscaping that uses appropriate materials to maintain the function of an overland flow path.	The site is not affected by a mapped overland flow path. Landscaping will not obstruct overland flows to Lamington Avenue.
	AO13.5 Development ensures that all artificial growing environments are accessible for safe and practical maintenance from within the site.	**Complies with AO13.5** The raised planters are at ground level and accessible for safe maintenance from within the site.
	AO13.6 Development ensures that all artificial growing environments are designed to be durable and to prevent material movement from structures.	**Complies with AO13.6** The raised planters will be constructed of durable masonry with waterproofing and a protective layer, preventing movement of growing media.
	AO13.7 Development ensures that artificial growing environments are designed to allow for flush out.	**Complies with AO13.7** The raised planters include a drainage layer connected to the stormwater network, allowing flush out.
	AO13.8 Irrigation systems are designed to prevent overspray outside of planting areas.	**Complies with AO13.8** The irrigation system will use drip or low-spray outlets to prevent overspray onto paths, the car park and the building.
PO14 Development ensures that the location and type of planting do not compromise the	**AO14** Development provides plant species which are selected and sited, taking into	**Complies with AO14** Tree and planting locations have been selected having regard to the existing services

Performance outcomes	Acceptable outcomes	Response
function and accessibility of services and facilities.	consideration the location and access requirements of overhead and underground services.	in both road reserves and on the site. Street trees are not proposed in the verges because of the services there. Root barriers will be installed where trees are close to underground services (Landscape Plans, **Attachment E**).
PO15 Development ensures that landscaping in artificial growing environments is appropriately designed, located and supported to ensure long-term performance, safety and function. *Note—Guidance is provided in the Landscape design planning scheme policy.*	**AO15.1** Artificial growing environments are designed in accordance with the Landscape design planning scheme policy and are considered in the structural design of the development.	**Complies with AO15.1** The raised planters will be designed in accordance with the Landscape design planning scheme policy and considered in the structural design of the planter walls.
	AO15.2 Artificial growing environments include appropriate drainage and waterproofing in accordance with the Landscape design planning scheme policy.	**Complies with AO15.2** The raised planters include waterproofing (Ardex Root Repell or similar), a drainage cell layer with geotextile, and a connection to the stormwater network, in accordance with the landscape specification (Landscape Plans, **Attachment E**).
PO16 Development incorporating a rooftop garden provides landscaping that: (a) is integrated into the rooftop garden design;	**AO16.1** Development incorporating a rooftop garden provides landscaping that includes: (a) planting at the perimeter of the rooftop for a minimum extent of 50% of the rooftop perimeter facing at least two different elevations of the building;	**Not applicable** No rooftop garden is proposed.

Performance outcomes	Acceptable outcomes	Response
(b) ensures that landscaped open spaces dominate the built form elements; (c) contributes to shade of communal open space; (d) enhances the visual amenity and function of different rooftop garden spaces; (e) contributes to greening the building appearance when viewed from external public vantage points. *Note—External public vantage points means from at least two mostly unobstructed views of the development from a public area.*	(b) a diverse mix of suitable planting species including ground covers, shrubs and trees at different heights in accordance with the Planting species planning scheme policy; (c) suitable medium shrubs and small trees in accordance with the Planting species planning scheme policy providing a minimum 25% shade cover of rooftop communal open space within 5 years.	
	AO16.2 Development for a rooftop garden where Section 1.7.7(3) applies, or where exceeding maximum building height, provides soft landscaping features that are: (a) a minimum 75% open to the sky; (b) provided in addition to any artificial soft landscape features.	**Not applicable** No rooftop garden is proposed.

9.4.7 Outdoor Lighting Code Assessment

Table 1 *- Table 9.4.7.3 Performance outcomes and acceptable outcomes*

Performance outcomes	Acceptable outcomes	Response
PO1 Development provides outdoor lighting that does not have an adverse impact on any person, activity or fauna because of light emissions, either directly or by reflection.	**AO1.1** Development ensures that technical parameters, design, installation, operation and maintenance of outdoor lighting: (a) comply with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting; (b) maintain a minimum of 20lux at the footpath level where in a zone in the centre zones category or the Mixed use zone. *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.*	**Complies with AO1.1** Outdoor lighting for the car park, pedestrian entries, outdoor seating area and building façades will be designed, installed, operated and maintained in accordance with AS 4282-1997 Control of the obtrusive effects of outdoor lighting. Luminaires will be positioned and shielded so that light spill to the adjoining motels to the north and east does not exceed the maximum permissible values for habitable room windows. Lighting will be directed downwards and away from Nudgee Road, Lamington Avenue and the Doomben railway corridor. The site is not in a centre zone or the Mixed use zone, so the 20 lux footpath requirement does not apply. The site is not within the Light intensity sub-categories of the Airport environs overlay. Consistent with the Airport environs overlay code response, no flashing, coloured or upward-shining lights are proposed.

Performance outcomes	Acceptable outcomes	Response
		The applicant accepts a condition requiring certification of the outdoor lighting design against AS 4282 before installation.
	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 luminar.	**Complies with AO1.2** No floodlighting is proposed. Any car park or area lighting will use full cut-off luminaires with no upward component of light.

9.4.9 Stormwater Code Assessment

Table 1 *- Table 9.4.9.3.A Performance outcomes and acceptable outcomes*

Performance outcomes	Acceptable outcomes	Response
Section A—If for a material change of use, reconfiguring a lot, operational work or building work Note—Compliance with the performance outcomes and acceptable outcomes in this section should be demonstrated by the submission of a site-based stormwater management plan for high risk development only.		
PO1 Development provides a stormwater management system which achieves the integrated management of stormwater to: (a) minimise flooding; (b) protect environmental values of receiving waters; (c) maximise the use of water sensitive urban design; (d) minimise safety risk to all persons; (e) 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.	**Complies with AO1** A site-based stormwater management plan has been prepared by Concept Engineers (RPEQ 24798). Roof water and surface runoff are collected by an internal pit and pipe network designed for the minor (10% AEP) event, with major (1% AEP) flows conveyed overland. All flows discharge to the kerb and channel in Lamington Avenue. The system will be designed in detail in accordance with the Infrastructure design planning scheme policy (Engineering Report, **Attachment F**).
PO2	**AO2.1**	**Complies with AO2.1**

Performance outcomes	Acceptable outcomes	Response
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.	Development does not result in an increase in flood level or flood hazard on up slope, down slope or adjacent premises.	The site is not affected by mapped flooding or overland flow. Runoff is captured on-site and discharged to the road drainage network, and no filling occurs that would redirect flows onto adjoining land. The proposal will not increase flood levels or flood hazard on upslope, downslope or adjacent premises (Engineering Report, **Attachment F**).
	AO2.2 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	**Complies with AO2.2** See response to AO1.
PO3 Development ensures that the stormwater management system does not direct stormwater run-off through existing or proposed lots and property where it is likely to adversely affect the safety of, or cause nuisance to properties.	**AO3.1** Development ensures that the location of the stormwater drainage system is contained within a road reserve, drainage reserve, public pathway, park or waterway corridor.	**Complies with PO3** The internal stormwater system is contained within the site and discharges directly to the Lamington Avenue road reserve. No stormwater is directed through adjoining lots or private property.
	AO3.2 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	**Complies with AO3.2** See response to AO1.

Performance outcomes	Acceptable outcomes	Response
	AO3.3 Development obtains a lawful point of discharge in compliance with the standards in the Infrastructure design planning scheme policy.	**Complies with AO3.3** The lawful point of discharge is the existing kerb and channel in Lamington Avenue, accessed via a kerb adaptor. Flows are conveyed along the Lamington Avenue kerb and channel to Council's existing stormwater pit (Asset ID J18039837), approximately 30m south-east of the site (Engineering Report, **Attachment F**).
	AO3.4 Where on private land, all underground stormwater infrastructure is secured by a drainage easement.	**Not applicable** No drainage easement is required.
PO4 Development provides a stormwater management system which has sufficient capacity to safely convey run-off taking into account increased run-off from impervious surfaces and flooding in local catchments.	**AO4.1** Development provides a stormwater conveyance system which is designed to safely convey flows in compliance with the standards in the Infrastructure design planning scheme policy.	**Complies with AO4.1** The internal network is sized for the minor (10% AEP) event, with major (1% AEP) flows conveyed safely overland to Lamington Avenue, accounting for the increase in impervious area from 64.1% to 80.5% (Engineering Report, **Attachment F**).
	AO4.2 Development provides sufficient area to convey run-off which will comply with the standards in the Infrastructure design planning scheme policy.	**Complies with AO4.2** The car park and driveway are graded to convey overland flows to Lamington Avenue without affecting the building or adjoining properties.

Performance outcomes	Acceptable outcomes	Response
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.	**AO5** Development ensures the design of stormwater channels, creek modifications or other infrastructure, permits terrestrial and aquatic fauna movement.	**Not applicable** No stormwater channels, creek modifications, bridges, culverts or major drains are proposed.
PO6 Development ensures that location and design of stormwater detention and water quality treatment: (a) minimises risk to people and property; (b) provides for safe access and maintenance; (c) minimises ecological impacts to creeks and waterways.	**AO6.1** Development locates stormwater detention and water quality treatment: (a) outside of a waterway corridor; (b) offline to any catchment not contained within the development.	**Not applicable** No stormwater detention or water quality treatment devices are proposed. Detention is not required because the existing site is more than 60% impervious (section 7.5.5 of the Stormwater management planning scheme policy). Formal water quality treatment is not required because the site is less than 2,500m² (Engineering Report, **Attachment F**).
	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.	**Not applicable** See response to AO6.1.
PO7 Development is designed, including any car parking areas and channel works to:	**AO7.1** Development (including any ancillary structures and car parking areas) is located above minimum flood immunity levels in	**Complies with AO7.1** The site is not affected by mapped waterway, creek or overland flow flooding (Council flood mapping, Engineering Report, **Attachment F**).

Performance outcomes	Acceptable outcomes	Response
(a) reduce property damage; (b) provide safe access to the site during the defined flood event.	Table 9.4.9.3.B, Table 9.4.9.3.C, Table 9.4.9.3.D, Table 9.4.9.3.E and Table 9.4.9.3.F. *Note—Compliance with this acceptable outcome can be demonstrated by the submission of a hydraulic and hydrology report identifying flood levels and development design levels (as part of a site-based stormwater management plan).*	The building floor level (RL 11.60m AHD) and car park are therefore not constrained by a flood immunity level.
	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.	**Complies with AO7.2** The stormwater management system does not worsen flood hazard around the site.
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.	**Not applicable** No natural waterway corridors, drainage channels or outlets into waterways are on or adjoining the site.
	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.	**Not applicable** See above.

Performance outcomes	Acceptable outcomes	Response
	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.	**Not applicable** See above.
	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.	**Not applicable** See above.
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.	**Complies with PO9** The site is currently 64.1% impervious, increasing to 80.5%, a modest change for a site that is already largely sealed. Under section 7.5.5 of the Stormwater management planning scheme policy, sites more than 60% impervious do not require detention, as redevelopment results in little change to peak flows. The proposal provides 284.1m² of landscaping, including 169.4m² of deep

Performance outcomes	Acceptable outcomes	Response
		planting, to reduce runoff (Engineering Report, **Attachment F**).
PO10 Development ensures that there is sufficient site area to accommodate an effective stormwater management system. *Note—Compliance with the performance outcome should be demonstrated by the submission of a site-based stormwater management plan for high-risk development only.*	**AO10** No acceptable outcome is prescribed.	**Complies with PO10** The site has sufficient area to accommodate the internal pit and pipe network and the overland flow path. No detention or treatment devices are required.
PO11 Development provides for the orderly development of stormwater infrastructure within a catchment, having regard to the: (a) existing capacity of stormwater infrastructure within and external to the site, and any planned stormwater infrastructure upgrades; (b) safe management of stormwater discharge from existing and future up-slope development; (c) implication for adjacent and down-slope development.	**AO11.1** 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.	**Not applicable** The site is at a local high point, and runoff falls away from the centre of the site to the boundaries. There are no upslope external catchments draining through the site.
	AO11.2 Development ensures that existing stormwater infrastructure that is undersized is upgraded in compliance with the Infrastructure design planning scheme policy.	**Complies with PO11** The existing kerb and channel and Council pit downstream have capacity for the small increase in runoff from a 1,452m² site. No upgrade of existing infrastructure is identified as necessary (Engineering Report, **Attachment F**).

Performance outcomes	Acceptable outcomes	Response
PO12 Development provides stormwater infrastructure which: (a) remains fit for purpose for the life of the development and maintains full functionality in the design flood event; (b) can be safely accessed and maintained cost effectively; (c) ensures no structural damage to existing stormwater infrastructure.	**AO12.1** The stormwater management system is designed in compliance with the Infrastructure design planning scheme policy.	**Complies with AO12.1** See response to AO1.
	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.	**Complies with AO12.2** Existing manholes on the site, including the sewer manholes on the eastern part of the site, will be retained with a clear area of at least 2m radius and 2.5m height clearance, and raised to finished levels where necessary.
PO13 Development ensures that all reasonable and practicable measures are taken to manage the impacts of erosion, turbidity and sedimentation, both within and external to the development site from construction activities, including vegetation clearing, earthworks, civil construction, installation of services, rehabilitation, revegetation and landscaping to protect: (a) the environmental values and water quality objectives of waters; (b) waterway hydrology; (c) the maintenance and serviceability of stormwater infrastructure.	**AO13** No acceptable outcome is prescribed.	**Complies with PO13** An erosion and sediment control plan has been prepared (Concept Engineers drawings P100 and P101, Engineering Report, **Attachment F**). It includes sediment fencing, kerb inlet protection at downstream gullies within 50m, a stabilised construction entry and exit, stockpile management and dust control, in accordance with the Infrastructure design planning scheme policy and IECA guidelines.

Performance outcomes	Acceptable outcomes	Response
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: (a) unnecessary disturbance to soil, waterways or drainage channels is avoided; (b) all soil surfaces remain effectively stabilised against erosion in the short and long term.	**AO14** No acceptable outcome is prescribed.	**Complies with PO14** Disturbance is limited to the building, car park and service areas. Exposed soil will be progressively stabilised during construction, and all surfaces will be sealed or landscaped on completion.
PO15 Development does not increase: (a) the concentration of total suspended solids or other contaminants in stormwater flows during site construction; (b) run-off which causes erosion either on site or off site.	**AO15** No acceptable outcome is prescribed.	**Complies with PO15** The erosion and sediment control measures will prevent increases in suspended solids or other contaminants in stormwater during construction. Excavations for removing the underground fuel tanks will be managed so that contaminated water or soil is not released to the stormwater system. On completion, the site will be fully sealed or landscaped.
Section B—Additional performance outcomes and acceptable outcomes 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		

Performance outcomes	Acceptable outcomes	Response
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.	**Not applicable** The proposal is not high-risk development, as the site is less than 2,500m².
PO17 Development ensures that: (a) the discharge of wastewater to a waterway or external to the site is avoided; or (b) if the discharge cannot practicably be avoided, the development minimises wastewater discharge through re-use, recycling, recovery and treatment.	**AO17** No acceptable outcome is prescribed.	**Not applicable** See above.

Performance outcomes	Acceptable outcomes	Response
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.		
Section C—Additional performance outcomes and acceptable outcomes for assessable development for a material change of use or reconfiguring a lot		
PO18 Development protects stormwater infrastructure to ensure the following are not compromised: (a) the long term infrastructure for the stormwater network in the Long term infrastructure plans; (b) the existing and planned infrastructure for the stormwater network in the Local government infrastructure plan; (c) the provision of long term, existing and planned infrastructure for the stormwater network which: (d) is required to service the development or an existing and future urban development in the planning scheme area; or	**AO18** Development protects stormwater infrastructure in compliance with the following: (a) for long term infrastructure for the stormwater network, the Long term infrastructure plans; (b) for existing and planned infrastructure for the stormwater network, the Local government infrastructure plan; (c) the standards for stormwater drainage in the Infrastructure design planning scheme policy.	**Complies with AO18** No Council stormwater infrastructure is located within the site, and the proposal does not affect existing, planned or long term stormwater infrastructure in the Local government infrastructure plan or the Long term infrastructure plans.

Performance outcomes	Acceptable outcomes	Response
(e) 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.		
PO19 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: (c) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; (d) long term infrastructure for the stormwater network which is made necessary by development that is not assumed future urban development;	**AO19** No acceptable outcome is prescribed.	**Complies with PO19** The site is within the priority infrastructure area. The proposal does not require trunk stormwater infrastructure to be provided earlier than planned, or any long term or other stormwater infrastructure. Infrastructure charges will be levied in accordance with Council's Charges Resolution.

Performance outcomes	Acceptable outcomes	Response
(e) other infrastructure for the stormwater 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. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.		

9.4.11 Transport, Access, Parking and Servicing Code Assessment

Table 1 *- Table 9.4.11.3 Performance outcomes and acceptable outcomes*

Performance outcomes	Acceptable outcomes	Response
PO1 Development is designed: (a) to include a technically competent and accurate response to the transport and traffic elements of the development; (b) in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; (c) to ensure the efficient operation and safety of the development and its surrounds. *Note—The acceptable outcome and performance outcome can be demonstrated through a development application that:* (a) 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;	**AO1** Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	**Complies with PO1** A Traffic Engineering Assessment has been prepared and certified by Pekol Traffic and Transport (**Attachment G**). It assesses site access, car parking provision and design, servicing, active transport and traffic generation against the Transport, access, parking and servicing (TAPS) planning scheme policy and AS 2890.1. Where the proposal departs from the TAPS policy standards (car parking supply), it is addressed against the relevant performance outcome below.

Performance outcomes	Acceptable outcomes	Response
(b) is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; (c) 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 Queensland Government and Council.	**AO2** No acceptable outcome is prescribed.	**Not applicable** The proposal is not development 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,	**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.	**Complies with AO3.1** Access is provided via a single 6.5m two-way crossover on Lamington Avenue, generally in the location of the existing access, on the minor road frontage and as far as possible

Performance outcomes	Acceptable outcomes	Response
function, convenience of use or capacity of the road network.		from the signalised Nudgee Road intersection. The crossover achieves approximately 1.6m separation to the adjacent light pole, in accordance with Council Standard Drawing BSD-2022 (Traffic Engineering Assessment, **Attachment G**).
	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** The access serves only the proposed development.
PO4 Development provides walking and cycle routes through the site which: (a) link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; (b) encourage walking and cycling; (c) ensure pedestrian and cyclist safety; (d) provide a direct and legible network.	**AO4.1** Development provides walking and cycle routes which are constructed on the carriageway or through the site to: (a) create a walking or cycle route along the full frontage of the site; (b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.	**Complies with AO4.1** Existing concrete footpaths run along the full length of both frontages and connect to Doomben railway station (approximately 200m away), the bus stop on Lamington Avenue and the on-road cycle routes on Nudgee Road and Lamington Avenue. These footpaths are retained and will be reinstated where disturbed during construction.
	AO4.2 Development provides walking and cycle routes that are constructed in compliance with the standards in the Transport, access,	**Complies with AO4.2** Any footpath works at the frontages, including around the reconstructed crossover, will be constructed in accordance with the TAPS and

Performance outcomes	Acceptable outcomes	Response
Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.	parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	Infrastructure design planning scheme policies.
	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.	**Complies with AO4.3** The pedestrian entry from Nudgee Road and the path from the car park are direct and at grade, with low planting maintaining sightlines, and include no entrapment areas, blind corners or sudden level changes.
PO5 Development provides secure and convenient bicycle parking which: (a) for visitors is obvious and located close to the building's main entrance; (b) for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; (c) is easily and safely accessible from outside the site; (d) does not impact adversely on visual amenity;	**AO5.1** Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	**Complies with AO5.1** The TAPS policy does not require bicycle parking for this scale of use. Nonetheless, three visitor bicycle spaces can be provided near the Nudgee Road entry if Council considers it necessary (Traffic Engineering Assessment, **Attachment G**).
	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** No employee bicycle parking or end-of-trip facilities are required for this scale of use under the TAPS policy.
	AO5.3	**Complies with AO5.3**

Performance outcomes	Acceptable outcomes	Response
(e) does not impede the movement of pedestrians or other vehicles; (f) is designed to comply with a recognised standard for the construction of bicycle facilities. *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.*	Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.	Any visitor bicycle parking will be located near the Nudgee Road entry, visible from the street.
	AO5.4 Development provides visitor bicycle parking which does not impede pedestrian movement.	**Complies with AO5.4** Any visitor bicycle parking will be located clear of the pedestrian path to the entry.
	AO5.5 Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	**Complies with AO5.5** Any bicycle parking will be constructed in accordance with the TAPS policy and AS 2890.3.
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** Shower cubicles and lockers are not required for this scale of use under the TAPS policy.
PO7	**AO7**	**Complies with AO7**

Performance outcomes	Acceptable outcomes	Response
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.	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.	Pedestrian access is via a dedicated entry from Nudgee Road, separate from the vehicle access on Lamington Avenue, avoiding conflict between pedestrians and vehicles. A 2.0m × 2.5m pedestrian sight splay is provided on the exit side of the driveway, with planting limited to 0.5m in height (Traffic Engineering Assessment, **Attachment G**).
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.	**Complies with PO8** The site is on the corner of a signalised intersection, which provides signal-controlled crossing opportunities for pedestrians and cyclists. Doomben railway station is approximately 200m walking distance away, and a bus stop adjoins the site on Lamington Avenue. The pedestrian entry on Nudgee Road links directly to these facilities via existing footpaths.
PO9 Development provides access driveways in the road area that are located, designed and controlled to: (a) minimise adverse impacts on the safety and operation of the transport network,	**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 proposal is not a major development.
	AO9.2	**Complies with AO9.2**

Performance outcomes	Acceptable outcomes	Response
including the movement of pedestrians and cyclists; (b) ensure the amenity of adjacent premises, from impacts such as noise and light.	Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage.	A single access driveway is provided to Lamington Avenue, the lowest order road to which the site has frontage. No access is provided to Nudgee Road.
	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 with PO9** More than 100m of sight distance is available to the east along Lamington Avenue, exceeding the 90m desirable minimum for a 50km/h road. Approximately 35m of sight distance is available to the signalised intersection to the west. The Traffic Engineering Assessment confirms this is acceptable because vehicles turning into Lamington Avenue from Nudgee Road travel at low speed (20–30km/h), and traffic generation is low (Traffic Engineering Assessment, **Attachment G**).
	AO9.4 Development provides access driveways in the road area which: (a) are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy;	**Complies with AO9.4** The crossover is designed in accordance with the TAPS policy and Council Standard Drawing BSD-2022, and is not located through a bus stop, taxi rank or pedestrian crossing or refuge.

Performance outcomes	Acceptable outcomes	Response
	(b) are not provided through a bus stop, taxi rank or pedestrian crossing or refuge.	
	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 access is proposed to a major road, and a shared access arrangement is not practical, as the adjoining motels have established access.
PO10 Redevelopment provides for: (a) the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy; (b) the reinstatement of adjacent footpaths.	**AO10** No acceptable outcome is prescribed.	**Complies with PO10** The proposal reuses the existing Lamington Avenue crossover location. Any redundant crossover or kerb crossing on either frontage will be removed, with the kerb and channel and footpath reinstated to Council standards.
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 with PO11** See response to AO9.3. In addition, approximately 6m of on-site queuing (one vehicle) is provided between the boundary and the first parking space, and a pedestrian sight splay is provided on the exit side of the driveway.
	AO11.2	**Not applicable**

Performance outcomes	Acceptable outcomes	Response
	Development ensures that convex mirrors are only used in a site: (a) as a secondary support at access driveways; (b) in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy.	No convex mirrors are proposed.
PO12 Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.	**AO12** Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. Note—For accepted development subject to compliance with identified requirements including an existing premises, no 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 in the City core or City frame.
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	**AO13** Development outside of the City core and City frame as identified in Figure a: (a) provides on-site car parking spaces in compliance with the standards in the	**Complies with PO13** The TAPS policy requires between 28 and 67 car parking spaces, depending on the final split between the Food and drink outlet (12 spaces per 100m²) and Shop (5 spaces per 100m²) uses. The proposal provides 20 spaces,

Performance outcomes	Acceptable outcomes	Response
overflow of car parking to an adjacent premises or adjacent street.	Transport, access, parking and servicing planning scheme policy; or (b) for accepted development subject to compliance with identified requirements, does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy. *Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.*	including one PWD space, so AO13 is not met (Traffic Engineering Assessment, **Attachment G**). The Traffic Engineering Assessment demonstrates that 20 spaces will accommodate the design peak parking demand: (a) customers are expected to visit more than one tenancy in a single trip, and the shop and café uses peak at different times; (b) the site is approximately 200m walking distance from Doomben station and adjoins a bus stop served by routes 301 and 303; (c) the proposal serves a walkable local catchment, including the growing residential population around the racecourses and the adjoining motels; and (d) applying Council's maximum centre rates for sites near a public transport interchange (5 spaces per 100m² for ground floor and 2 spaces per 100m² for mezzanine uses) gives a maximum of 24 spaces, so 20 spaces is within the range expected for a centre-type use in this location.

Performance outcomes	Acceptable outcomes	Response
		Recent observations show significant spare on-street parking capacity on Lamington Avenue east of the site, providing a buffer at occasional peak times without adversely affecting the street.
PO14 Development ensures that the number of car parking spaces and design of the car parking area: (a) meet the combined design peak parking demand for residential, visitor and business parking; (b) allow for the temporal sharing of car-parking spaces for uses with different peak parking demands. *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 with PO14** All 20 spaces (other than three staff spaces) are shared between the tenancies, allowing temporal sharing between the shop and café uses, which peak at different times. See response to AO13.
	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 does not include a residential use.
PO15 Development provides a car park layout which allows for on-site vehicle parking that:	**AO15** Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the	**Complies with AO15** Parking bays, aisles, queuing and manoeuvring areas are designed in accordance with the TAPS policy and AS

Performance outcomes	Acceptable outcomes	Response
(a) is clearly defined, safe and easily accessible; (b) is designed to contain potential adverse impacts within the site; (c) does not detract from the aesthetics or amenity of an area; (d) discourages on-street parking if parking has an adverse traffic management safety or amenity impact; (e) is consistent with safe and convenient pedestrian and cyclist movement.	standards in the Transport, access, parking and servicing planning scheme policy.	2890.1: customer spaces of 2.6m × 5.4m, staff spaces of 2.4m × 5.4m, a PWD space and shared bay of 2.5m × 5.4m, a 6.2m aisle with a 1.0m end extension, and a B85 turnaround within the aisle (Traffic Engineering Assessment, **Attachment G**).
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: (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;	**Complies with AO16** Glazed shopfronts and outdoor seating provide casual surveillance of the car park, entries and both streets. Low planting maintains sightlines, the car park and paths will be well lit, and service areas are separated and secured. There are no entrapment locations along the path from the car park to the entry.

Performance outcomes	Acceptable outcomes	Response
	(c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; (d) ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; (e) including way-finding cues; (f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas. *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: (a) denying access to potential canvases through access control techniques;	**Complies with AO17** Landscaping limits access to blank walls, articulated and textured cladding reduces potential canvas, and durable, easily cleaned finishes allow graffiti to be removed quickly.

Performance outcomes	Acceptable outcomes	Response
	(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.*	
PO18 Development is serviced by an adequate number and size of service vehicles.	**AO18** Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	**Complies with AO18** The design service vehicles are a rear-lift refuse collection vehicle and an 8.8m medium rigid vehicle, appropriate to the scale and type of uses (Traffic Engineering Assessment, **Attachment G**).
PO19 Development layout provides for services which: (a) are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a minor road where use of the footpath is not adversely affected; (b) are clearly defined, safe and easily accessible;	**AO19.1** Development ensures that a service bay provided on site: (a) is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy; (b) is located away from street frontages and screened from adjoining premises.	**Complies with AO19.1** The loading area and bin store are located on the eastern side of the site, away from both street frontages, and screened from the adjoining motel by the 2.5m acoustic barrier and landscaping.

Performance outcomes	Acceptable outcomes	Response
(c) are designed to contain potential adverse impacts of servicing within the site; (d) do not detract from the aesthetics or amenity of the surrounding area.	**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.	**Complies with AO19.2** Swept paths demonstrate that the refuse vehicle enters the site in a single reverse manoeuvre (in accordance with Council Standard Drawing BSD-3008-2) and the medium rigid vehicle follows a similar path, with all manoeuvring occurring on-site (Traffic Engineering Assessment, **Attachment G**).
	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.	**Complies with AO19.3** Refuse is stored in 1,100L bins in a dedicated, screened bin store and collected on-site, in accordance with the Refuse, TAPS and Infrastructure design planning scheme policies.
PO20 Development provides service vehicle access routes to and from the site which minimise the impact on: (a) amenity and safety in residential areas; (b) streets not constructed to a standard that accommodate increased heavy vehicle movements.	**AO20** Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	**Complies with AO20** Service vehicles access the site from Lamington Avenue and travel the short distance to Nudgee Road, an arterial road, which is the shortest and most direct route to the major road network.

Performance outcomes	Acceptable outcomes	Response
If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensioned vehicle or any other 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: (a) the operation of the transport network; (b) the safety and amenity of a residential area; (c) a road not constructed to accommodate a non-standard vehicle such as a road only constructed to accommodate a vehicle that has a legal right of access to all roads including Austroads vehicles classes 1—9.	**AO21.1** Development which is freight-dependent development is located on a site which: (a) has frontage to or direct access to the freight network in the Road hierarchy overlay via roads in a zone in the Industry zones category; or (b) can be serviced by a route that can act as a primary freight access route and connect to an existing primary freight route without impacting on the safe operation of the road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	**Not applicable** The proposal is not freight-dependent development.
	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** See above.